



**Appendix 8-D: Final Report for the Underwater Cultural Resource
Review of the Champlain Hudson Power Express, Lake Champlain
Segment Investigations**

CONTAINS REDACTED INFORMATION IN CASE 10-T-0139

**FINAL REPORT FOR THE UNDERWATER
CULTURAL RESOURCE REVIEW OF THE
CHAMPLAIN HUDSON POWER EXPRESS, LAKE
CHAMPLAIN SEGMENT INVESTIGATIONS**

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*Final Report Memo For The Underwater Cultural Resource Review of the Champlain –
Hudson Power Express, Lake Champlain Investigations*

TABLE OF CONTENTS

Table of Contents	
Table of Contents	2
Table of Figures	5
Executive Summary	6
Introduction.....	8
Project Planning.....	8
Methodology.....	9
Previous Archaeological investigations	15
Initial Undertakings	15
Previous Investigation Results.....	15
Additional Undertakings.....	16
Historic context.....	18
Overview.....	18
Rouses Point Railroad Bridge	18
The Great Bridge at Fort Ticonderoga and Mount Independence	22
Larrabees Point – Willow Point Train Trestle	24
Analysis and results	28
Overview.....	28
Analysis	28
Old Route 2 Toll Bridge.....	28
Rouses Point Railroad Bridge	29
Wreck JJ	31
Wreck KK.....	32
Ella E. Bagley (not confirmed)	32
Wreck YYY.....	32
Larrabees Point – Willow Point Railroad Trestle	33
Wreck G4: Railroad Drawboat	34
Wreck K7: Wreck B of the Mount Independence Survey	35
The Great Bridge at Fort Ticonderoga and Mount Independence	36
Wreck F4.....	37
Wreck P4.....	38
Wreck J4.....	39

Final Report Memo For The Underwater Cultural Resource Review of the Champlain – Hudson Power Express, Lake Champlain Investigations

Wreck K4	39
VT-AD-729.....	40
Wreck I4	40
Wreck P7.....	41
Wreck Q7	41
Results	42
Old Route 2 Toll Bridge.....	43
Rouses Point Railroad Bridge	44
Wreck JJ	46
Wreck KK.....	46
Ella E. Bagley (not confirmed)	46
Wreck YYY.....	47
Larrabees Point – Willow Point Railroad Trestle.....	47
Wreck G4: Railroad Drawboat	48
Wreck K7: Wreck B of the Mount Independence Survey.....	48
The Great Bridge at Fort Ticonderoga and Mount Independence	49
Wreck F4.....	49
Wreck P4.....	49
Wreck J4.....	50
Wreck K4	50
VT-AD-729.....	50
Wreck I4	51
Wreck P7.....	51
Wreck Q7	51
Conclusion and recommendations	52
Conclusions	52
Recommendations	53
Appendix A: Initial Review and Analysis of Potential Underwater Cultural Resources Along the Lake Champlain Segment of the Champlain Hudson Power Express 2022 Lake Champlain Marine Survey Route; Assessment of Pre-Lay Mattress Locations.....	56
Appendix B: Rouses Point End of Fieldwork Report	85
S0077.....	96
S0088.....	97
S0079 and S0080	98

Final Report Memo For The Underwater Cultural Resource Review of the Champlain – Hudson Power Express, Lake Champlain Investigations

So085 98
M47, M48, M49..... 99
Appendix C: Delivery of Revised Cultural Resources Analysis of Underwater Remote Sensing
Data for the Champlain Hudson Power Express103
Bibliography..... 106
Acronyms 110
Endnotes 112

Final Report Memo For The Underwater Cultural Resource Review of the Champlain –
Hudson Power Express, Lake Champlain Investigations

TABLE OF FIGURES

Figure 1: Champlain Hudson Power Express Lake Champlain 2022 Marine Route Survey (MRS)
Chart No. 01 of 97 Overview (Courtesy of Ocean Surveys, Inc.) 9

Figure 2: An 1857 Sketch of the Rouses Point Drawboat by R. P. Mallory (Courtesy of William L.
Clements Library at the University of Michigan)19

Figure 3: Rouses Point, N.Y., Draw Bridge Across Lake Champlain (Pardy 1914) 20

Figure 4: Rouses Point, N.Y., Railroad Bridge over Lake Champlain (Pardy 1914)..... 22

Final Report Memo For The Underwater Cultural Resource Review of the Champlain – Hudson Power Express, Lake Champlain Investigations

EXECUTIVE SUMMARY

The following Memo presents the review, analysis, and results of the underwater cultural resource work carried out in support of the Lake Champlain segment of the Champlain-Hudson Power Express (CHPE) project as a Phase IA Report. The goal of the work is to identify potential underwater cultural resources within the Marine Route Survey (MRS) of the Lake Champlain segment. The investigations were carried out at the request of, and under contract order from TRC Environmental Corporation (TRC) (CO 200749). The work discussed in detail below for the Project, utilized underwater archaeologists who meet the *Secretary of the Interior Professional Qualifications Standards* as defined and officially adopted in 1983 (48 FR 44716, September 29) and the *National Historic Preservation Act* (NHPA) Section 112 and the Section 106 regulations, at §800.2(a)(1) for archaeological resources investigations. The investigation was conducted in accordance with the requirement of the New York State Historic Preservation Office (NYSHPO). Assessment of cultural resources and historic properties adhered to the definition in the NHPA, and per regulations issued by the Advisory Council on Historic Preservation (ACHP).

In this Report, an overall evaluation of the underwater cultural resources identified in the CHPE Lake Champlain MRS characterized the resources identified along with a thorough discussion of their archaeological and historic significance. This Report will aid in the clearance of the entire line from its start in New York state waters of Lake Champlain at the US-Canadian border to where the submarine line connects on-land at Putnam Station, New York. Additionally, it will aid in the review and analysis of potential underwater cultural resources identified in the utility crossings for pre-lay mattress locations along the Lake Champlain segment of the CHPE submarine power cable transmission line.

Work on this Project began in the winter of 2022 when the Lake Champlain Maritime Museum (LCMM) was contracted by TRC to evaluate several pre-lay utility crossing locations along the Lake Champlain segment of the CHPE submarine power cable transmission line. This work continues from previous work done by LCMM in 2010 and 2011 for the initial evaluation of the CHPE project, which includes a desktop review of Global Information Systems (GIS) databases using datasets collected from Lake Champlain and the Hudson River. The current work will assist in preparation of the Environmental Management and Construction Plan (EM&CP) filings required for the CHPE Project.

Underwater cultural resources have been determined to be present in several current pre-lay utility crossing areas and within previous pre-lay utility crossing areas. Additionally, several underwater cultural resources are in proximity to the CHPE Lake Champlain Segment Current Route and the CHPE Lake Champlain Segment Permitted Route. Generally, for the underwater cultural resources located within the APE of the Lake Champlain route corridor for the CHPE submarine power cable transmission line, avoidance is recommended. For avoidance, LCMM recommends the Project use an avoidance buffer of 50 meters (164 feet) around the submerged cultural resources identified in this Report for cable routing and during construction activities. Consultation with the NYSHPO is advised to discuss the planned avoidance measures for the

Final Report Memo For The Underwater Cultural Resource Review of the Champlain – Hudson Power Express, Lake Champlain Investigations

underwater cultural resources located at the Rouses Point Railroad Trestle, Old Route 2 Bridge, Larrabees Point – Willow Point Railroad Trestle, Great Bridge at Fort Ticonderoga and Mount Independence, and for any of the wrecks identified in this Report where of the cable installation activities would occur within the 50 meter (164 feet) avoidance buffer.