

TECHNICAL REPORT

**HISTORIC ARCHITECTURAL RECONNAISSANCE SURVEY
NEW ENGLAND CLEAN POWER LINK PROJECT – OVERLAND PORTION**

Grand Isle, Rutland, and Windsor Counties, Vermont

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TABLE OF CONTENTS

1. INTRODUCTION.....	1
Project Description.....	1
Authority	1
Scope of the Survey	4
Study Area/Recommended Area of Potential Effect.....	4
Project Personnel	4
2. METHODOLOGY.....	7
Archival Research.....	7
Fieldwork.....	7
Preliminary Evaluation.....	7
Effects Assessment	8
3. SURVEY RESULTS AND EFFECTS ASSESSMENT.....	9
Description of the Study Area	9
Survey Results.....	9
Properties Listed in the National Register.....	9
Benson Village National Register Historic District, Benson (Map No. 8; OMB No. 10-300a).....	9
Mountain View Stock Farm National Register Historic District, Route 22A, Benson (Map No. 10; OMB No. 1024-0018; HSSS No. 1101.23)	14
East Clarendon Railroad Station, corner of Route 103 and East Clarendon Road, Clarendon (Map No. 28; HSSS No. 1105.6).....	17
Properties Listed in the State Register	18
S. Mott House, 55 Bay Road, Alburgh (Map No. 1; HSSS No. 1701.2).....	18
Gary Malkin House, 2760 North Lake Road, Benson (Map No. 2; HSSS No. 1101.9).....	19
Manly Bowen House, 2091 North Lake Road, Benson (Map No. 5; HSSS No. 1101.8).....	20
Barber-Strong Complex, 5412 Route 22A, Benson (Map No. 11; HSSS No. 1101.23).....	22
Smith-Stannard Complex, 3 Route 22A, West Haven (Map No. 13; HSSS No. 1127.7).....	24
Stannard Homestead House, Route 22A, West Haven (Map No. 14; HSSS No. 1127.32).....	25
Hamilton Homestead Complex, 2227 Route 22A, Fair Haven (Map No. 15; HSSS No. 1107.11).....	26
Apple Barns, corner of Drake Road and Indian Point, Castleton (Map No. 18; HSSS No. 1103.7).....	27
House, 493 North Road, Castleton (Map No. 19; HSSS No. 1103.46)	29
Francis McNeil House, 185 McNeil Lane, West Rutland (Map No. 22; HSSS No. 1128.22).....	30
Rutland Railroad and Cuttingsville Trestle (Map No. 29; HSSS No. 1125-33).....	31
Grahamsville State Register Historic District, Route 100, Ludlow (Map No. 47; HSSS No. 1410.111).....	36

Cook-Martin House, 205 Route 103, Mount Holly (Map No. 41; HSSS No. 1112.36)	47
Lakeside Saw Shop, East Lake Road, Ludlow (Map No. 48; HSSS No. 1410.130).....	48
Parfitt House, 819 Pettiner Hill Road (TH-6), Ludlow (Map No. 56; HSSS No. 1410.74).....	49
Augustus G. Fullam House, 278 Nelson Road (TH-9), Ludlow (Map No. 57; HSSS No. 1410.73).....	50
Properties Evaluated as Potentially Eligible for National Register Listing.....	53
Farm Complex, 2400 North Lake Road, Benson (Map No. 4)	53
House, 114 Old North Lake Road, Benson (Map No. 7).....	59
House, 1408 Route 103, Mount Holly (Map No. 35).....	60
Elison Farm, 953 East Lake Road, Ludlow (Map No. 55)	61
Properties Evaluated as Not Eligible for State and National Register Listing	63
Conclusions and Recommendations.....	63
REFERENCES.....	65
APPENDICES	
A. LOCATION OF PROPERTIES IDENTIFIED DURING THE RECONNAISSANCE SURVEY FOR THE NEW ENGLAND CLEAN POWER LINK PROJECT	69
B. PROPERTIES IDENTIFIED DURING THE RECONNAISSANCE SURVEY FOR THE NEW ENGLAND CLEAN POWER LINK PROJECT AND EVALUATED AS NOT ELIGIBLE FOR STATE AND NATIONAL REGISTER LISTING.....	131

LIST OF FIGURES

Figure 1-1.	Map of Vermont showing the location of the New England Clean Power Link Project.....	2
Figure 1-2.	Location of the Alburgh Segment of the New England Clean Power Link Project on the Rouses Point USGS topographic quadrangle, 7.5 minute series.....	3
Figure 1-3.	Location of the Benson-Ludlow Segment of the New England Clean Power Link Project on the Benson, Thorn Hill, Poultney, West Rutland, Rutland, Wallingford, Mount Holly, and Ludlow, VT, USGS topographic quadrangles, 7.5 minute series.....	5

LIST OF TABLES

Table 3-1.	Properties Listed or Recommended Eligible for Listing in the State/National Register within the New England Clean Power Link Project Study Area.	10
------------	---	----

LIST OF PHOTOGRAPHS

Photograph 3-1.	Bascom-Snyder House, 25 Old North Lake Road, Benson	11
Photograph 3-2.	Howard-Welch-Driscoll House, 2951 Stage Road, Benson	12
Photograph 3-3.	Associated outbuilding, Howard-Welch-Driscoll House, 2951 Stage Road, Benson.....	12
Photograph 3-4.	Associated outbuilding, Howard-Welch-Driscoll House, 2951 Stage Road, Benson.....	13
Photograph 3-5.	Associated outbuilding, Howard-Welch-Driscoll House, 2951 Stage Road, Benson.....	13
Photograph 3-6.	Ladd-Davis House, 2998 Stage Road, Benson.....	14
Photograph 3-7.	Mountain View Stock Farm, 2760 North Lake Road, Benson	15
Photograph 3-8.	Associated outbuildings, Mountain View Stock Farm, 2760 North Lake Road, Benson.....	16
Photograph 3-9.	Associated outbuildings, Mountain View Stock Farm, 2760 North Lake Road, Benson.....	16
Photograph 3-10.	East Clarendon Railroad Station, corner of Route 10 and East Clarendon Road.....	17
Photograph 3-11.	S. Mott House, 55 Bay Road, Alburgh	18
Photograph 3-12.	Gary Malkin House, 2760 North Lake Road, Benson.....	19
Photograph 3-13.	Manly Bowen House, 2091 North Lake Road, Benson	20
Photograph 3-14.	Associated outbuilding, Manly Bowen House, 2091 North Lake Road, Benson.....	21
Photograph 3-15.	Associated outbuilding, Manly Bowen House, 2091 North Lake Road, Benson.....	21
Photograph 3-16.	Barber-Strong Complex, 5412 Route 22A, Benson	22
Photograph 3-17.	Main house, Barber-Strong Complex, 5412 Route 22A, Benson	23
Photograph 3-18.	Associated outbuilding, Barber-Strong Complex, 5412 Route 22A, Benson.....	23
Photograph 3-19.	Smith-Stannard Complex, 3 Route 22A, West Haven.	24

List of Photographs

Photograph 3-20.	Smith-Stannard Complex, 3 Route 22A, West Haven	25
Photograph 3-21.	Stannard Homestead House, Route 22A, West Haven.....	26
Photograph 3-22.	Hamilton Homestead Complex, 2227 Route 22A, Fair Haven.....	27
Photograph 3-23.	Apple Barns, corner of Drake Road and Indian Point, Castleton.....	28
Photograph 3-24.	Apple Barns, corner of Drake Road and Indian Point, Castleton.....	28
Photograph 3-25.	House 493 North Road, Castleton.....	29
Photograph 3-26.	House 493 North Road, Castleton	30
Photograph 3-27.	Francis McNeil House, 185 McNeil Lane, West Rutland.....	31
Photograph 3-28.	Cuttingsville Trestle, Wallingford.....	32
Photograph 3-29.	Rutland Railroad, Looking east at the intersection with Town Hill Road.....	32
Photograph 3-30.	Rutland Railroad, Looking northwest on Route 103 towards Marina Lane	33
Photograph 3-31.	Rutland Railroad, Looking southeast down tracks at intersection with Freeman Brook Road	33
Photograph 3-32.	Rutland Railroad, Looking northwest down tracks at intersection with Freeman Brook Road	34
Photograph 3-33.	Rutland Railroad, Looking south down tracks at intersection with Old Turnpike Road.....	34
Photograph 3-34.	Rutland Railroad, Mill River Tributary Crossing.....	35
Photograph 3-35.	Rutland Railroad, Town Hill Road Crossing	35
Photograph 3-36.	Rutland Railroad, Rail deck at Freeman Brook	36
Photograph 3-37.	House, 65 Route 100, Ludlow	37
Photograph 3-38.	House, Route 100, Ludlow	38
Photograph 3-39.	House, 147 Route 100, Ludlow	38
Photograph 3-40.	House, 163 Route 100, Ludlow	39
Photograph 3-41.	House, 191, Route 100, Ludlow	40
Photograph 3-42.	House, 323 Route 100, Ludlow	40
Photograph 3-43.	Barn, 322 Route 100, Ludlow.....	41

Photograph 3-44.	House and Garage, Route 100, Ludlow	42
Photograph 3-45.	House, 270 Route 100, Ludlow	42
Photograph 3-46.	Complex, Route 100, Ludlow	43
Photograph 3-47.	Associated outbuildings, Route 100, Ludlow	43
Photograph 3-48.	House, 188 Route 100, Ludlow	44
Photograph 3-49.	Associated outbuildings, 188 Route 100, Ludlow.....	44
Photograph 3-50.	House, 174 Route 100, Ludlow	45
Photograph 3-51.	House, 130 Route 100, Ludow.....	46
Photograph 3-52.	Cook Martin House, 205 Route 103, Mount Holly.....	47
Photograph 3-53.	Main house, Lakeside Saw Shop, East Lake Road, Ludlow.....	48
Photograph 3-54.	Associated outbuilding, Lakeside Saw Shop, East Lake Road, Ludlow	49
Photograph 3-55.	Parfitt House, 819 Pettiner Hill Road, Ludlow.....	50
Photograph 3-56.	Augustus G. Fullam House, 278 TH-9, Ludlow	51
Photograph 3-57.	Augustus G. Fullam House, 278 TH-9, Ludlow	52
Photograph 3-58.	Associated outbuilding, Augustus G. Fullam House, 278 TH-9, Ludlow	52
Photograph 3-59.	Main house, 2400 North Lake Road, Benson	54
Photograph 3-60.	Quonset barn, 2400 North Lake Road, Benson	54
Photograph 3-61.	Associated outbuilding, 2400 North Lake Road, Benson.....	55
Photograph 3-62.	Associated outbuilding, 2400 North Lake Road, Benson	55
Photograph 3-63.	Associated barn and silo, 2400 North Lake Road, Benson.....	56
Photograph 3-64.	Associated outbuilding, 2400 North Lake Road, Benson.....	56
Photograph 3-65.	Associated outbuilding, 2400 North Lake Road, Benson.....	57
Photograph 3-66.	Associated outbuilding, 2400 North Lake Road, Benson.....	57
Photograph 3-67.	Packing shed, 2400 North Lake Road, Benson.....	58
Photograph 3-68.	House, 114 Old North Lake Road, Benson	59
Photograph 3-69.	House, 1408 Route 103, Mount Holly.....	60

List of Photographs

Photograph 3-70.	Elison Farm, 953 East Lake Road, Ludlow	61
Photograph 3-71.	Elison Farm, 953 East Lake Road, Ludlow	62
Photograph 3-72.	Associated outbuilding, Elison Farm, 953 East Lake Road, Ludlow	62

CHAPTER ONE

INTRODUCTION

This report presents the results of a historic architectural reconnaissance survey conducted for the proposed New England Clean Power Link Project (“NECPL” or “the Project”) in Grand Isle, Rutland, and Windsor Counties, Vermont (Figure 1-1). The survey was conducted to identify historic architectural properties within a study area that corresponds to the recommended Area of Potential Effect (APE) for the Project and assess the potential of the Project to cause adverse effects on properties that are listed or potentially eligible for listing in the Vermont State and/or National Register of Historic Places (State/National Register). PAL is also conducting a separate survey to identify significant archaeological resources that may be affected by the Project and the results of that investigation will be presented in a separate report.

Project Description

Champlain VT, LLC, d/b/a TDI-New England (TDI-NE) is proposing to construct the NECPL, a high voltage direct current (HVDC) electric transmission line that will provide electricity generated by renewable energy sources in Canada to the New England electric grid. The line will run from the Canadian border at Alburgh, Vermont, to Ludlow, Vermont, along underwater and underground routes. The transmission line will comprise two approximately 5-inch diameter cables – one positively charged and the other negatively charged – and will be solid-state dielectric and thus contain no fluids or gases. The nominal operating voltage of the line will be approximately 300 to 320 kV, and the system will be capable of delivering 1,000 megawatts (MW) of electricity.

The proposed underwater portion of the transmission line, approximately 98 miles in length, will be buried to a target depth of 3-4 feet in the bed of Lake Champlain except at water depths of greater than 150 feet where the cables will be placed on the bottom and self-burial of the cables in sediment will occur. In areas where there are obstacles to burial (e.g. existing infrastructure, bedrock), protective coverings will be installed. The overland portion of the transmission line, approximately 56 miles in length, will be buried approximately four feet underground within existing public (state and town) road rights-of-way (ROWS) (Figures 1-2, 1-3). The cables will be installed within a railroad ROW for approximately 3.5 miles in the town of Shrewsbury and Wallingford. Very short sections of the route at the Lake Champlain entry and exit points in Alburgh and Benson and at the converter site in Ludlow will be located on private land that is owned or controlled by TDI-NE. In Ludlow, the HVDC line will terminate at a converter station that will convert the electrical power from direct current (DC) to alternating current (AC). An underground AC transmission line will then run to the existing 345 kV Coolidge Substation in Cavendish, Vermont located approximately 0.3 miles to the south that is owned and operated by the Vermont Electric Power Company (VELCO).

Authority

The Project requires approvals and permits from federal, state, and local entities. The primary permitting requirement at the federal level is from the United States Department of Energy (DOE). Consequently, the Project will be reviewed under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR 800); DOE will act as the lead federal agency for all Section 106 consultation and

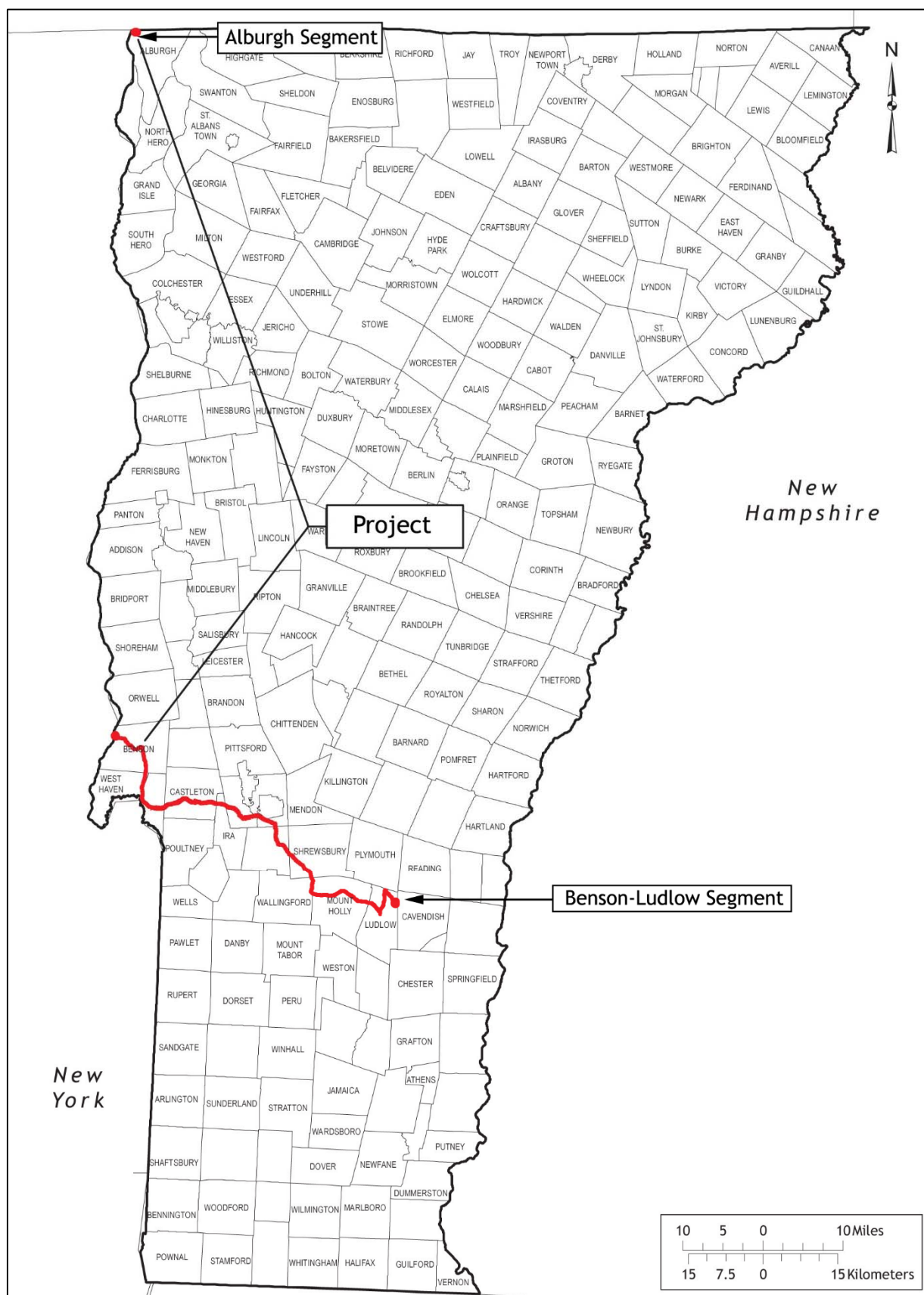


Figure 1-1. Map of Vermont showing the location of the New England Clean Power Link Project.

PAL Report No. 2960 3

compliance obligations. The Project also requires a Certificate of Public Good from the Vermont Public Service Board and is subject to review under 30 V.S.A. 248, which applies to new and modified gas and electric facilities constructed in Vermont.

Scope of the Survey

The historic architectural reconnaissance survey was conducted to identify historic architectural properties and assess the potential of the Project to cause adverse effects on those properties that are listed or eligible for listing in the State/National Register. Under Section 106 of the NHPA, a historic property is defined as any building, site, structure, object, or district that is listed or eligible for listing in the National Register. Under Vermont State law, the term “historic site” is used to describe historic properties. A historic site is “any site, structure, district or archeological landmark which has been officially included in the National Register of Historic Places and/or the state register of historic places or which is established by testimony of the Vermont Advisory Council on Historic Preservation as being historically significant” (10 V.S.A. § 6001[9]).

Study Area/Recommended Area of Potential Effect

The historic architectural survey study area was defined to include properties that could potentially be impacted by the Project. It was defined in accordance with the guidance provided in the NHPA Section 106 regulations for determining an Area of Potential Effect (APE) for the Project. According to the regulations, an APE is the “geographic area or areas in which an undertaking may directly or indirectly cause changes in the character of or use of historical properties, if any such properties exist” (36 CFR § 800.16[d]). The APE is defined based on the potential for effect, which may differ for historic architectural properties (buildings, structures, objects, and landscapes) and subsurface resources (archaeological sites). Pursuant to 36 CFR § 800.4(a)(1), the federal agency is responsible for determining the APE in consultation with the appropriate State Historic Preservation Officer.

The historic architectural survey study area was approved by the Vermont Division for Historic Preservation/Office of the Vermont State Historic Preservation Officer (VDHP/SHPO) and constitutes the recommended APE for the Project for the purposes of Section 106. The major element of the Project is the laying of an underground transmission line within the existing public transportation ROWs. It was determined that impacts associated with the transmission line would be limited to temporary disruption caused by trenching to lay the electrical cable. In order to account for the potential that the line could be shifted during planning from one side of the roadway to the other, the study area for the historic architectural survey was defined to include properties immediately fronting or adjacent to the limits of the transportation ROW. The study area also included the limits of the parcels of land in Alburgh, Benson, and Ludlow that were acquired for the Project by TDI-NE and the area within visual range of the proposed converter station building in Ludow. The results of field investigations conducted for the survey confirmed that the study area was sufficient to account for Project effects on historic architectural resources.

Project Personnel

Staff involved in the architectural reconnaissance survey were Stephen Olausen (senior architectural historian), Carolyn Barry (architectural historian), Quinn Stuart (architectural historian), and Gretchen Pineo (assistant architectural historian). All personnel meet the *Secretary of the Interior's Professional Qualification Standards* (36 CFR 61, Appendix A) for conducting architectural history projects.

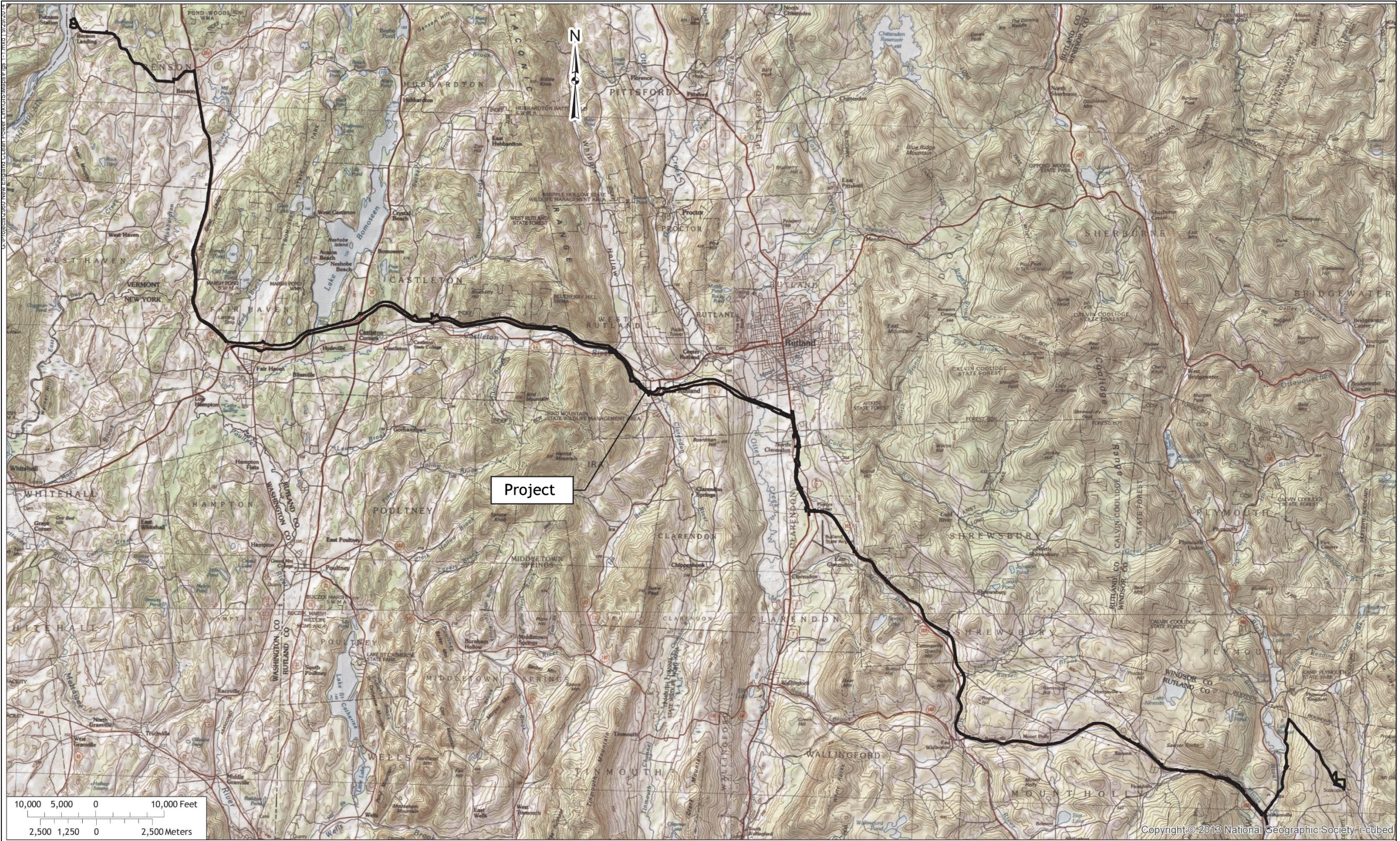


Figure 1-3. Location of the Benson-Ludlow Segment of the New England Clean Power Link Project on the Benson, Thorn Hill, Poultney, West Rutland, Rutland, Wallingford, Mount Holly, and Ludlow, VT, USGS topographic quadrangles, 7.5 minute series.

CHAPTER TWO

METHODOLOGY

The methodology for the historic architectural reconnaissance survey was designed to identify historic architectural properties within the study area for the Project (see Chapter 1). The survey was conducted in accordance with the standards and guidelines established by the National Park Service's (NPS) *National Register Bulletin No. 24, Guidelines for Local Survey: A Basis for Preservation Planning* (NPS 1985), and the NPS's *National Register Bulletin No. 15, How to Apply the National Register Criteria for Evaluation* (NPS 1997).

Archival Research

PAL conducted research to identify State/National Register-listed and previously documented properties within the historic architectural survey study area. PAL visited the Vermont Division for Historic Preservation (VDHP) Office to obtain copies of the relevant State/National Register documentation and survey forms for properties included in the state's Historic Sites & Structures Survey (HSSS). The online National Register Information System (NRIS) was used to verify designations for some of the properties included in the survey. PAL also researched the development history of the communities and properties along the Project route by collecting local survey reports, historical maps and atlases, and secondary histories of the towns. The information was reviewed to gain general information regarding the types of resources extant in the study area and to identify properties for which National Register eligibility evaluations have been completed.

Fieldwork

Fieldwork for the historic architectural reconnaissance survey was conducted by two PAL architectural historians in July 2014 and by a PAL architectural historian and archaeologist in September 2014. The fieldwork consisted of a drive-over, or windshield survey, on publicly accessible roads along the proposed Project route. Each previously recorded property identified during the research was visited to verify its existence and document any changes that have occurred to the property since it was initially surveyed. The survey team also recorded previously undocumented properties that appeared to be at least 50 years of age. Each surveyed property was photographed with a high-resolution digital camera and its location was plotted on a base map. Data regarding the current condition and significant characteristics of each property were recorded, and the information on the inventory forms for previously surveyed properties was verified.

Preliminary Evaluation

Each property identified during the fieldwork was evaluated for listing in the State and/or National Registers using the National Park Service criteria for listing significant properties in the National Register (36 CFR 60). The criteria are broadly defined to include the wide range of properties that are significant in American history, architecture, archaeology, engineering, and culture. The quality of significance may be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. The criteria (known by the letters Criteria A–D) allow for the listing of properties

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important to prehistory or history.

Because of the preliminary nature of the evaluation, the National Register criteria for evaluation were broadly applied to ensure that all properties that appeared to have at least some potential for listing in the National Register were considered during the assessment of Project effects.

Effects Assessment

The methods employed by PAL to assess the Project's potential effects on historic architectural properties conformed to those used to evaluate effects in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and the standard required by 30 V.S.A. Section 248(b)(5), which states that a proposed project "will not have an undue adverse effect on . . . historic sites."

Impacts on historic properties are assessed by determining the extent to which a property's qualities of significance and integrity are diminished by an undertaking. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualifies it for inclusion in the National Register in a manner that would diminish the historic integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Direct impacts are those that physically change a property through demolition, alteration, relocation, or the introduction of inappropriate new construction. Indirect impacts are those associated with construction of new developments outside the boundaries of a historic property that may diminish the integrity of a property by causing physical or atmospheric changes. There are a number of potential indirect impacts, but the most common is caused by the introduction of new buildings or structures that might alter the visual setting or other qualities of significance of an historic property.

The National Register of Historic Places defines the qualities of significance as aspects of a property's associations with events, persons, and/or distinctive architectural or engineering features that are important in and contribute to our understanding of American history, architecture, archaeology, engineering, and culture. The historic integrity of a property is assessed by determining the extent to which it retains the physical characteristics that existed during the period when it achieved historical significance. There are seven qualities of historic integrity: location, design, setting, materials, workmanship, feeling, and association. Location, design, materials, and workmanship fall into the category of physical qualities of integrity, that is, they are inherent elements of the physical characteristics of a property. Feeling and association are subjective qualities that are largely dependent on an individual's ability to recognize a property as historic through its visual appearance or place in history. Setting may be either physical, as in the case of the immediate surroundings that contribute to a property's historic appearance, or subjective.

CHAPTER THREE

SURVEY RESULTS AND EFFECTS ASSESSMENT

Description of the Study Area

The Project runs through a mixed topography of mountains ranges, rolling hills, lake shores, and rivers. The route generally passes through wooded and rural agricultural areas with scattered farmsteads along the roads. Development is organized primarily in compact village centers with commercial cores and outlying neighborhoods and linearly along varying transportation routes: rural country roads, four-lane divided highways, or along railroad lines, such as Town Highway 7 (Bay Road), Route 22A, Route 4, Route 7, Route 103, and Route 100. Typical building stock includes eighteenth- and nineteenth-century wood-frame residences or farmsteads, nineteenth- and twentieth-century small-scale commercial buildings, and some twentieth-century infill. Architectural styles range from the vernacular to Greek Revival and Colonial Revival to some that exhibit multiple design periods or else have been significantly altered. Many buildings have been altered with vinyl siding and metal roofs, though some retain historic finishes such as slate roofs, clapboarding, and brick or granite foundations.

Survey Results

A total of 57 properties that met the criteria for inclusion in the survey were recorded within the Project Study Area. Of that number, three properties are listed in the National Register, 16 are listed in the State Register and four were evaluated by PAL as potentially eligible for listing in the State/National Registers (Table 3-1). Descriptions and photographs of each property, along with an assessment of Project effects, are presented in this chapter. The locations of the properties are shown on Figures 3-1 through 3-6 in Appendix A. Photographs of the remaining 34 properties that were evaluated during the survey as not eligible for the State/National Registers are presented in Appendix B.

Properties Listed in the National Register

Benson Village National Register Historic District, Benson (Map No. 8; OMB No. 10-300a)

The Benson Village National Register Historic District was listed in the National Register in 1977 under Criteria A and C in the areas of Agriculture and Architecture. The district includes approximately 80 contributing resources located along Stage Road, between Lake and Hulett Hill Roads. Most of the resources in the district were constructed in the early nineteenth century and reflect the village's early development as a rural agricultural settlement. The district contains about 30 residences; a few commercial and religious buildings; and a large number of outbuildings and structures associated with the historic agricultural development of the area. Architecturally, the district contains a number of significant local examples of the Federal, Greek Revival, Italianate, and Colonial Revival styles. Some are representative of the work of significant local builders (Photographs 3-1 to 3-6).

Table 3-1. Properties Listed or Recommended Eligible for Listing in the State/National Register within the New England Clean Power Link Project Study Area.

Map Number*	Property Name/Address	HSSS No.	Registration Status
1	S. Mott House, 55 Bay Road, Alburgh	1701.52	Listed in the State Register
2	Gary Malkin House, 2760 North Lake Road, Benson	1101.9	Listed in the State Register
4	Farm Complex, 2400 North Lake Road, Benson	N/A	Recommended National Register-eligible
5	Manly Bowen House, 2091 North Lake Road, Benson	1101.8	Listed in the State Register
7	House, 114 Old North Lake Road, Benson	N/A	Recommended National Register-eligible
8	Benson Village Historic District, Benson	OMB No. 10-300a	Listed in the National Register
10	Mountain View Stock Farm Historic District, Route 22A, Benson	1101.35, 1101.51	Listed in the National Register
11	Barber-Strong Complex, 5412 Route 22A, Benson	1101.23	Listed in the State Register
13	Smith-Stannard Complex, 3 Route 22A, West Haven	1127.7	Listed in the State Register
14	Stannard Homestead House, Route 22A, West Haven	1127.32	Listed in the State Register
15	Hamilton Homestead Complex, 2227 Route 22A, Fair Haven	1107.11	Listed in the State Register
18	Apple Barns, corner of Point of Pines and Creek Road, Castleton	1103.7	Listed in the State Register
19	House, 493 North Road, Castleton	1103.47	Listed in the State Register
22	Francis McNeil House, 185 McNeil Lane, West Rutland	1128.22	Listed in the State Register
28	East Clarendon Railroad Station, Route 103 and East Clarendon Road, Clarendon	1105.6	Listed in the National Register
29	Rutland Railroad and Cuttingsville Trestle, multiple and Wallingford	1125.33	Listed in the State Register
35	House, 1408 Route 103, Mount Holly	N/A	Recommended National Register-eligible
41	Cook-Martin House, 205 Route 103, Mount Holly	1112.36	Listed in the State Register
47	Grahamsville Historic District, Ludlow	1410.111	State Register Historic District
48	Lakeside Saw Shop, East Lake Road, Ludlow	1410.130	Listed in the State Register
55	Elison Farm, 95 East Lake Road, Ludlow	N/A	Recommended National Register-eligible
56	Parfitt House, 819 Pettiner Hill Road, TH-6, Ludlow	1410.74	Listed in the State Register
57	Augustus G. Fullam House, 278 TH-9, Ludlow	1410.73	Listed in the State Register

*see Figures 3-1 through 3-6

Note: N/A = Not Applicable

The NECPL transmission line travels through the northernmost portion of the Benson Village Historic District on Old North Lake Road to Hulett Hill Road and passes by the following three contributing properties:

Bascom-Snyder House, 25 Old North Lake Road

The Bascom-Snyder House and associated outbuildings are located on the southwest corner of Old North Lake Road and Stage Road (Photograph 3-1). The two-story, wood-frame house was constructed ca. 1835 for Joseph Bascom, who moved from New Hampshire and settled in Benson in 1815. The house is an example of a transitional Federal-Greek Revival style house, as conveyed through its symmetrical five-bay facade (east elevation); central entrance with sidelights, transom, and flat pediment surround; and side gable roof with returns. When the National Register documentation was prepared for the district in 1978, the property also contained two outbuildings, a hay barn and a horse barn. The hay barn is no longer extant, but the ca. 1895 horse barn remains along Old North Lake Road.



Photograph 3-1. Bascom-Snyder House, 25 Old North Lake Road, Benson.

Howard-Welch-Driscoll House, 2951 Stage Road

The Howard-Welch-Driscoll House at 2951 Stage Road is described in the National Register documentation for the district as the “most extraordinary example of domestic architecture in the Benson Historic District.” The two-and-a-half story, wood frame house with an L-shaped plan was constructed about 1818 and is an excellent example of the Federal style (Photograph 3-2). When the National Register documentation was prepared, the house was in an advanced state of deterioration, but it was since rehabilitated and is currently in good condition, although a number of the architectural features mentioned in the description, including a Greek Revival-style veranda, are no longer present. The documentation mentions five associated outbuildings: a tool shed (ca. 1900), a horse barn (ca. 1890), stock barn (ca. 1888), a cow barn (ca. 1850), and a milk house (ca. 1940). According to the owner, one barn burned down in the late twentieth century (Photographs 3-3 to 3-5).



Photograph 3-2. Howard-Welch-Driscoll House, 2951 Stage Road, Benson.



Photograph 3-3. Associated outbuilding, Howard-Welch-Driscoll House, 2951 Stage Road, Benson.



Photograph 3-4. Associated outbuilding, Howard-Welch-Driscoll House, 2951 Stage Road, Benson.



Photograph 3-5. Associated outbuilding, Howard-Welch-Driscoll House, 2951 Stage Road, Benson.

Ladd-Davis House, 2998 Stage Road

The Ladd-Davis House is located on the northeast corner of Stage Road and Hulett Hill Road (Photograph 3-6). The two-and-a-half story, three-by-three-bay house was constructed about 1843 in the Greek Revival style for Benoni Ladd. The house was noted to be in deteriorated condition in 1978, when the National Register documentation was prepared, and is currently abandoned and shows signs of severe structural deficiencies.



Photograph 3-6. Ladd-Davis House, 2998 Stage Road, Benson.

Effects Assessment

The proposed NECPL transmission line passes through the northern most section of the Benson Village National Register Historic District and passes to the north and south of three contributing properties within the public ROW. The proposed transmission line will be constructed underground and on the north and east sides of the road within the public ROW. All of the historic architectural resources associated with the Bascom-Snyder House, Howard-Welch-Driscoll House, and Ladd-Davis House are located outside of the construction limits and set back approximately 25-150 feet from the road. One historical associated outbuilding of the Bascom-Snyder House no longer exists and the Ladd-Davis house is currently in a state of disrepair.

Mountain View Stock Farm National Register Historic District, Route 22A, Benson (Map No. 10; OMB No. 1024-0018; HSSS No. 1101.23)

The Mountain View Stock Farm Historic District is located on Route 22A, south of Hulett Hill Road and north of Lake Road and Mill Pond Road, in Benson, Vermont (Photographs 3-7 to 3-9). It was listed in the National Register in 1989 at the state-level under Criteria A and C in the areas of Agricultural and Architecture. The significance of the farm under Criterion A is derived from its association with several important statewide agricultural contexts, including stock breeding, agricultural processing, dairying, and

sheep farming. The most significant period of the farm's development occurred in the early twentieth century when it was owned by Charles Parsons, the president of the St. Joseph Lead Company based in Joplin, Missouri. Parsons expanded the farm's acreage and constructed technically advanced and architecturally stylish agricultural buildings to support his stock breeding operation, which focused on raising Kentucky Saddle horses. Over time the farm expanded to include 550 acres, 10 buildings, and one structure. The district's significance under Criterion C extends largely from the architecture of the main house, which was originally constructed as a Federal-style tavern in 1795 and was updated by Parsons in the Colonial Revival style in the early twentieth century. The other contributing associated resources on the property include a carriage house (1907), a broodmare barn (1907), a garage for the main house (1920), a pergola (1907), a well house (1917), a generator house (1917), a boarding house (1907) a vernacular farmhouse located to the south of the main house (1912), a garage for the farmhouse (1920), a creamery (1917, 1930), and a former barn foundation (1917).

Effects Assessment

The proposed NECPL transmission line passes to the east and west of the Mountain View Stock Farm National Register Historic District, located on either side of Route 22A in Benson. The proposed transmission line will be constructed underground and within the public ROW on the east side of Route 22A. All of the contributing historic architectural resources associated with the Mountain View Stock Farm National Register Historic District are set back approximately 25-100 feet from the road and located outside of the construction limits.



Photograph 3-7. Mountain View Stock Farm, 2760 North Lake Road, Benson.



Photograph 3-8. Associated outbuildings, Mountain View Stock Farm, 2760 North Lake Road, Benson.



Photograph 3-9. Associated outbuildings, Mountain View Stock Farm, 2760 North Lake Road, Benson.

**East Clarendon Railroad Station, corner of Route 103 and East Clarendon Road, Clarendon
(Map No. 28; HSSS No. 1105.6)**

The East Clarendon Railroad Station is located on the northeast side of Route 103 at the intersection with East Clarendon Road, just to the west of the Shrewsbury town border (Photograph 3-10). The one-story, four-by-one-bay, hipped roof building was constructed ca. 1916 as a station for the Rutland Railroad. According to the National Register documentation, it is significant under National Register Criteria A and C in the areas of Transportation and Architecture. The station is representative of the historic role that the Rutland Railroad played in the development of rural Vermont during the first half of the twentieth century and is a good example of an early twentieth-century Rutland Railroad station that bears the distinctive features of Late Victorian architecture, most notably in its large triangular brackets that support the wide overhanging eaves. The station was moved about from its original location along the railroad line to its current site around 1953 and was subsequently converted for use as a restaurant. It was listed in the National Register in 1998.

Effects Assessment

The proposed NECPL transmission line passes to the southeast of the property boundary of the East Clarendon Railroad Station located on the northeast side of Route 103. The proposed transmission line will be constructed underground and within the public ROW on the northeast side of the road. This historic architectural resource is located approximately 25 feet from the road, outside of the public ROW and has been moved from its original location and has experienced extensive alterations as a result of its transition from railroad to commercial use.



Photograph 3-10. East Clarendon Railroad Station, corner of Route 10 and East Clarendon Road.

Properties Listed in the State Register

S. Mott House, 55 Bay Road, Alburgh (Map No. 1; HSSS No. 1701.2)

The S. Mott House is located on Town Highway 7 (Bay Road), just south of the Canadian border (Photograph 3-11). The one-and-a-half story, L-shaped house was constructed about 1840 in the Greek Revival style for a descendant of Samuel Mott, one of the town's early settlers who once served as Justice of the Peace. The house is constructed of brick and has a side gable roof main block with a front-facing cross-gable extension. A gable roof garage addition that was added in the late twentieth century attached to the south side of the main block of the house. An original pedimented entrance porch on the front-facing extension has been removed and a shed porch that ran along facade of the main block was widened and lengthened to cover the main entrance. The house was added to the State Register in 1988 (Jeffrey 1907:468).

Effects Assessment

The Mott House is located on the parcel of land that is owned by TDI-NE and will be used as a horizontal directional drill (HDD) receiver site for the NECPL transmission line. The location of the HDD site is approximately 550 feet west of the house. The transmission line will then be laid in an underground trench that will travel eastward through the property and pass about 25 feet south of the garage addition to the Mott House. From there, the line will jog northeast for a short span and then run north along the west side of Bay Road for one-third of a mile to the Canadian border. According to information provided by TDI-NE, the Mott House is now vacant and no plans have been made for its use following the construction of the Project. The effects of the transfer of the property's ownership to the Project-owner cannot be fully assessed until plans for the future disposition of the property are developed.



Photograph 3-11. S. Mott House, 55 Bay Road, Alburgh.

Gary Malkin House, 2760 North Lake Road, Benson (Map No. 2; HSSS No. 1101.9)

The Gary Malkin House is located on a low hill that rises from a bend where Stony Point Road transitions to North Lake Road (Photograph 3-12). The one-and-a-half story, four-bay house was constructed ca. 1840 in the Greek Revival style. A side gable addition with an incorporated one-bay garage was added to the north side of the house in the mid-twentieth century. Since the property was surveyed in 1977, a gable entrance porch that covered the front entrance has been removed. The property also contained two ca. 1895 barns at the time of the 1977 survey, but neither was identified as being extant during the current survey. According to the survey form, the property is a good example of a Greek Revival knee wall plan house of the type that became popular in Benson during the 1840s.

Effects Assessment

The NECPL transmission line exits Lake Champlain at an access road north of Benson Landing and mile post (m.p.) 97.8 and travels southeast on Stony Point Road where it passes the Gary Malkin House just past m.p. 97.9. The proposed NECPL transmission line passes to the south of the Gary Malkin House on a curved section of North Lake Road. The proposed transmission line will be constructed underground and within the public ROW on the southwest side of North Lake Road. All of the historic architectural resources associated with this property are set back approximately 50 feet from the road and are outside of the construction limits.



Photograph 3-12. Gary Malkin House, 2760 North Lake Road, Benson.

Manly Bowen House, 2091 North Lake Road, Benson (Map No. 5; HSSS No. 1101.8)

The Manly Bowen is located on the south side of North Lake Road (Photograph 3-13). The one-and-a-half story, seven-bay house was constructed about 1838 in the Greek Revival style for A. D. Manly. The inventory form for the property, which was prepared in 1977, suggests that although there have been significant alterations to the house, it is significant for its Greek Revival-style detailing, including its side gable roof with returns and flat pediment and pilaster door surround. A large addition with an incorporated garage was constructed on the southwest corner of the building in the mid-twentieth century. Since it was last surveyed, a chimney has been removed from the rear ell and the chimney on the main house has been moved from the west to the east side of the roof; a seamed metal roof has been added to the rear ell and partially added to the roofline at the front facade. The property also contained a two-story horse barn (ca. 1910) and a two-story barn (Photographs 3-14, 3-15). A modern garage and shed were added to the property in the late twentieth century. The property was added to the State Register in 1980.

Effects Assessment

The NECPL transmission line exits Lake Champlain at an access road north of Benson Landing and mile post (m.p.) 97.8 and travels on North Lake Road where it passes the Manly Bowen House and associated outbuildings just past m.p. 98.5. The proposed NECPL transmission line passes to the north of the Manly Bowen House on North Lake Road and will be constructed underground and within the public ROW on the south side of North Lake Road. All of the historic architectural resources associated with this property are located outside of the construction limits and set back approximately 50-100 feet from the south side of North Lake Road.



Photograph 3-13. Manly Bowen House, 2091 North Lake Road, Benson.



Photograph 3-14. Associated outbuilding, ManlyBowen House, 2091 North Lake Road, Benson.



Photograph 3-15. Associated outbuilding, Manly Bowen House, 2091 North Lake Road, Benson.

Barber-Strong Complex, 5412 Route 22A, Benson (Map No. 11; HSSS No. 1101.23)

The Barber-Strong Complex (Lone Pine Farm) is located on the west side of Route 22A, just north of East Road. The complex has a two-story, five-bay main house that was constructed about 1812 in the Federal style and a group of agricultural buildings from multiple periods set within an open setting of fields. The main house appears to be in fair condition, although it has undergone substantial alterations, including the removal of its original main entrance, replacement of all windows, and the addition of asbestos siding (Photographs 3-16, 3-17). The inventory form, which was prepared in 1977, indicates that the property at that time included two barns (ca. 1870, 1878), a milk house (ca. 1928), a granary (ca. 1930), a horse shed (ca. 1910), a toolshed (ca. 1920), and a dairy barn (ca. 1940) (Photograph 3-18). It appears that all of the outbuildings are still in existence. The property was added to the State Register in 1980.

Effects Assessment

The NECPL transmission line follows Route 22A south until Fair Haven where it travels west on U.S. Route 4. The proposed NECPL transmission line passes to the east of the Barber-Strong Complex on Route 22A between m.p. 104.3 and 104.5. The proposed transmission line will be constructed underground and within the public ROW on the east side of Route 22A. All of the historic architectural resources associated with this property are located outside of the construction limits on the west side of Route 22A; the main house and associated outbuildings are set back approximately 50-200 feet from the road.



Photograph 3-16. Barber-Strong Complex, 5412 Route 22A, Benson.



Photograph 3-17. Main house, Barber-Strong Complex, 5412 Route 22A, Benson.



Photograph 3-18. Associated outbuilding, Barber-Strong Complex, 5412 Route 22A, Benson.

Smith-Stannard Complex, 3 Route 22A, West Haven (Map No. 13; HSSS No. 1127.7)

The Smith-Stannard Complex is located on the west side of Route 22A at the town border with Fair Haven (Photographs 3-19 and 3-20). The main house is an significant example of transitional Georgian-Federal architecture in West Haven. Constructed in 1802, the house is a two-story, five-by-three bay, hipped roof building that was altered during the historic period by the addition of a two story porch that now covers most of the facade. When it was surveyed in 1977, the property consisted of a one-and-a-half-story carriage barn (ca. 1870), a gable-roofed smokehouse (ca. 1840), a one-and-a-half-story granary (ca. 1840), a hipped roof horse and carriage barn (1903) located at the end of the paved driveway, a two-and-a-half-story sheep barn (ca. 1890), two hay barns (ca. 1850 and ca. 1880), two barns (ca. 1860 and ca. 1900), and a two-story tenant house (ca. 1870). All of the buildings identified on the 1977 inventory form appear to be extant and in good condition.

Effects Assessment

The proposed NECPL transmission line passes to the east of the property line of the Smith-Stannard Complex on Route 22A. A Jack and Bore pit on either side of the road and an HDD Launch Site on the east side of the road and within the public ROW are proposed to be located to the northeast of the Smith-Stannard Complex and between m.p. 108.1 and 108.2. An HDD Receiver Site is proposed to the southeast of the Smith-Stannard Complex within the public ROW just north of m.p. 108.3. The proposed transmission line and HDD cable will be constructed underground on the east side of Route 22A, just outside of the roadway and within the public ROW. All of the historic architectural resources associated with this property are located outside of the construction limits and public ROW and set back approximately 100-200 feet from the west side of Route 22A.



Photograph 3-19. Smith-Stannard Complex, 3 Route 22A, West Haven.

Stannard Homestead House, Route 22A, West Haven (Map No. 14; HSSS No. 1127.32)

The Stannard Homestead House is located on the west side of Route 22A, immediately to the west of the Fair Haven town border. The house was constructed in 1902 and is a significant local example of the Colonial Revival style (Photograph 3-21). It is two-and-a-half stories in height and has a hip roof main block, balloon frame structural system, and stone foundation. The exterior walls are covered with wood shingles on the second story and clapboard on the first. The house's elaborate decorative features include an intersecting gable roof unit that contains a Palladian window, a hip roof dormer with a balustrade deck, wide overhanging roof eaves with decorative scroll modillions and a dentil cornice, two story polygonal bay extension, circular second story balcony, and a veranda porch with an eyebrow dormer above the main entrance and Tuscan column supports. A carriage barn (1902) and horse barn (1905) are also located on the property. Stannard Homestead House was listed in the State Register in 1980 and appears to retain its historic integrity.

Effects Assessment

The proposed NECPL transmission line passes to the east of the Stannard Homestead House on Route 22A. An HDD Reciever Site is proposed to the east of the property within the public ROW just north of m.p. 108.3. The proposed transmission line will be constructed underground on the east side of Route 22A, just outside of the roadway and within the public ROW. All of the historic architectural resources associated with this property are located outside of the construction limits and public ROW and set back approximately 25-100 feet from the west side of Route 22A.



Photograph 3-20. Smith-Stannard Complex, 3 Route 22A, West Haven.



Photograph 3-21. Stannard Homestead House, Route 22A, West Haven.

Hamilton Homestead Complex, 2227 Route 22A, Fair Haven (Map No. 15; HSSS No. 1107.11)

The Hamilton Homestead Complex is located on the west side of Route 22A, immediately to the west of the Fair Haventown border (Photograph 3-22). The house was built in 1850 for local farmer Otis Hamilton. Views of the house are obstructed by dense tree cover, but the inventory form identifies it as a vernacular two-story Greek Revival-style house with a side gable roof, truncated second story windows, and a shed roof entrance porch. According to the inventory form, the house was once part of a larger farmstead, but now contains only one associated barn (1880) and a rubble stone building (c. 1940) that was probably used as an apple storage house. The property was listed in the State Register in 1980.

Effects Assessment

The NECPL transmission line follows the ROW on Route 22A south into Fair Haven. The proposed NECPL transmission line passes to the east of the Hamilton Homestead Complex. The proposed transmission line will be constructed underground and within the public ROW on the northeast side of Route 22A. The entirety of this historic architectural resource is located outside of the construction limits, set back approximately 50-100 feet on the south side of the public ROW.



Photograph 3-22. Hamilton Homestead Complex, 2227 Route 22A, Fair Haven.

Apple Barns, corner of Drake Road and Indian Point, Castleton (Map No. 18; HSSS No. 1103.7)

These two Apple Barns are associated with an early twentieth century extensive apple orchard and were once used for apple storage (Photographs 3-23 and 3-24). They are located on either side of Drake Road at the intersection with Indian Point. The former apple orchard complex included: a two-and-a-half story, gambrel roof barn constructed in 1920; a three-and-a-half story, gambrel roof barn constructed in 1900; a two-and-a-half-story, gable-roof barn constructed in 1920; and a two-and-a-half-story vernacular house dating to ca. 1900. The dwelling house was not visible from the public ROW due to overgrown landscaping and its current condition could not be assessed. The apple barn on the east side of Drake Road is currently in use and appears to be in good condition. The larger apple barn on the west side of Drake Road has experienced some maintenance issues due to neglect and is partially hidden from the public ROW due to overgrown vegetation. The apple orchard complex was listed in the State Register in 1980.

Effects Assessment

The proposed NECPL transmission line passes to the south of the Apple Barns property following the ROW on Route 4 between m.p. 113.4 and 113.5 and does not directly pass by this historic property located on either side of Drake Road at the intersection with Indian Point Road. The proposed transmission line will be constructed underground and within the public ROW on the north side of Route 4, approximately 200 feet south from the property. The entirety of this property is located outside of the public ROW and construction limits.



Photograph 3-23. Apple Barns, corner of Drake Road and Indian Point, Castleton.



Photograph 3-24. Apple Barns, corner of Drake Road and Indian Point, Castleton.

House, 493 North Road, Castleton (Map No. 19; HSSS No. 1103.46)

This house is located on the west side of North Road, at the corner of Graham Hill Road in Castleton. The two-story, five-by-two-bay house with concrete block foundation and post and beam construction covered with clapboards was constructed ca. 1790 in the Georgian architectural style (Photograph 3-25). The property includes a one-story, two-bay, gable-roofed garage (Photograph 3-26). Since the house was surveyed in 1976 it has undergone several alterations, including residing, a new entranceway, and the removal of the gable-side fanlights. The property was listed in the State Register in 1980.

Effects Assessment

The proposed NECPL transmission line passes to the north of this property following the ROW on Route 4 and does not directly pass by this property located on North Road. The proposed transmission line will be constructed underground and within the public Row approximately 300 feet north of this property. The entirety of this historic architectural resource is located outside of the public ROW and construction limits.



Photograph 3-25. House 493 North Road, Castleton.



Photograph 3-26. House 493 North Road, Castleton.

Francis McNeil House, 185 McNeil Lane, West Rutland (Map No. 22; HSSS No. 1128.22)

The Francis McNeil House is located on McNeil Lane to the north of Route 4, just before the Rutland town border (Photograph 3-27). The one-and-a-half story, gambrel roof house was one of the first houses constructed in Rutland according to the survey form. It has been significantly altered with modern porches on the side and rear, changes in fenestration and chimney locations, and the addition of aluminum siding. The gambrel roof and massive braced frame were noted to be all that remain of its original condition. Since it was first surveyed in 197, the house has been further altered with the addition of a metal roof and continued fenestration changes. The property was listed in the State Register in 1980.

Effects Assessment

The proposed NECPL transmission line passes to the south of this property following the ROW on Route 4 and does not directly pass by this property located on McNeil Lane. The proposed transmission line will be constructed underground and within the public Row on the south side of Route 4 eastbound approximately 225 feet south of this property. The entirety of this historic architectural resource is located outside of the public ROW and construction limits. Additionally, the Francis McNeil House has been significantly altered since its initial construction.



Photograph 3-27. Francis McNeil House, 185 McNeil Lane, West Rutland.

Rutland Railroad and Cuttingsville Trestle (Map No. 29; HSSS No. 1125-33)

The proposed NECPL transmission line would leave Route 103 between mile marker 134 and 134.5 and follow the state railroad ROW until just after 137.5-mile marker where it rejoins the public ROW on Route 103 underneath the Cuttingsville Trestle in Wallingford (Photographs 3-28 through 3-36). The Rutland Railroad and the Cuttingsville Trestle appear eligible for listing in the National Register. The Rutland Railroad was chartered by Champlain & Connecticut River Railroad in November 1843 and service reached Burlington in 1849. Service ended in 1961, but began again between Burlington and Rutland in 1999. The line within the project area contains several stone bridges that appear to date from its original construction. The Cuttingsville Trestle carries the railroad over Route 103 and Mill River. According to the survey form prepared for the bridge in 1977, the trestle is a Double Intersection Warren Truss design and was constructed in 1895. It is the longest railroad bridge in Vermont, running 412 feet with three spans (Lindsell 2000:39-46; Knoblock 2012, 92-93; HSSS No. 1125-33).

Effects Assessment

The proposed NECPL transmission line leaves Route 103 and follows the state railroad ROW between m.p. 134 until just before m.p. 137.5 where it rejoins the public ROW on Route 103 and passes underneath the Cuttingsville Trestle in Wallingford. The transmission line will be constructed underground at the north and east side of the railroad tracks. The proposed transmission line will be constructed along but not on the railroad route and would cross underneath the Cuttingsville Trestle on Route 103. Seven HDD Sites are proposed at various locations along the rail line: just north of m.p. 134.4, at m.p. 134.6 and m.p. 135.4, between m.p. 134.4 and 134.5, between m.p. 136.6 and 136.7, between m.p. 136.8 and 136.9, and where the transmission line rejoins Route 103 just north of m.p. 137.5. The transmission line and HDD cable pass through several wetland areas located just south of m.p. 134.1 and 134.4, between 135.3 and 135.4, between m.p. 135.6 and 135.7, at m.p. 135.9 and 136, between m.p. 136.6 and 136.7, between 136.9 and 137.1, just south of m.p. 137.2, and between m.p. 137.4 and 137.5.



Photograph 3-28. Cuttingsville Trestle, Wallingford.



Photograph 3-29. Rutland Railroad, Looking east at the intersection with Town Hill Road.



Photograph 3-30. Rutland Railroad, Looking northwest on Route 103 towards Marina Lane.



Photograph 3-31. Rutland Railroad, Looking southeast down tracks at intersection with Freeman Brook Road.



Photograph 3-32. Rutland Railroad, Looking northwest down tracks at intersection with Freeman Brook Road.



Photograph 3-33. Rutland Railroad, Looking south down tracks at intersection with Old Turnpike Road.



Photograph 3-34. Rutland Railroad, Mill River Tributary Crossing.



Photograph 3-35. Rutland Railroad, Town Hill Road Crossing.



Photograph 3-36. Rutland Railroad, Rail deck at Freeman Brook.

Grahamsville State Register Historic District, Route 100, Ludlow (Map No. 47; HSSS No. 1410.111)

The Grahamsville State Register Historic District is located about 1 mile north of Ludlow Center along Route 100, just past the intersection of Routes 100 and 103. It was surveyed in 1988 and added to the State Register in 1993. There are 33 individual buildings within the district and 22 are contributing. The district includes examples of various architectural styles, including Federal, Greek Revival, Italianate, ranch, and vernacular. It contains 22 contributing buildings, including 12 houses and 10 outbuildings. Some of the houses have been converted for commercial purposes.

House, 65 Route 100

The house at 65 Route 100 is located on the north side of the road. It is an Italianate style, two-and-a-half-story house with a two-by-two-bay main block, a side gable ell, and an attached barn/garage addition (Photograph 3-37). Constructed about 1870, the house features a one-story polygonal bay at the southwest corner of the facade of the main block. At the time the property was surveyed, the house was clapboarded and included a stone foundation, a diamond asbestos-shingled roof, and a brick chimney at the north end of the roof ridge.



Photograph 3-37. House, 65 Route 100, Ludlow.

House, Route 100

This house and garage are located on the north side of Route 100 (Photograph 3-38). The one-and-a-half-story, three-by-two bay house with enclosed front porch house was constructed ca. 1845 in a vernacular style. At the time the property was surveyed the house had vinyl-siding and included a stone foundation, standing-seam metal and asbestos-shingle roof, and a brick chimney at the roof ridge. The house and garage have since been modified with the addition of an asphalt-shingled roof.



Photograph 3-38. House, Route 100, Ludlow.

House, 147 Route 100

The house at 147 Route 100 is a one-and-a-half-story, three-by-three bay building constructed about 1850 in the Greek Revival style (Photograph 3-39). It has a front-facing gable roof and an offset main entrance with a flat pediment and pilaster door surround. The exterior walls are clad with clapboarded and the building sits on a stone foundation. A small hyphen connects the rear of the house to a one-and-a-half-story, two-bay-deep, gable-front carriage barn, which now serves as a garage.



Photograph 3-39. House, 147 Route 100, Ludlow.

House, 163 Route 100

This house at 163 Route 100 is two-story, ell plan vernacular building that was constructed about 1870 (Photograph 3-40). It is two stories in height and has a side gable main block and a front-facing cross-gable extension. A shed roof entrance porch extends the width of the main block. A one-story, one-bay garage addition was constructed ca. 1950.



Photograph 3-40. House, 163 Route 100, Ludlow.

House, 191 Route 100

The house at 191 Route 100 was constructed about 1920 in the Colonial Revival style (Photograph 3-41). It is a two-and-a-half-story, two-by-four bay house with a front-facing gambrel roof and a Colonial Revival-style portico with Tuscan columns. A shed roof porch addition on the west side and a two-story gable roof addition with an incorporated garage on the east side were added to the house in the mid- to late twentieth century.



Photograph 3-41. House, 191, Route 100, Ludlow.

House, 323 Route 100

The house at 323 Route 100 is a one-and-a-half-story, three-by-two bay house that was constructed about 1865 in the Greek Revival style (Photograph 3-42). The rectangular main block of the house has a steeply pitched cross-gable roof with a simple cornice and returns. The main entrance is offset on the facade and recessed in a simple wood surround. A large one-and-a-half-story, five-bay connected carriage barn extends from the rear of the house.



Photograph 3-42. House, 323 Route 100, Ludlow.

Barn, 322 Route 100

This barn is located on the south side street at 322 Route 100. The original barn is a two-and-a-half-story, three-by-four bay, front-facing gable structure that was constructed ca. 1865 (Photograph 3-43). A lower side gable addition was added to it sometime during the historic period. Since the district was added to the State Register in 1993, a large shed roof wall dormer was added to the addition and a wood deck added to the main barn. The fenestration on both buildings has been altered and all of the windows have been replaced. The barn has been well maintained and is currently being used for commercial purposes as the Clear Lake Furniture store.



Photograph 3-43. Barn, 322 Route 100, Ludlow.

House and Garage, Route 100

This two-and-a-half-story, two-by-three bay house is located on the north side of Route 100. It was constructed about 1910 in a vernacular style and has steeply pitched front-facing gable roof with a boxed cornice and returns. The main entrance is offset on the facade and has a simple wood surround. The fenestration is asymmetrical consisting of single, double, and triple windows on the facade. All of the original windows have been replaced. A one-story, single bay, shed-roofed garage with diagonal-flushboard siding is located to the rear of the house and was constructed ca. 1940 (Photograph 3-44).



Photograph 3-44. House and Garage, Route 100, Ludlow.

House, 270 Route 100

This house at 270 Route 100 is vernacular one-and-a-half-story, five-by-three bay gable-roofed building constructed about 1890 (Photograph 3-45). The facade of the house is oriented to the west, perpendicular to the street. The gable roof is clad with standing-seam metal sheathing and a brick chimney rises from the center of the roof ridge. The house has been altered since the district was added to the State Register by the application of vinyl siding and the replacement of all the windows.



Photograph 3-45. House, 270 Route 100, Ludlow.

Complex, Route 100

This complex composed of a main house, barn, shed, garage/warehouse, and chicken coop is located on the south side of Route 100. The two-and-a-half-story, five-by-three bay, gable-roofed house was constructed ca. 1840 in a transitional Federal-Greek Revival style (Photograph 3-46). It has a symmetrical facade with a central entrance that has a flat pediment and pilaster surround. A one-and-a-half-story, two-bay barn that was purportedly built about 1860 is located to the west of the house and features board-and-battened siding (Photograph 3-47). Other outbuildings include a one-and-a-half-story, two-by-one-bay shed was constructed about 1920; a one-story, one-by-four bay, shiplapped garage/warehouse constructed about 1940; and a one-story, one-by-four bay shiplapped chicken coop constructed about 1940.



Photograph 3-46. Complex, Route 100, Ludlow.



Photograph 3-47. Associated outbuildings, Route 100, Ludlow.

House, 188 Route 100

The two-and-a-half-story, two-by-three bay, gable-fronted house located at 188 Route 100 was constructed about 1920 (Photograph 3-48). At the time the property was surveyed, the house had vinyl siding and included a diamond asbestos-shingled roof, a brick chimney at the northern slope of the roof, and a Craftsman-style porch with battered posts. A one-and-a-half story, four-by-three-bay barn located to the west dates to 1905 according to the documentation for the district (Photograph 3-49). Since it was surveyed, a large two story addition was added to the house.



Photograph 3-48. House, 188 Route 100, Ludlow.



Photograph 3-49. Associated outbuildings, 188 Route 100, Ludlow.

House, 174 Route 100

This house at 174 Route 100 is a one-and-a-half-story, two-by-two bay gable-roofed house constructed about 1855 in a vernacular style (Photograph 3-50). The house has been altered by the addition of vinyl-siding, the replacement of all original windows, and a rear gable addition.



Photograph 3-50. House, 174 Route 100, Ludlow.

House, 130 Route 100

The house at 130 Route 100 is a one-and-a-half-story, three-by-two bay house that was constructed about 1850 in a vernacular Greek Revival style (Photograph 3-51). It has front-facing gable roof with a boxed cornice and returns. The symmetrical facade is framed by corner posts and the central main entrance is recessed in a simple wood surround. Alterations include the replacement of all of the original windows and a one-story flat roof addition.

Effects Assessment

The proposed NECPL transmission lines travels on the public ROW south on Route 103 and takes a sharp left to move northeast on Route 100, where it passes through the entirety of the Grahamsville State Register Historic District and the 22 contributing buildings, for approximately 0.5 mile. The proposed transmission line will be constructed underground and within the public ROW on the southeast side of Route 100. All of the contributing historic architectural resources associated with the Grahamsville State Register Historic District are set back approximately 10-150 feet from the road outside of the construction limits.



Photograph 3-51. House, 130 Route 100, Ludow.

Cook-Martin House, 205 Route 103, Mount Holly (Map No. 41; HSSS No. 1112.36)

The Cook-Martin House is located on the north side of Route 103, just east of Hortonville Road (Photograph 3-52). The one-and-a-half story, gable-front house with wide entablature and eave returns was constructed in 1847 in the Greek Revival architectural style. The survey form prepared for the property in 1975 indicates that the first story windows exhibited Victorian-era design characteristics and the Classical Revival porch dated to the late nineteenth century. The house has since undergone substantial alterations, including the addition of replacement windows, vinyl siding, and an asphalt and metal roof. The property was listed in the State Register in 1980.

Effects Assessment

The proposed NECPL transmission line passes to the south of the Cook-Martin House. It will be constructed underground within the public ROW on the north side of Route 103. The entirety of this historic architectural resource is set back approximately 50-100 feet north of the road and is outside of the construction limits. Additionally, this house has been significantly altered since its initial construction.



Photograph 3-52. Cook Martin House, 205 Route 103, Mount Holly.

Lakeside Saw Shop, East Lake Road, Ludlow (Map No. 48; HSSS No. 1410.130)

The Lakeside Saw Shop is located on the northwest side of East Lake Road, just to the northeast of the junction with Route 100 and past the Grahamsville Historic District. The property is surrounded by woods on the east and Lake Pauline on the west. The one-and-a-half story, four-by-two-bay main house was constructed ca. 1850 but significantly altered to a Colonial Revival style around 1920 (Photograph 3-53). It was one of the earliest houses on the east side of Lake Pauline; the house appears on an 1855 map of the area as owned by J. Dunn. The house has a stone foundation and post and beam construction covered and the exterior walls are covered with wood shingles. The associated one-and-a-half-story barn on the property dates to ca. 1850 (Photograph 3-54). The property was listed in the State Register in 1993.

Effects Assessment

The NECPL transmission line follows the ROW northeast on East Lake Road and passes to the southeast of this property and to the east of Lake Pauline. The proposed transmission line will be constructed underground and within the public ROW on the southeast side of East Lake Road. The entirety of this historic architectural resource is set back approximately 20 feet from the road outside of the construction limits.



Photograph 3-53. Main house, Lakeside Saw Shop, East Lake Road, Ludlow.



Photograph 3-54. Associated outbuilding, Lakeside Saw Shop, East Lake Road, Ludlow.

Parfitt House, 819 Pettiner Hill Road (TH-6), Ludlow (Map No. 56; HSSS No. 1410.74)

The Parfitt House is located on the northeast side of Pettiner Hill, south of Strawberry Lane and north of North Cross Hill Road. The house is surrounded by forest and farmland. The one-and-a-half story, three-by-two-bay house has a gambrel roof with flared eaves and a large shed and gable dormer. It was constructed ca. 1920. It was listed in the State Register in 1993 (Photograph 3-55).

Effects Assessment

The NECPL transmission line follows the ROW southeast on Pettiner Hill and passes to the south of the property. The proposed transmission line will be constructed underground and within the public ROW on the west side of Pettiner Hill Road. Wetlands are located in various locations on the north and south side of Pettiner Hill Road between m.p. 151.7 and 152, though the transmission line does not pass directly through them. The entirety of this historic architectural resource is set back approximately 100 feet from the public ROW and is outside of the construction limits.



Photograph 3-55. Parfitt House, 819 Pettiner Hill Road, Ludlow.

Augustus G. Fullam House, 278 Nelson Road (TH-9), Ludlow (Map No. 57; HSSS No. 1410.73)

The Augustus G. Fullam House is located on the northeast side of rural Nelson Road. The house is surrounded by forest and farmland. The one-and-a-half story, three-by-two-bay house has a stone foundation, clapboard siding, and a gable roof (Photograph 3-56). According to the survey form, it was constructed about 1880 by Augustus G. Fullam, who produced wool, had a large orchard, and farmed 200 acres on the land surrounding the house. A large gable and shed addition extends from the rear of the building (Photograph 3-57). Since it was initially surveyed in 1988, the house has been further altered with fenestration changes and window replacement. An associated gable-roof bank barn, which was likely constructed about 1850, is in near ruinous condition (Photograph 3-58). Additionally, the setting has been diminished with the construction of a large electrical substation to the southeast on Nelson Road. The property was listed in the State Register in 1993.

Effects Assessment

The NECPL transmission line follows the ROW southeast on Nelson Road and passes to the west of the Augustus G. Fullam House on TH-9 in Ludlow. The dilapidated barn associated with the Fullam House is located on the opposite side of TH-9 from the main house. The proposed transmission line will be constructed underground approximately 50 feet to the west of the main house within the public ROW and approximately 80 feet to the south of the main house within the property boundaries in order to access the Stowell Parcel where the converter station will be constructed to the southeast of the property. The main house has been significantly altered since it was initially constructed, associated outbuildings no longer exist or else are in a state of disrepair, and the associated farmland has been significantly reduced and is no longer used for agricultural purposes. Due to its condition and the substantial alterations that have been

made to the Fullam House over time, the property does not appear to possess sufficient integrity to be considered eligible for listing in the State/National Register.

The Fullam House is the only identified historic property within the vicinity of the proposed Converter Station building, which constitutes the only major above-ground facility planned for the Project. The Converter station will be constructed on a heavily wooded parcel adjacent to the east boundary of the Fullam House parcel. The proposed building will be 325 feet long, 165 feet wide, and approximately 50 to the peak of its gable roof. The Converter Station will not be visible in any view toward the Fullam and, due to the heavy intervening vegetation in the form of white pine trees, there are unlikely to be any views of the Converter Station from the Fullam House.

The Fullam House property is owned by TDI-NE, which currently leases the house to a residential tenant. There are no current plans to alter those arrangements, but the effects of the transfer of the property's ownership to the Project-owner cannot be fully assessed until plans for the future disposition of the property are developed.



Photograph 3-56. Augustus G. Fullam House, 278 Nelson Road (TH-9), Ludlow.



Photograph 3-57. Augustus G. Fullam House, 278 Nelson Road (TH-9), Ludlow.



Photograph 3-58. Associated outbuilding, Augustus G. Fullam House, 278 Nelson Road (TH-9), Ludlow.

Properties Evaluated as Potentially Eligible for National Register Listing

PAL evaluated four newly identified properties as potentially eligible for listing in the National Register.

Farm Complex, 2400 North Lake Road, Benson (Map No. 4)

This large farm complex located within the historic architectural survey study area for the NECPL transmission line met the basic criteria for inclusion in the survey and appears eligible for listing in the National Register. The property is on the north and south sides of North Lake Road east of the bend toward Stony Point Road and west of Frazier Hill Road. The NECPL transmission line passes along the ROW in the center of the property, though not within the property line. The property includes a main house (ca. 1870), two barns (ca. 1940, 1950), a barn with an associated silo (ca. 1880), two garages (ca. 1940, 1950), a Quonset hut barn (ca. 1940), a packing mill (ca. 1930), and other associated small outbuildings. The main house is two stories and three bays, with a granite foundation, vinyl wall coverings, and an asphalt roof and was likely constructed ca. 1870 in a vernacular version of the Italianate style. The majority of buildings on the farm complex appear to date to the first half of the twentieth century and are in varying states of use and disrepair (Photographs 3-59 to 3-67).

The property appears on the 1869 Beers Map and the owner is listed as W.C. Barber. The Barber family made up a significant portion of early Benson settlers. According to the State Register Survey form for the Barber-Strong Complex (HSSS No. 1101-23): “in 1790 there were more Barbers in Benson than any other name.” The 1870 United States Census (Census) lists W.C. Barber as a farmer living with his wife and two daughters in Benson. An Albert McAlister is listed in the Census as residing with the Barber family; he is occupied as a farmer and butcher. Thus, this farm complex may once have operated as a dairy farm. The property has not previously been surveyed by the State of Vermont and additional research would be required to determine any significant historic associations with persons or events (Photographs 3-59 through 3-67). (Beers 1869; HSSS No. 1101.23; Bureau of the Census 1870)

Effects Assessment

The proposed NECPL transmission line passes to the south and north of this farm complex, located on either side of North Lake Road between m.p. 98.2 and 98.4. The proposed transmission line will be constructed underground and within the public ROW on the south side of North Lake Road. All of the historic architectural resources associated with this property are located approximately 25 to 200 feet from the road and are outside of the construction limits.



Photograph 3-59. Main house, 2400 North Lake Road, Benson.



Photograph 3-60. Quonset barn, 2400 North Lake Road, Benson.



Photograph 3-61. Associated outbuilding, 2400 North Lake Road, Benson.



Photograph 3-62. Associated outbuilding, 2400 North Lake Road, Benson.



Photograph 3-63. Associated barn and silo, 2400 North Lake Road, Benson.



Photograph 3-64. Associated outbuilding, 2400 North Lake Road, Benson.



Photograph 3-65. Associated outbuilding, 2400 North Lake Road, Benson.



Photograph 3-66. Associated outbuilding, 2400 North Lake Road, Benson.



Photograph 3-67. Packing shed, 2400 North Lake Road, Benson.

House, 114 Old North Lake Road, Benson (Map No. 7)

This property located within the historic architectural survey study area for the NECPL transmission line met the basic criteria for inclusion in the survey and appears to be eligible for listing in the National Register. The property is on the north side of Old North Lake Road, just before the Benson Village Historic District. The one-and-a-half story, three-by-three bay with side and rear ell house was constructed in the Greek Revival style likely ca. 1840. It appears on the 1869 Beers Map of Benson; the owner is listed as A. C. Sherwood, a local stone cutter who was drafted during the Civil War. The house has a granite foundation, wooden clapboard siding, and an asphalt roof. It is a good example of a Greek Revival house with asymmetrical plan. There is a non-historic associated garage on the property. Additional research would be required to determine any significant historic associations with persons or events. The property has not been previously surveyed by the State of Vermont (Photograph 3-68) (Ancestry.com. 2010).

Effects Assessment

The proposed NECPL transmission line passes to the south of the property line of this house on Old North Lake Road in Benson, just prior to entering the Benson Village State Register Historic District. The proposed transmission line will be constructed underground and within the public ROW on the south side of North Lake Road. The entirety of this historic resource is located outside of the construction limits and set back approximately 25-100 feet on the north side of North Lake Road.



Photograph 3-68. House, 114 Old North Lake Road, Benson.

House, 1408 Route 103, Mount Holly (Map No. 35)

This house located within the historic architectural survey study area for the NECPL transmission line met the basic criteria for inclusion in the survey and appears to be eligible for listing in the National Register. The property is on the north side of Route 103. The one-and-a-half story, three-bay house was constructed in the Greek Revival style. It has wooden clapboard siding and a metal roof. Architecturally, the house dates to ca. 1840; however, it does not appear on the 1869 Beers Map. It is a good example of a Greek Revival house with asymmetrical plan. There is an associated one-and-a-half-story, gable-fronted barn on the property. The house has not been previously surveyed by the State of Vermont, and additional research would be required to determine any significant historic associations with persons or events (Photograph 3-69).

Effects Assessment

The proposed NECPL transmission line passes to the south of the property line of this house, located on Route 103 in Mount Holly. The proposed transmission line will be constructed underground and within the public ROW on the north side of Route 103. The entirety of this historic architectural resource is set back approximately 50-100 feet from the road and located outside of the construction limits.



Photograph 3-69. House, 1408 Route 103, Mount Holly.

Elison Farm, 953 East Lake Road, Ludlow (Map No. 55)

This property located within the historic architectural survey study area for the NECPL transmission line met the basic criteria for inclusion in the survey and appears to be eligible for listing in the National Register. The property is on the west side of East Lake Road and to the northeast of Lake Rescue. The NECPL transmission line passes to the southeast of the property before turning southeast onto Pettiner Hill Road. A building appears in this location on the 1869 Beers map of the area; the owner is listed as B. C. Weston. The one-and-a-half-story, two-bay farmhouse was originally constructed sometime in the late 1800s for the Elison family, who eventually acquired more than 125 acres of land on the northeast side of Lake Rescue. The family produced milk and maple sugar products to sell in the Ludlow vicinity. In 1961, the property was sold to the Johnston family and in 1976 the farmhouse was altered into a bed and breakfast inn (The Combes Family Inn, n.d.). The building has been altered from its original construction and exhibits vernacular, cape, and Greek Revival elements and has vinyl siding and a metal roof. There is a historic, one-and-a-half-story, single-bay, gable-fronted barn on the property. The property has not been previously surveyed by the State of Vermont, and additional research would be required to determine any significant historic associations with persons or events, in particular the development of family dairy and sugaring farms during the nineteenth century (Photographs 3-70 to 3-72).

Effects Assessment

The proposed NECPL transmission line passes to the east of the property line of Elison Farm, located on the west side of East Lake Road in Ludlow. The proposed transmission line will be constructed underground and within the public ROW on the east side of East Lake Road. All of the historic architectural resources associated with this property are set back approximately 50-200 feet on the west side of the public ROW and outside of the construction limits.



Photograph 3-70. Elison Farm, 953 East Lake Road, Ludlow.



Photograph 3-71. Elison Farm, 953 East Lake Road, Ludlow.



Photograph 3-72. Associated outbuilding, Elison Farm, 953 East Lake Road, Ludlow.

Properties Evaluated as Not Eligible for State and National Register Listing

Of the 57 properties identified within the Project Study Area that met the historic architectural reconnaissance survey criteria, PAL evaluated four previously surveyed and 30 newly identified properties as not eligible for listing in the National Register. In general, these properties are vernacular residences and associated outbuildings with no known significant historical associations and lack architectural merit. Many have lost integrity due to substantial alterations and some are in an advanced state of disrepair. A table summarizing information about these properties and photographs showing their current condition is provided in Appendix B.

Conclusions and Recommendations

PAL identified 23 properties, including 3 districts and 20 individual properties, within the Project Study Area that are listed or evaluated as eligible for listing in the State Register or National Register. The construction of the proposed transmission line will be done, for the most part, in public transportation ROWs. Exceptions occur at properties that TDI-NE has acquired at either end of the underwater route of the line in Alburgh and Benson and in Ludlow, where the line terminates at the proposed Converter Station that will be constructed to convert power for distribution through the neighboring electrical substation.

The elements of the project that were found to have potential effects on historic architectural resources consisted of the direct physical effects that the construction of the underground transmission line, the direct and indirect effects associated with the construction of the Converter Station, and the acquisition and future disposition of properties by TDI-NE for the Project. The construction of the transmission line will occur almost entirely within public transportation ROWs and will not cause any physical impact that will diminish the integrity of any of the identified historic resources. The construction of the Converter Station will occur on an undeveloped wood parcel that has heavy white pine screening on all sides and will not be visible to or from any historic property. PAL, therefore, recommends that the construction activities for the Project will have no adverse effect on any of the identified historic architectural resources.

TDI-NE has acquired or otherwise controls two properties that are listed in the State Register consisting of the S. Mott House in Alburgh and the Augustus G. Fullam House in Ludlow. The Mott House is currently vacant and the Fullam House is being leased to a residential tenant. According to TDI-NE, plans for the future disposition of these properties have not yet been developed. As a consequence, PAL was unable to fully assess the effects of the property acquisition on those two resources. PAL, therefore, recommends that TDI-NE develop a plan and provide the information to the Vermont Division for Historic Preservation for comment.

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APPENDIX A

**LOCATION OF PROPERTIES IDENTIFIED DURING THE RECONNAISSANCE SURVEY
FOR THE NEW ENGLAND CLEAN POWER LINK PROJECT**





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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

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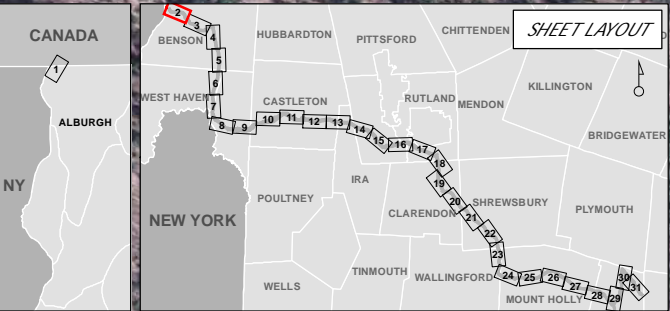
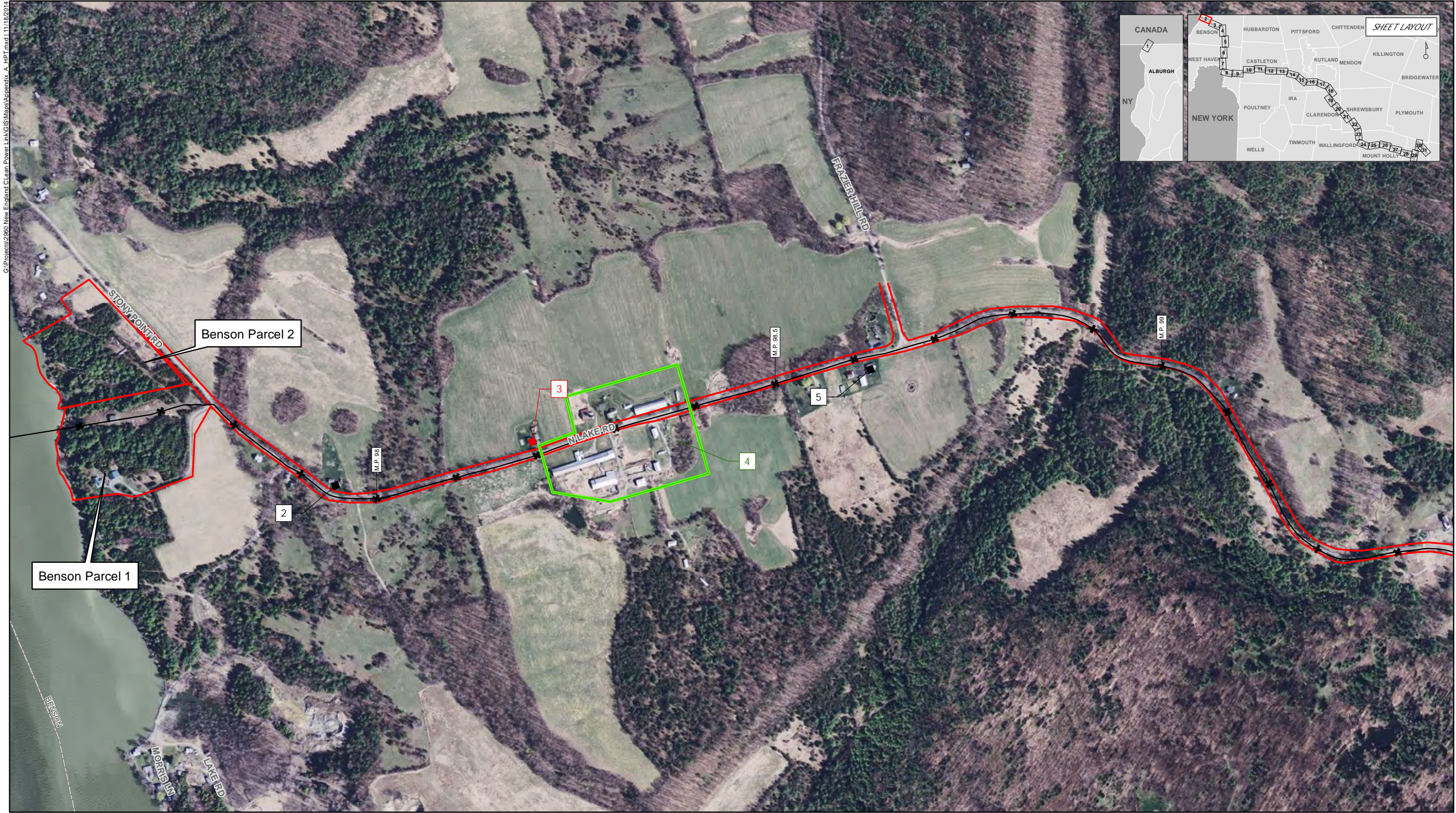
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CLIENT KEY:
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 NECPL PROJECT PARCEL
 PROPOSED CABLE ALIGNMENT
 MILE POST (M.P.), 1/10 MILES



Appendix A-1. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

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

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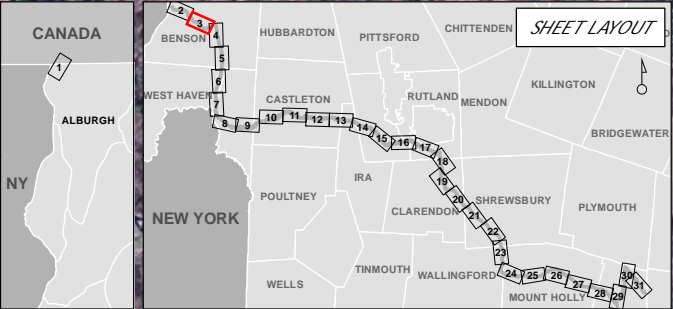
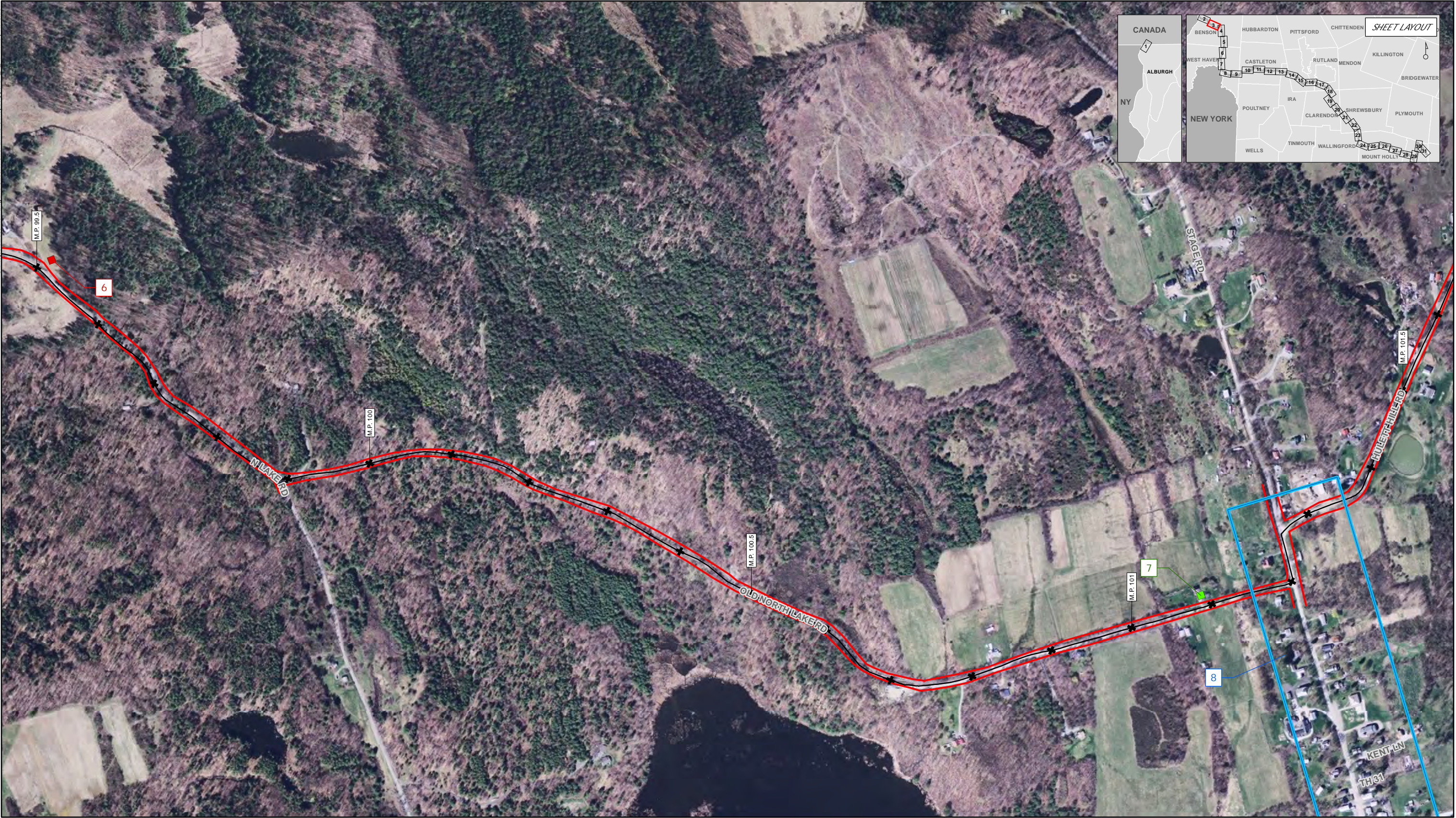
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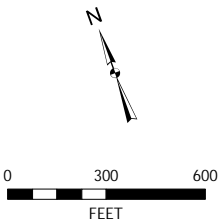
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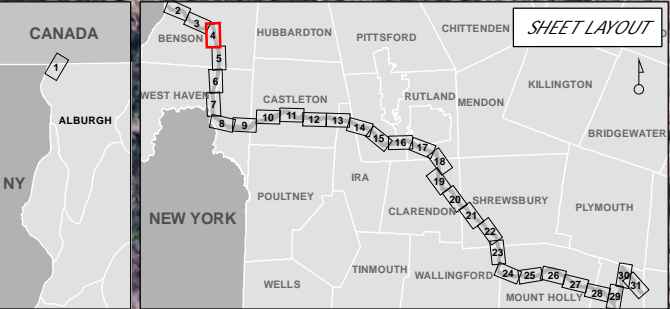
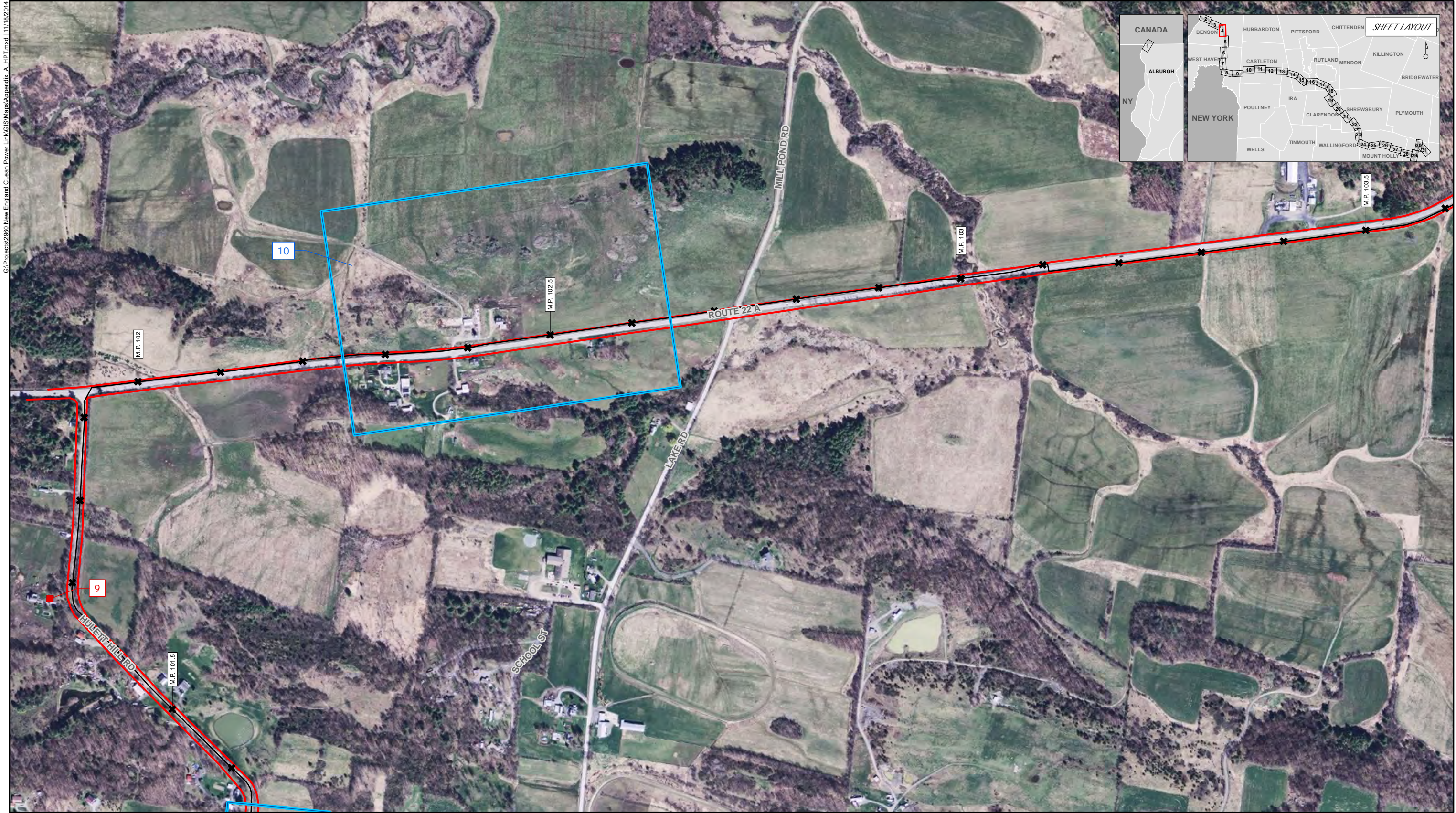
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Appendix A-3. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.









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Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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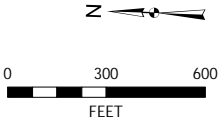
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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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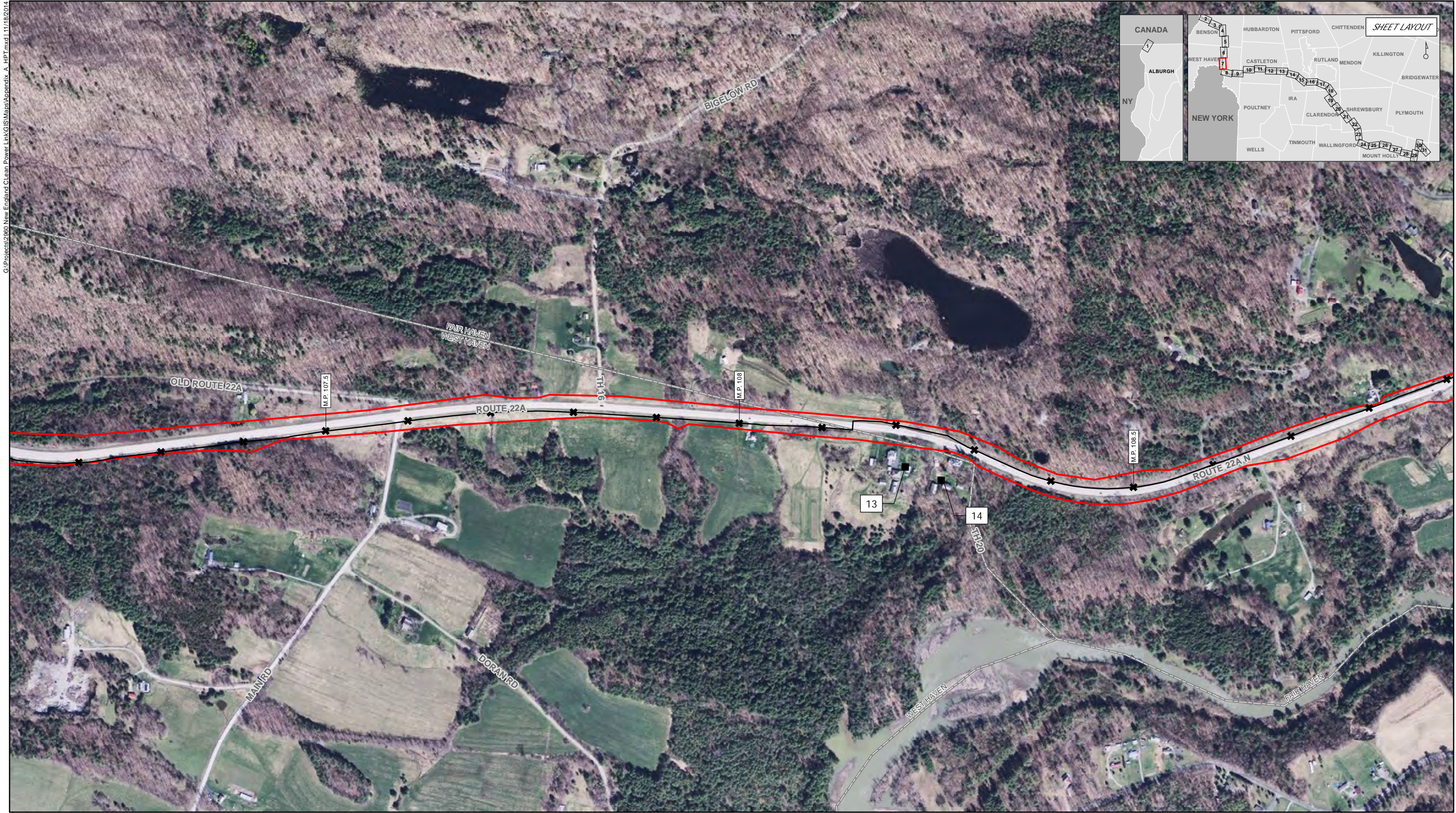
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- HISTORIC PROPERTY OR DISTRICT:
- NATIONAL REGISTER LISTED
 - STATE REGISTER LISTED
 - RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
 - RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING


- CLIENT KEY:
- NECPL PROJECT
 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - MILE POST (M.P.), 1/10 MILES



Appendix A-6. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

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PAL KEY:

HISTORIC PROPERTY OR DISTRICT:

- NATIONAL REGISTER LISTED
- STATE REGISTER LISTED
- RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
- RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

CLIENT KEY:

- NECPL PROJECT
- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES

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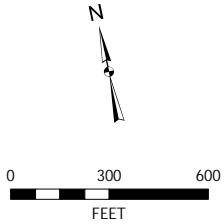
GI\Projects\2580 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014



Revisions / Modifications / Source	
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Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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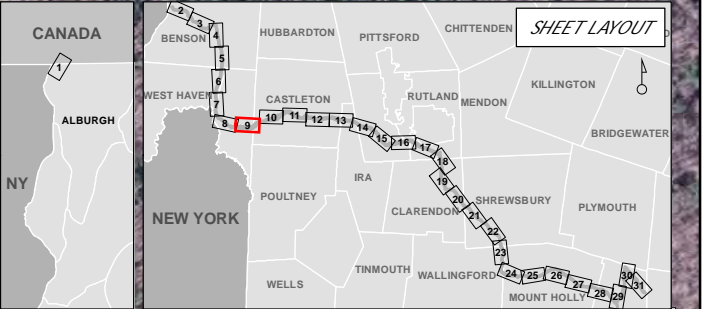
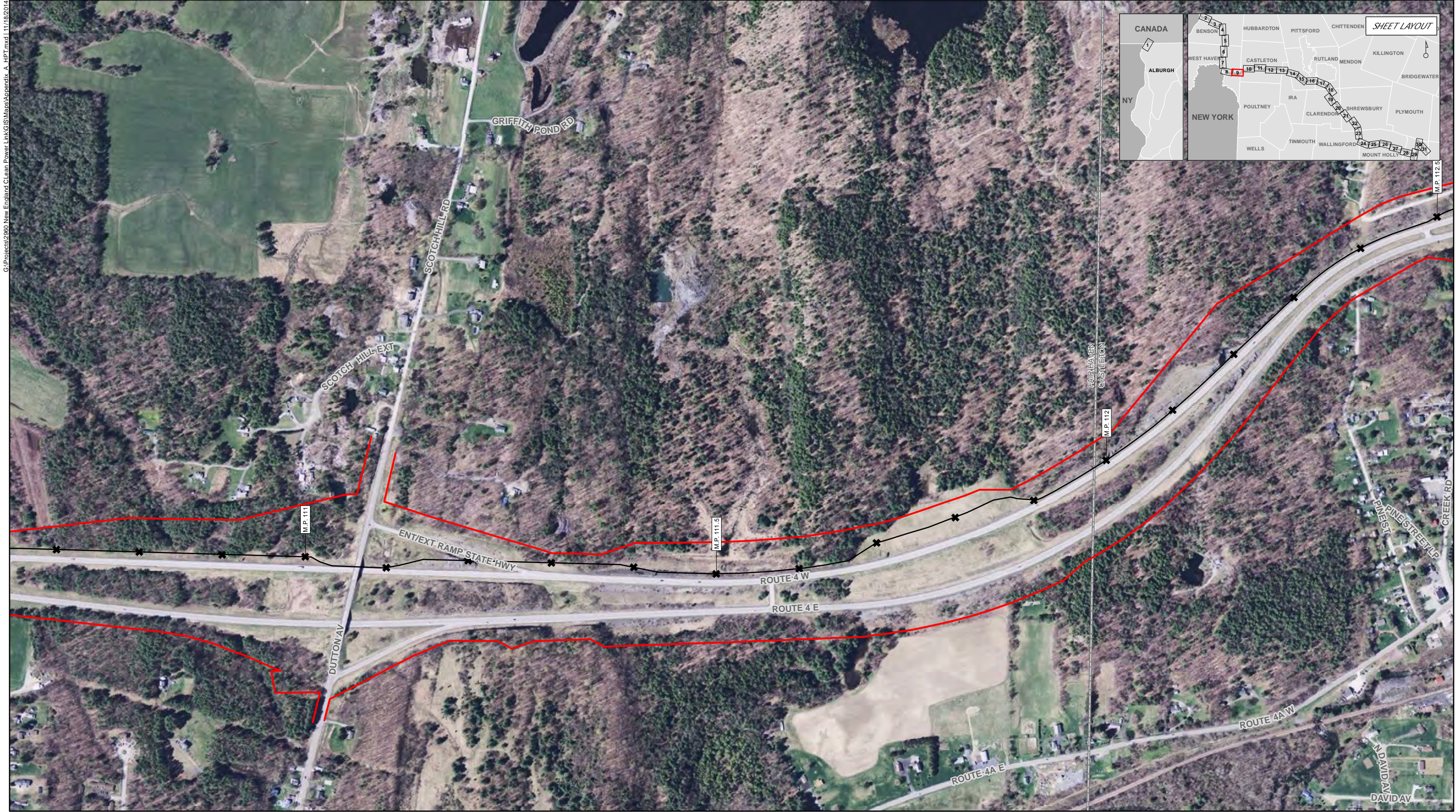
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- CLIENT KEY:
- NECPL PROJECT
 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - ✱ MILE POST (M.P.), 1/10 MILES



Appendix A-8. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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-  STATE REGISTER LISTED
-  RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
-  RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

CLIENT KEY:

-  NECPL PROJECT
-  NECPL PROJECT PARCEL
-  PROPOSED CABLE ALIGNMENT
-  MILE POST (M.P.), 1/10 MILES



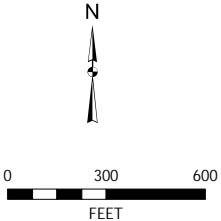
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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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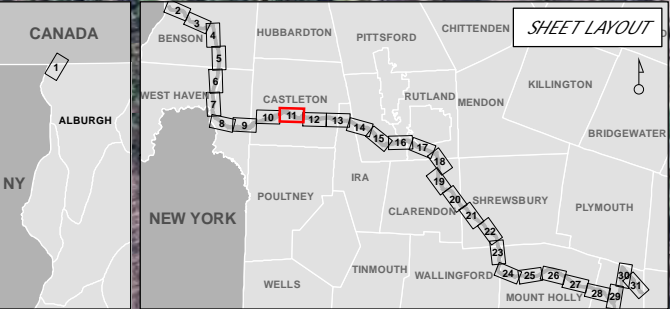
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- HISTORIC PROPERTY OR DISTRICT:
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 - RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
 - RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING


- CLIENT KEY:
- NECPL PROJECT
 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - MILE POST (M.P.), 1/10 MILES



Appendix A-10. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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PAL KEY:

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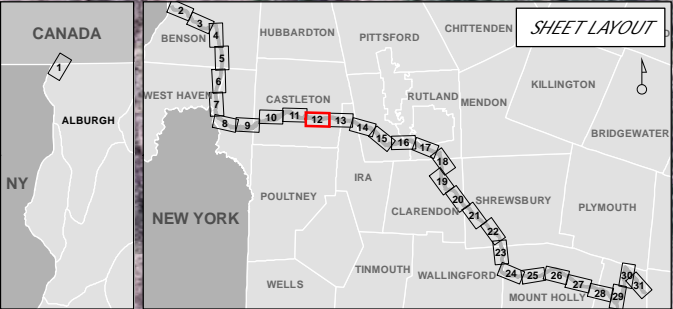
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CLIENT KEY:

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-  NECPL PROJECT PARCEL
-  PROPOSED CABLE ALIGNMENT
-  MILE POST (M.P.), 1/10 MILES

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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

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PAL KEY:

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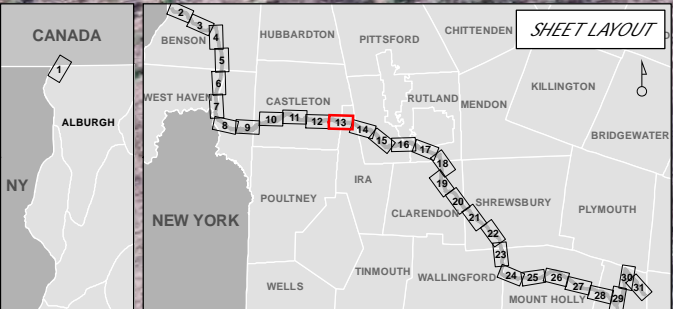
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CLIENT KEY:

- NECPL PROJECT
- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- ✱ MILE POST (M.P.), 1/10 MILES



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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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-  RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

CLIENT KEY:

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-  PROPOSED CABLE ALIGNMENT
-  MILE POST (M.P.), 1/10 MILES



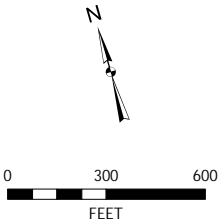
GI\Projects\2580 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd | 11/18/2014



Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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 - RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING


- CLIENT KEY:
- NECPL PROJECT
 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - MILE POST (M.P.), 1/10 MILES



Appendix A-14. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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-  RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING


CLIENT KEY:

-  NECPL PROJECT
-  NECPL PROJECT PARCEL
-  PROPOSED CABLE ALIGNMENT
-  MILE POST (M.P.), 1/10 MILES

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





Revisions / Modifications / Source	
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Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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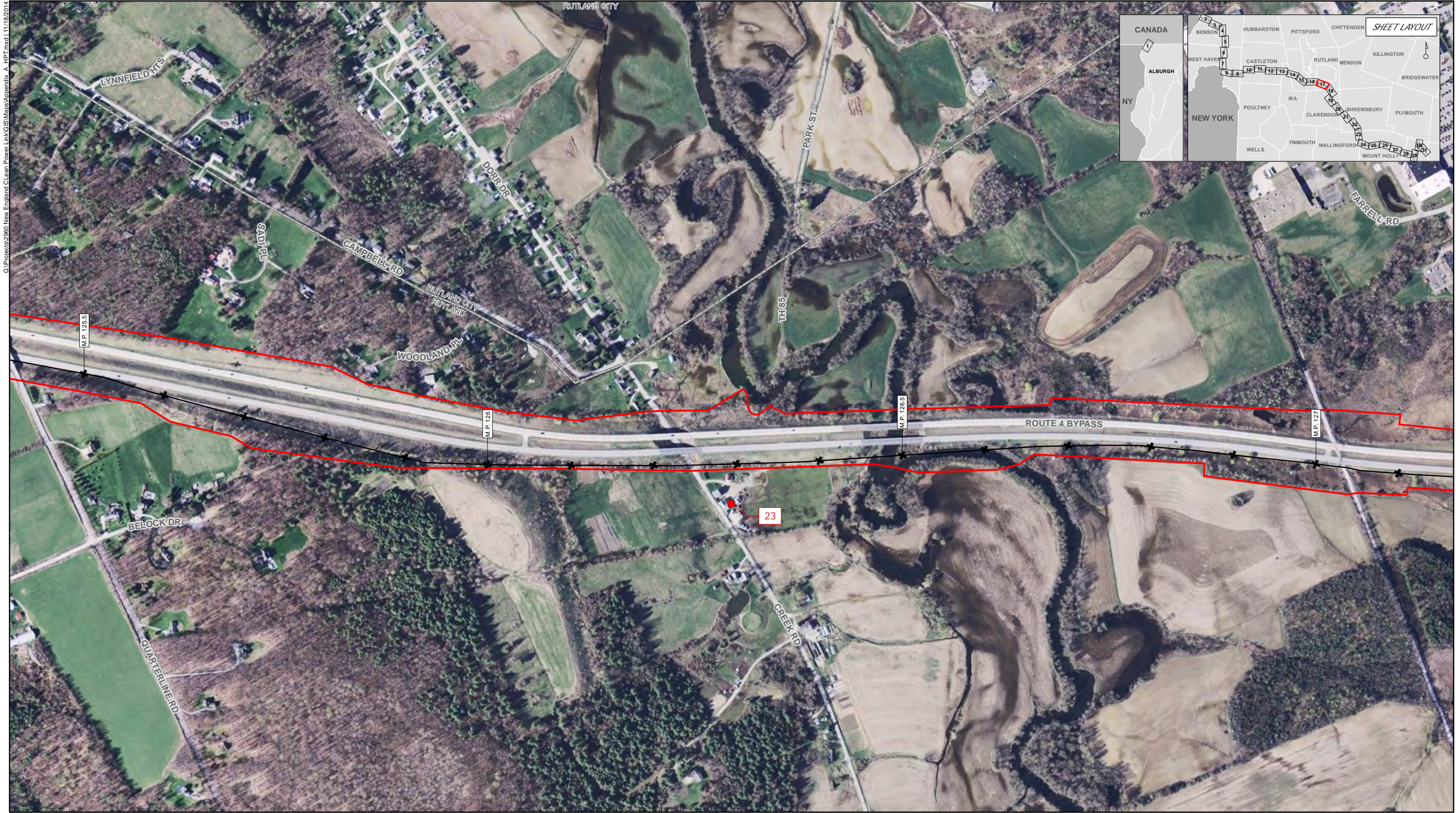
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-  NECPL PROJECT PARCEL
-  PROPOSED CABLE ALIGNMENT
-  MILE POST (M.P.), 1/10 MILES



Appendix A-16. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

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





Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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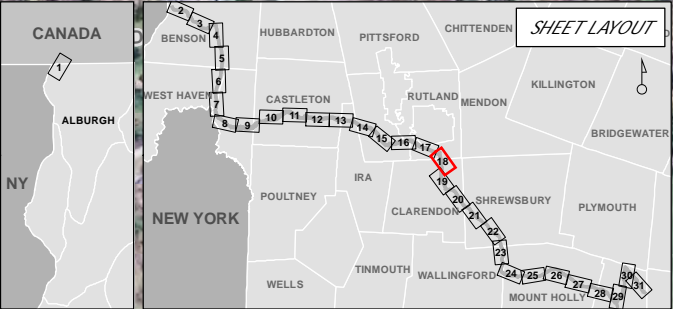
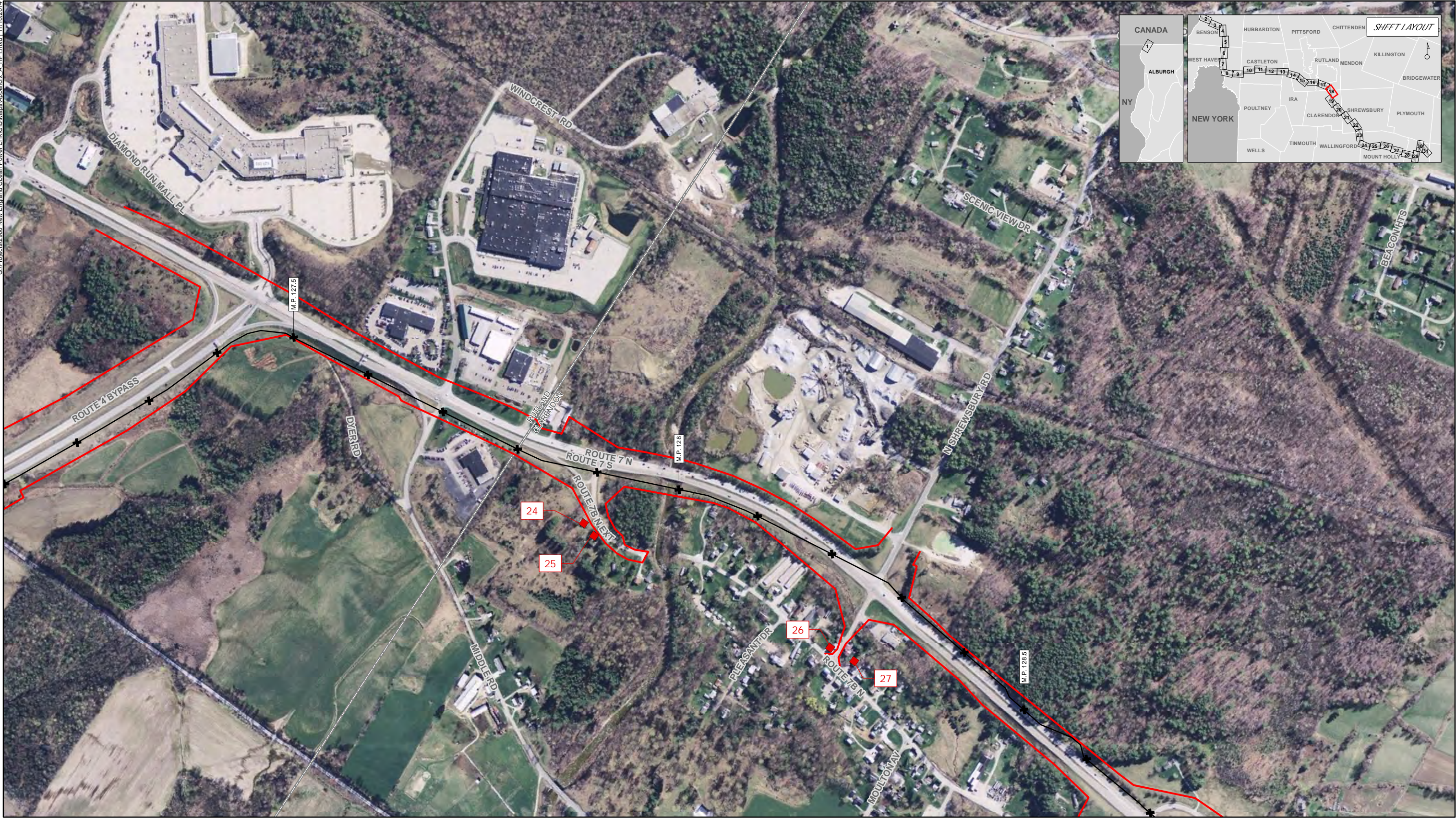
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-  PROPOSED CABLE ALIGNMENT
-  MILE POST (M.P.), 1/10 MILES



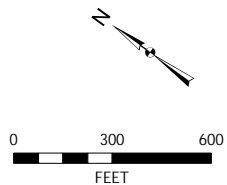
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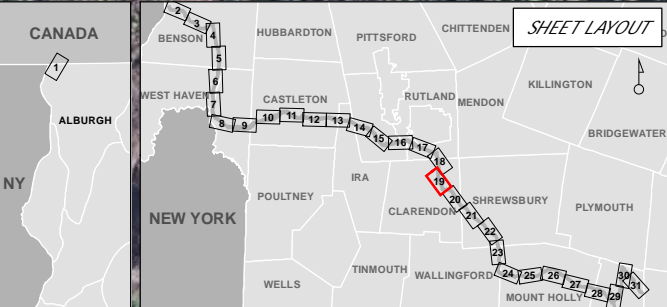
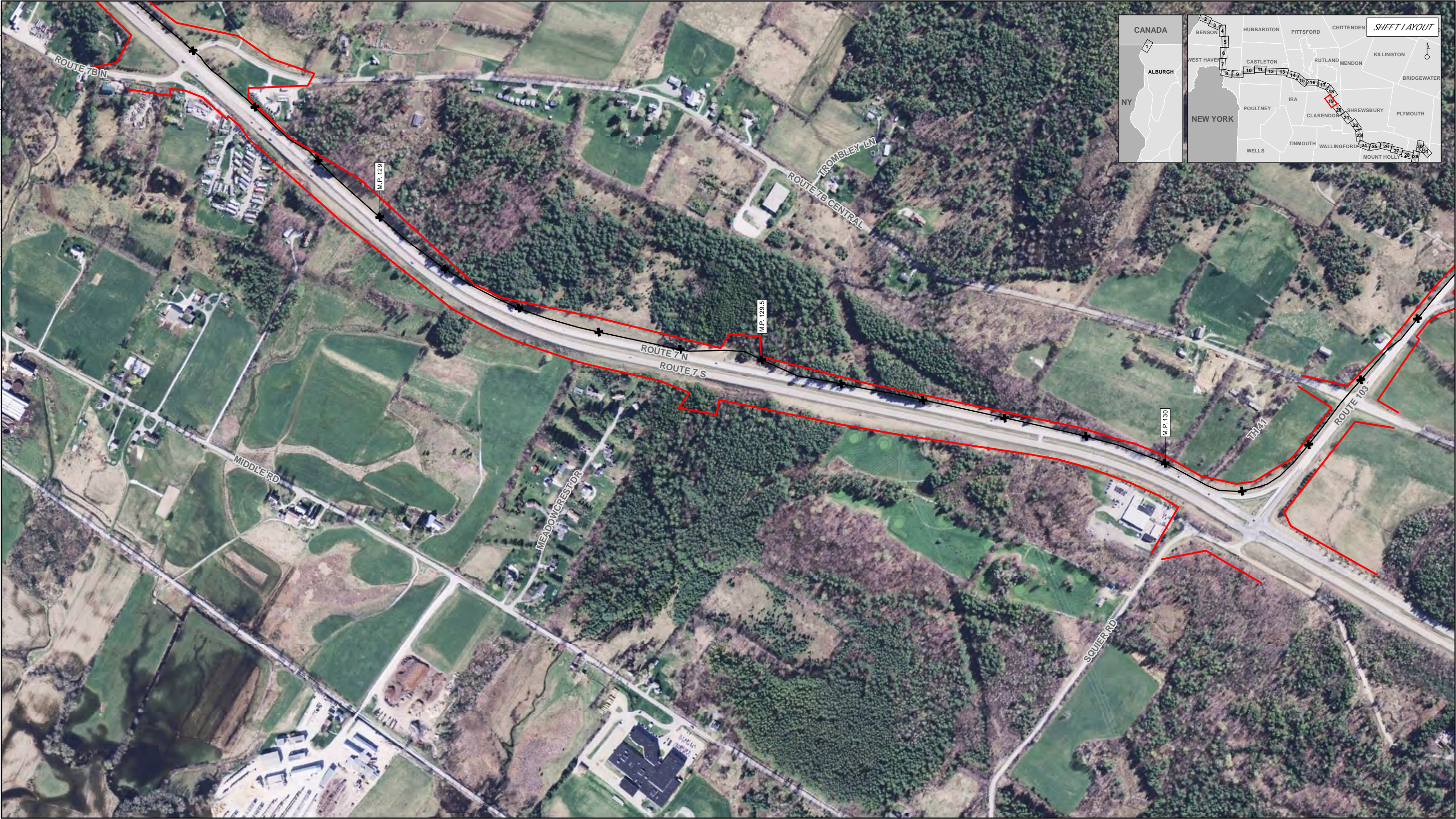
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Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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 - RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
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 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - MILE POST (M.P.), 1/10 MILES



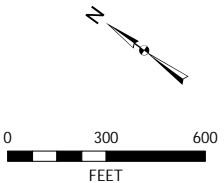
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Revisions / Modifications / Source	
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- CLIENT KEY:
- NECPL PROJECT
 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - MILE POST (M.P.), 1/10 MILES



Appendix A-19. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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CLIENT KEY:

- NECPL PROJECT
- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES

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Revisions / Modifications / Source	
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Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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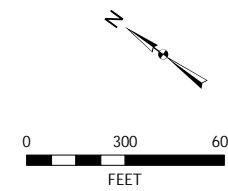
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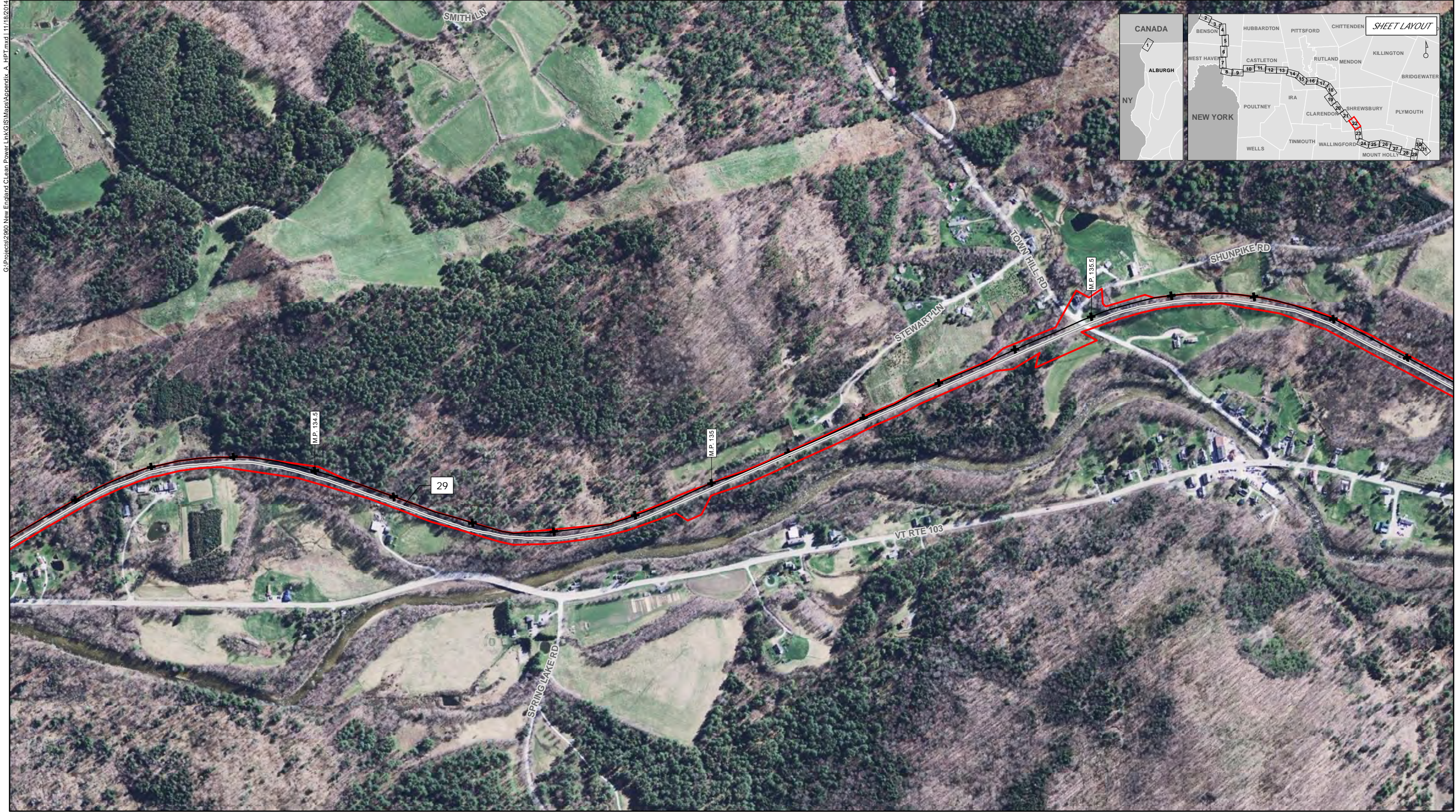
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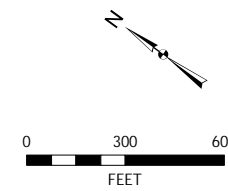


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CLIENT KEY:
 NECPL PROJECT
 NECPL PROJECT PARCEL
 PROPOSED CABLE ALIGNMENT
 MILE POST (M.P.), 1/10 MILES



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GI\Projects\2580 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014





Revisions / Modifications / Source	
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Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

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CLIENT KEY:


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- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES

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GI\Projects\2580 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014





Revisions / Modifications / Source	
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Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

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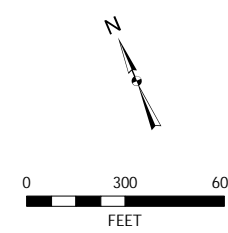

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CLIENT KEY:

- NECPL PROJECT
- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES



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GI\Projects\25860 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014





Revisions / Modifications / Source	
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Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

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
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HISTORIC PROPERTY OR DISTRICT:

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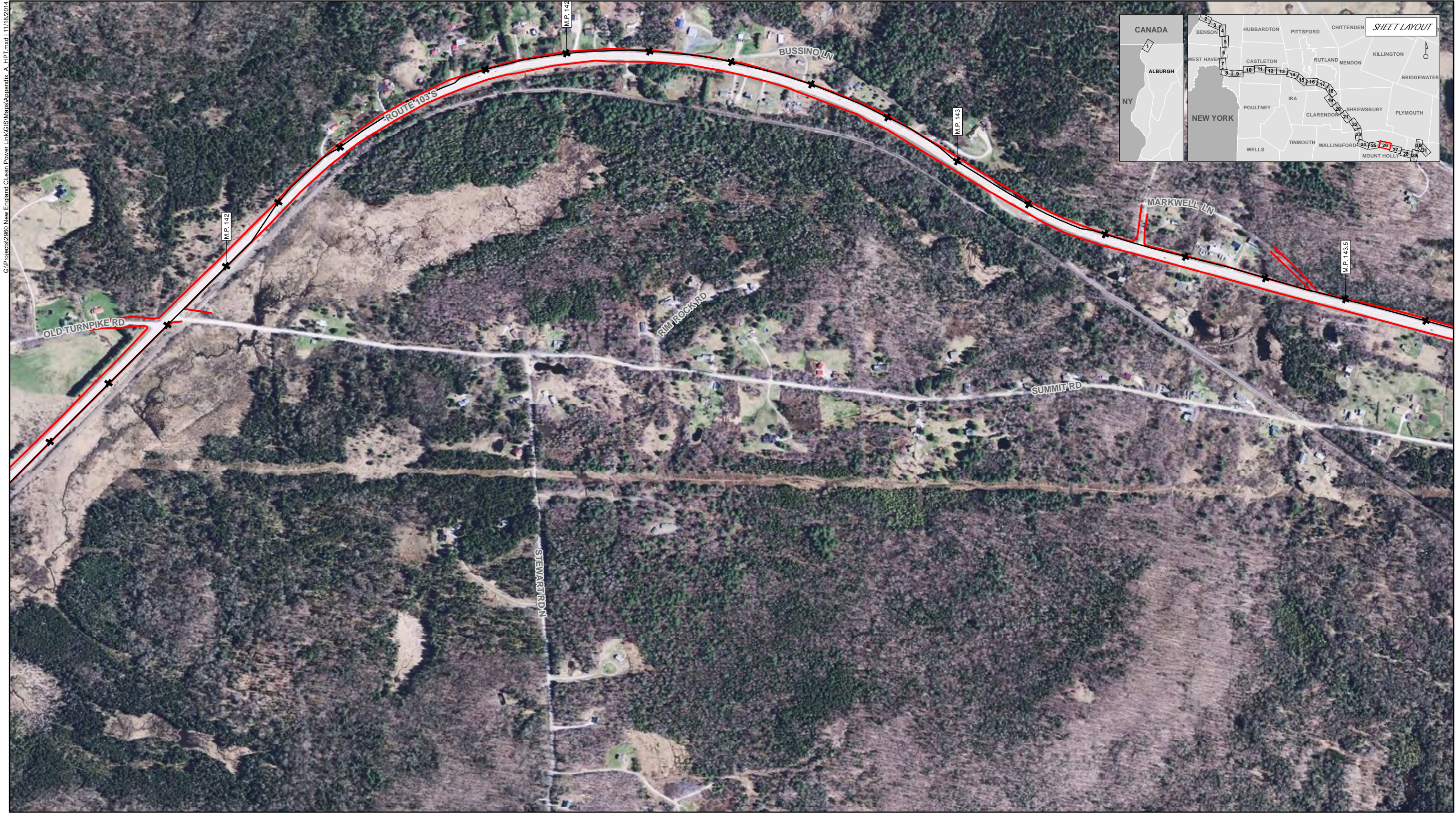
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- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES



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GI\Projects\25860 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014





Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

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PAL KEY:

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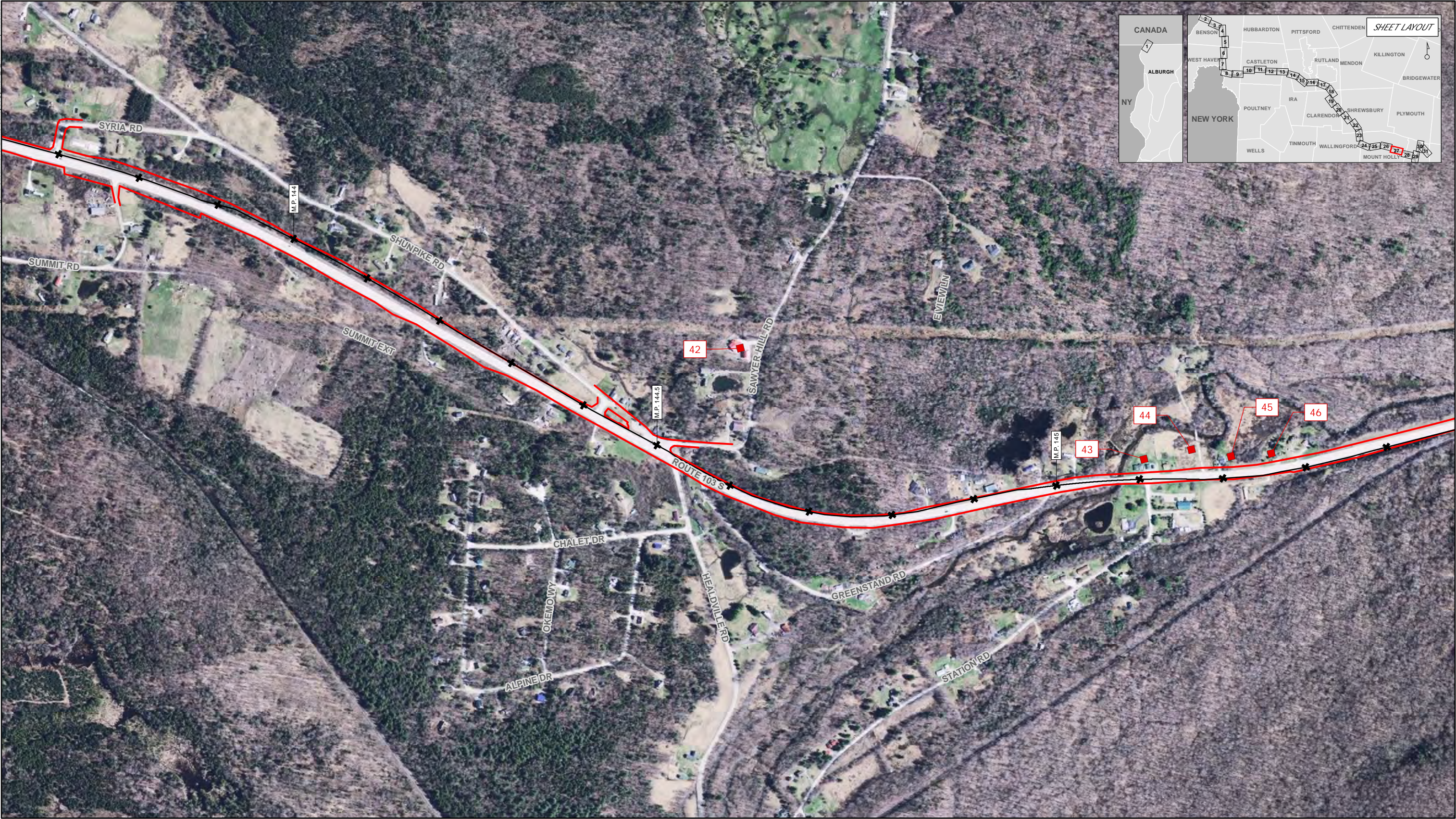
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CLIENT KEY:

- NECPL PROJECT
- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES

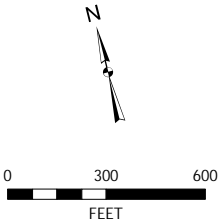
GI\Projects\2580 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014



Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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- PAL KEY:
- HISTORIC PROPERTY OR DISTRICT:
- NATIONAL REGISTER LISTED
 - STATE REGISTER LISTED
 - RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
 - RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

- CLIENT KEY:
- NECPL PROJECT
 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - MILE POST (M.P.), 1/10 MILES



Appendix A-27. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

GI\Projects\2580 New England Clean Power Link\S\Maps\Appendix A_HPT.mxd 11/18/2014



Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
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PAL KEY:

HISTORIC PROPERTY OR DISTRICT:

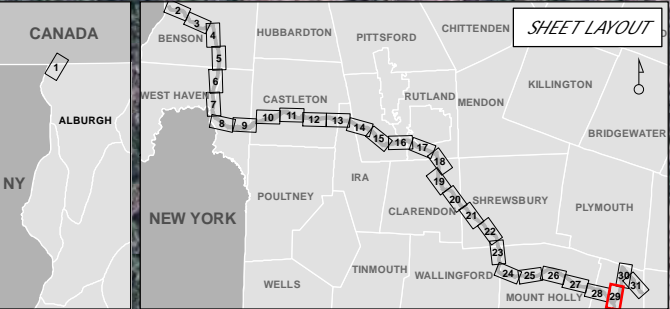
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CLIENT KEY:

- NECPL PROJECT
- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES

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Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various





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PAL KEY:

HISTORIC PROPERTY OR DISTRICT:

-  NATIONAL REGISTER LISTED
-  STATE REGISTER LISTED
-  RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
-  RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

CLIENT KEY:

-  NECPL PROJECT
-  NECPL PROJECT PARCEL
-  PROPOSED CABLE ALIGNMENT
-  MILE POST (M.P.), 1/10 MILES



0 300 600
FEET

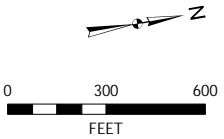
GI:Projects\2580 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014



Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various
The base information contained in this map was supplied to PAL as a professional courtesy for informational and illustrative purposes only. PAL makes no warranties - either expressed or implied - regarding the fitness or suitability of this map for any other purpose than to depict the location or results of cultural resource investigations conducted by PAL.	

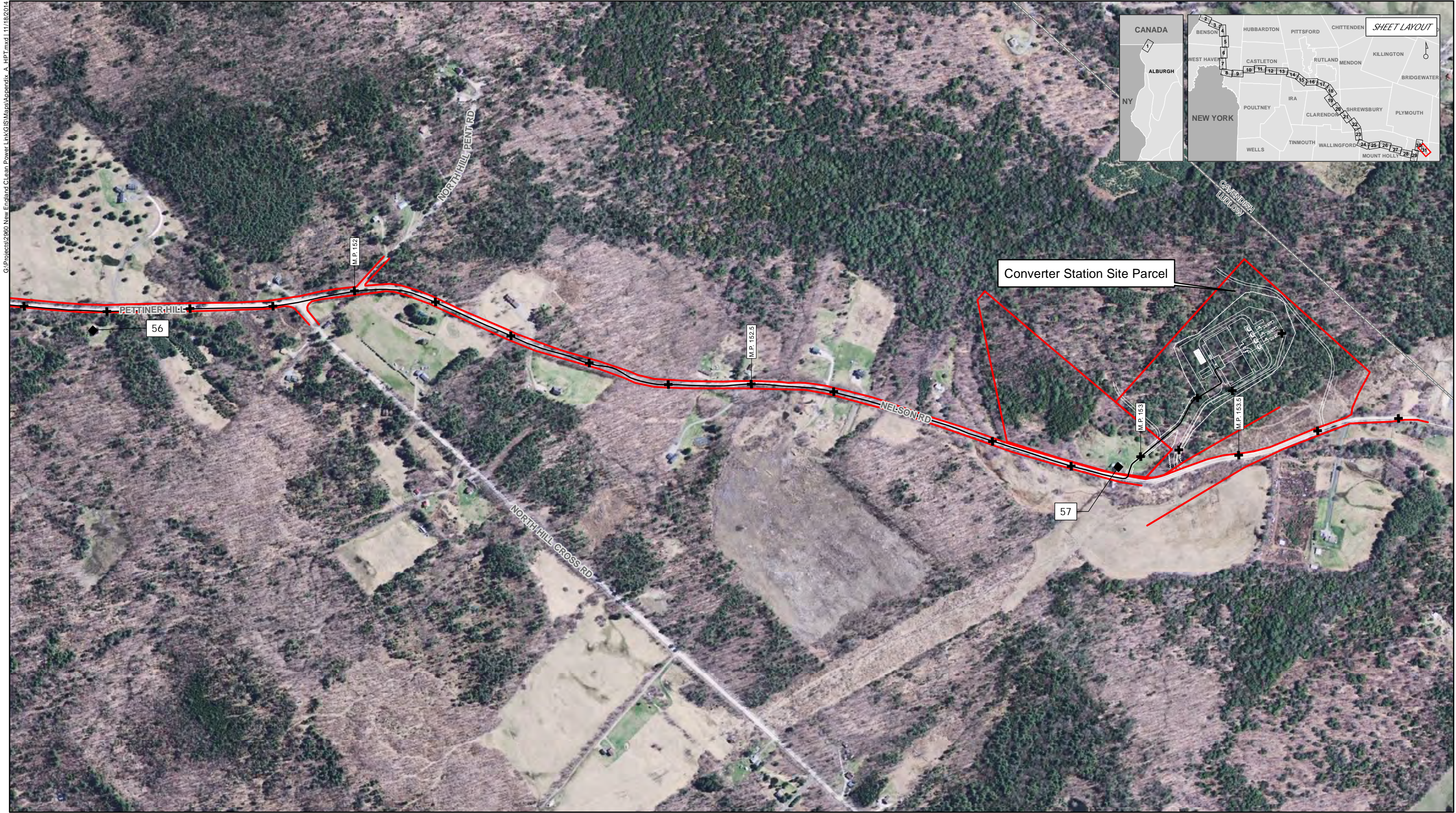
- PAL KEY:
- HISTORIC PROPERTY OR DISTRICT:
- NATIONAL REGISTER LISTED
 - STATE REGISTER LISTED
 - RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
 - RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING


- CLIENT KEY:
- NECPL PROJECT
 - NECPL PROJECT PARCEL
 - PROPOSED CABLE ALIGNMENT
 - MILE POST (M.P.), 1/10 MILES



Appendix A-30. Location of historic properties identified during the reconnaissance survey, New England Clean Power Link Project.

GI\Projects\2580 New England Clean Power Link\GIS\Maps\Appendix A_HPT.mxd 11/18/2014





Revisions / Modifications / Source	
PAL: Historic Properties Updated	11-18-2014
Client Data Obtained from: NECPL	10-28-2014
Basemap: Esri, DigitalGlobe, GeoEye, i-cubed, etc	various

The base information contained in this map was supplied to PAL as a professional courtesy for informational and illustrative purposes only. PAL makes no warranties - either expressed or implied - regarding the fitness or suitability of this map for any other purpose than to depict the location or results of cultural resource investigations conducted by PAL.

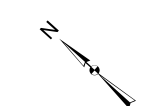
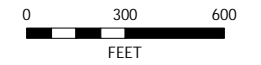
PAL KEY:

HISTORIC PROPERTY OR DISTRICT:

- NATIONAL REGISTER LISTED
- STATE REGISTER LISTED
- RECOMMENDED ELIGIBLE FOR NATIONAL REGISTER LISTING
- RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

CLIENT KEY:

- NECPL PROJECT
- NECPL PROJECT PARCEL
- PROPOSED CABLE ALIGNMENT
- MILE POST (M.P.), 1/10 MILES

APPENDIX B

PROPERTIES IDENTIFIED DURING THE RECONNAISSANCE SURVEY FOR THE NEW ENGLAND CLEAN POWER LINK PROJECT AND EVALUATED AS NOT ELIGIBLE FOR STATE AND NATIONAL REGISTER LISTING

Appendix B: Table 1. Properties Identified and Evaluated as Not Eligible for Listing in the National Register, TDI New England Clean Power Link Project.

Appendix B Photo No.	Map No.¹	Property Name/Address	HSSS No.
1	3	House, 2500 North Lake Road, Benson	N/A
2	6	House, 1272 North Lake Road, Benson	N/A
3	9	House and Barn, Hulett Road, Benson	N/A
4	12	House, 6165 Route 22A, Benson	N/A
5	16	House, Route 22A, Fair Haven	N/A
6	17	Delahanty House, corner of Point of Pines and Creek Road, Castleton	1103.94
7	20	House, North Road, Castleton	1103.47
8	21	House, 400 Route 133, West Rutland	N/A
9	23	Barn, 834 Creek Road, Clarendon	N/A
10	24	House, intersection of Old Route 7 and Route 7, Clarendon	N/A
11	25	House, 128 Old Route 7, Clarendon	N/A
12	26	Multi-Family Residential Building, corner of Old Route 7 and North Shrewsbury Road, Clarendon	N/A
13	27	Surrell House, 462 Old Route 7, Clarendon	1105.50
14-15	30	House and Barn, Route 103, Wallingford	N/A
16	31	Mac's Market, 263 Route 103, Wallingford	N/A
17	32	House, 2205 Route 103, Mount Holly	N/A
18	33	House, 2170 Route 103, Mount Holly	N/A
19	34	Former Railroad Depot, 1871 Route 103, Mount Holly	N/A
20	36	House, Route 103, Mount Holly	N/A
21	37	House, 1300 Route 103, Mount Holly	N/A
22	38	House, 1274 Route 103, Mount Holly	N/A
23	39	House, Route 103, Mount Holly	N/A
24-25	40	Lucille Martin House, Route 103, Mount Holly	1112.62
26	42	House, Sawyer Hill Road, Mount Holly	N/A
27	43	House, 4225 Route 103, Mount Holly	N/A
28	44	House, 4261 Route 103, Mount Holly	N/A
29	45	House, 4329 Route 103, Mount Holly	N/A
30	46	House, Route 103, Mount Holly	N/A
31	49	House, 55 East Lake Road, Ludlow	N/A
32	50	House, 121 East Lake Road, Ludlow	N/A
33	51	House, 173 East Lake Road, Ludlow	N/A
34	52	House, 173A East Lake Road, Ludlow	N/A
35	53	House, 306 East Lake Road, Ludlow	N/A
36	54	House, 320 East Lake Road, Ludlow	N/A

Note: N/A = Not Applicable.

¹ Map No. corresponds to the number depicted Figure 3-1 in Appendix A.



Photograph 1. House, 2500 North Lake Road, Benson (Map No. 3).



Photograph 2. House and Barn, 1272 North Lake Road, Benson (Map No. 6).



Photograph 3. House and Barn, Hulett Road, Benson (Map No. 9).



Photograph 4. House, 6165 Route 22A, Benson (Map No. 12).



Photograph 5. House, Route 22A, Fair Haven (Map No. 16).



Photograph 6. Delahanty House, corner of Point of Pines and Creek Road, Castleton (Map No. 17).



Photograph 7. House, North Road, Castleton (Map No. 20).



Photograph 8. House, 400 Route 133, West Rutland (Map No. 21).



Photograph 9. Barn, 834 Creek Road, Clarendon (Map No. 23).



Photograph 10. House, intersection of Old Route 7 and Route 7, Clarendon (Map No. 24).



Photograph 11. House, 128 Old Route 7, Clarendon (Map No. 25).



Photograph 12. Multi-Family Residential Building, Corner of Old Route 7 and North Shrewsbury Road, Clarendon (Map No. 26).



Photograph 13. Surrell House, 462 Old Route 7, Clarendon (Map No. 27).



Photograph 14. House and Barn, Route 103, Wallingford (Map No. 30).



Photograph 15. Barn, Route 103, Wallingford (Map No. 30).



Photograph 16. Mac's Market, 263 Route 103, Wallingford (Map No. 31).



Photograph 17. House, 2205 Route 103, Mount Holly (Map No. 32).



Photograph 18. House, 2170 Route 103, Mount Holly (Map No. 33).



Photograph 19. Former Railroad Depot, 1871 Route 103, Mount Holly (Map No. 34).



Photograph 20. House, Route 103, Mount Holly (Map No. 36).



Photograph 21. House, 1300 Route 103, Mount Holly (Map No. 37).



Photograph 22. House, 1274 Route 103, Mount Holly (Map No. 38).



Photograph 23. House, Route 103, Mount Holly (Map No. 39).



Photograph 24. Lucille Martin Residence, Route 103, Mount Holly (Map No. 40).



Photograph 25. Lucille Martin Barn, Route 103, Mount Holly (Map No. 40).



Photograph 26. House, Sawyer Hill Road, Mount Holly (Map No. 42).



Photograph 27. House, 4225 Route 103, Mount Holly (Map No. 43).



Photograph 28. House, 4261 Route 103, Mount Holly (Map No. 44).



Photograph 29. House, 4329 Route 103, Mount Holly (Map No. 45).



Photograph 30. House, Route 103, Mount Holly (Map No. 46).



Photograph 31. House, 55 East Lake Road, Ludlow (Map No. 49).



Photograph 32. House, 121 East Lake Road, Ludlow (Map No. 50).



Photograph 33. House, 173 East Lake Road, Ludlow (Map No. 51).



Photograph 34. House, 173A East Lake Road, Ludlow (Map No. 52).



Photograph 35. House, 306 East Lake Road, Ludlow (Map No. 53).



Photograph 36. House, 320 East Lake Road, Ludlow (Map No. 54).