

APPENDIX F
CASE 10-T-0139
EM&CP SUPPLEMENT SHPO SUBMITTAL

HARTGEN

Champlain Hudson Power Express CMT Hut Sites

archeological associates inc

Desktop Analysis of Cultural and Historical Resources January 2025 [REDACTED – Public Version]

1 Introduction

CHPE (Project) proposes to construct CMT Huts (equipment facilities) to support the maintenance of the installed cable in four separate locations in the Town of Putnam, Washington County, New York, Town of Ballston Spa, Saratoga County, New York, Town of Catskill, Green County, New York, and Town of Stony Point, Rockland County, New York.

These sites will include the construction of limited use access roads, an approximately 7 feet by 12 feet rectangular, prefabricated huts placed on cast in place circular footings, a detached generator placed on a concrete pad (4 x 4 feet) and protective fencing (Appendix 1). The proposed footprint for construction is generally less than one acre in size.

This Project component has not been previously evaluated for cultural resources. This report presents the results of a desktop study of the CMT Hut site locations. The purpose of the study is to identify known historic and archeological properties within or adjacent to the proposed undertaking.

Table 1. Proposed CMT Hut sites.

Landowner name	Street address	Parcel #	CMT Site
Robert G. St. Armour	479 Co Rte 3, Putnam, NY 12861	13.-3-21.1	Putnam Station
Public Service Town Delaware and Hudson Railway Co.	N/A	9.-1-10	Putnam Station
Walter C. Katz	45 Outlet Road, Ballston, NY 12019	239.-1-80.3	Ballston Hut
Glens Falls Lehigh Cement Co.	120 Alpha Rd, Catskill NY 12414	213.00-2-3	Catskill Station
Tomkins Cove Quarry	1 Elm Avenue, Tomkins Cove, NY 10986	15.02-4-59	Stony Point Station

1.1 Robert G. St. Armour Parcel

This 1.9-acre parcel lies on the western shore of Lake Champlain, off County Route 3 in the hamlet of Putnam Station in the town of Putnam. It is north of a commercial building, and west of a small outlet near the D&H Railroad. The area is partially cleared of trees, while the rest of the wooded area remains intact. It is south of a large DEC owned tract (Figure 1).

1.2 Public Service Town Delaware and Hudson Railway Co.

This 111.5-acre parcel is located east of the Robert B. St. Armour Parcel which is located directly west of Lake Champlain and contains active railroad tracks and right-of-way associated with the tracks (Figure 1).

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Figure 1. Proposed CMT Putnam Station area on the Robert G. St. Armour parcel at 479 Co Rte 3, Putnam, NY 12861. The proposed Hut location is outlined in red.

1.3 Walter C. Katz Parcel

This 4.57-acre parcel lies adjacent to the D&H Railroad to the west, east of Ballston Center and close to Ballston Lake. This area is largely rural-residential, with two residences nearby but no standing structures within the proposed station location. The area is wooded with clearing to the northernmost section next to Outlet Road (Figure 2).



Figure 2. Proposed CMT Ballston Hut on the Walter C. Katz Parcel at 45 Outlet Road, Ballston, NY 12019. The proposed station location is outlined in red with the parcel outlined in yellow.

1.4 Glens Falls Lehigh Cement Co. Parcel

This 688.77-acre parcel is part of the Lehigh Cement Co property. It is rural-industrial with multiple roads and clearings, as well as several buildings associated with the cement plant located on the western bank of the Hudson River. It is partially wooded, and partially cleared area. Alpha Road bisects the parcel (Figure 3). The proposed station location is located west of the Hudson River in an area that has been cleared and utilized by the Glens Falls Lehigh Cement Co.



Figure 3. Proposed CMT Catskill Hut location outlined in red while the Glens Falls Lehigh Cement Co. Parcel at 120 Alpha Boulevard, Catskill, NY. 12414 is outlined in orange.

1.5 Tomkins Cove Quarry

This 195.16 -acre parcel is located west of the Hudson River and the Stony Point Battlefield Site and Stony Point Lighthouse. The Tomkins Cove Quarry currently operated by Tilcon was a limestone quarry that supplied crushed stone for construction projects. The area is a mix of woods, mostly to the south where the proposed station is located, a large pond where the quarry once operated, as well as roads and industrial structures to the north (Figure 4).



Figure 4. Proposed CMT Stony Point area on the Tomkins Cove Quarry Parcel at 1 Elm Avenue, Tomkins Cove, NY with station outlined in red and parcel boundary in orange.

2 Documentary Research

Hartgen Archeological Associates, under the direction of Principal Investigator Matthew Kirk, MA, RPA conducted research using the New York State Cultural Resource Information System (CRIS), which is maintained by the New York SHPO and the Division for Historic Preservation (DHP) within OPRHP. CRIS contains a comprehensive inventory of archeological sites, State and National Register (NR) properties, properties determined eligible for the NR (NRE), and previous cultural resource surveys.

2.1 Putnam Station

2.1.1 Archeological Sites

An examination of CRIS identified three reported archeological sites within 0.5 miles (0.8 km) of the parcel (Table 2). Previously reported archeological sites provide an overview of both the types of sites that may be present in the vicinity of the Project, and the relationship of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the Project.

Table 2. Known historic/archeological resources within 0.5 miles (0.8 km) of the proposed Putnam Station site.

Resource	Type	NR Status
Graham Homestead Site (11514.000094)	Historic – nonextant stone home late 19 th to early 20 th century.	Undetermined
LCMM 35 (11514.000133)	Submerged canal boat within Lake Champlain dated to 1851-1875	Undetermined
LCMM 37 (11514.000134)	Submerged canal boat within Lake Champlain dated to 1851-1875	Undetermined

2.1.2 Historic Properties

No historic inventoried properties are found within the Putnam Station APE or within 0.5 miles of the proposed Putnam Station Hut site.

2.1.3 Previous Surveys

A review of CRIS identified one previous survey within the immediate vicinity of the Putnam Station Hut site.

Table 3. Previous survey within/encompassing the proposed Putnam Station site.

Project/Phase	Summary	Citation
Phase 1A Archaeological Assessment of the Champlain-Hudson Alternative Routes	The project surveyed six alternative routes for the High Voltage Direct current (HVDC) transmission line for the Champlain-Hudson Power Express project. The survey concluded that the alternative routes are located in areas that are sensitive for precontact and historic period cultural resources.	(TRC 2020)

2.1.4 Historical Maps/Images

Available historic maps and aerial photography of the Putnam Station APE and surrounding area were reviewed. The Putnam Station APE is located on the western shore of Lake Champlain, south of Mill Bay, previously named Middle Bay, close to the ferry station that would aid in transportation from Putnam Station to Benson Landing, Vermont across Lake Champlain. Early maps show one or two structures associated with the ferry, but throughout the years additional structures were constructed adjacent to the Putnam Station APE as well the Delaware and Hudson Railroad to the east of the APE (Figure 5, Figure 6 and Figure 7).

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Figure 5. Putnam Station from Map of Washington County, NY from 1853 with Putnam Station APE's approximate location indicated by the red arrow (Levey 1853).

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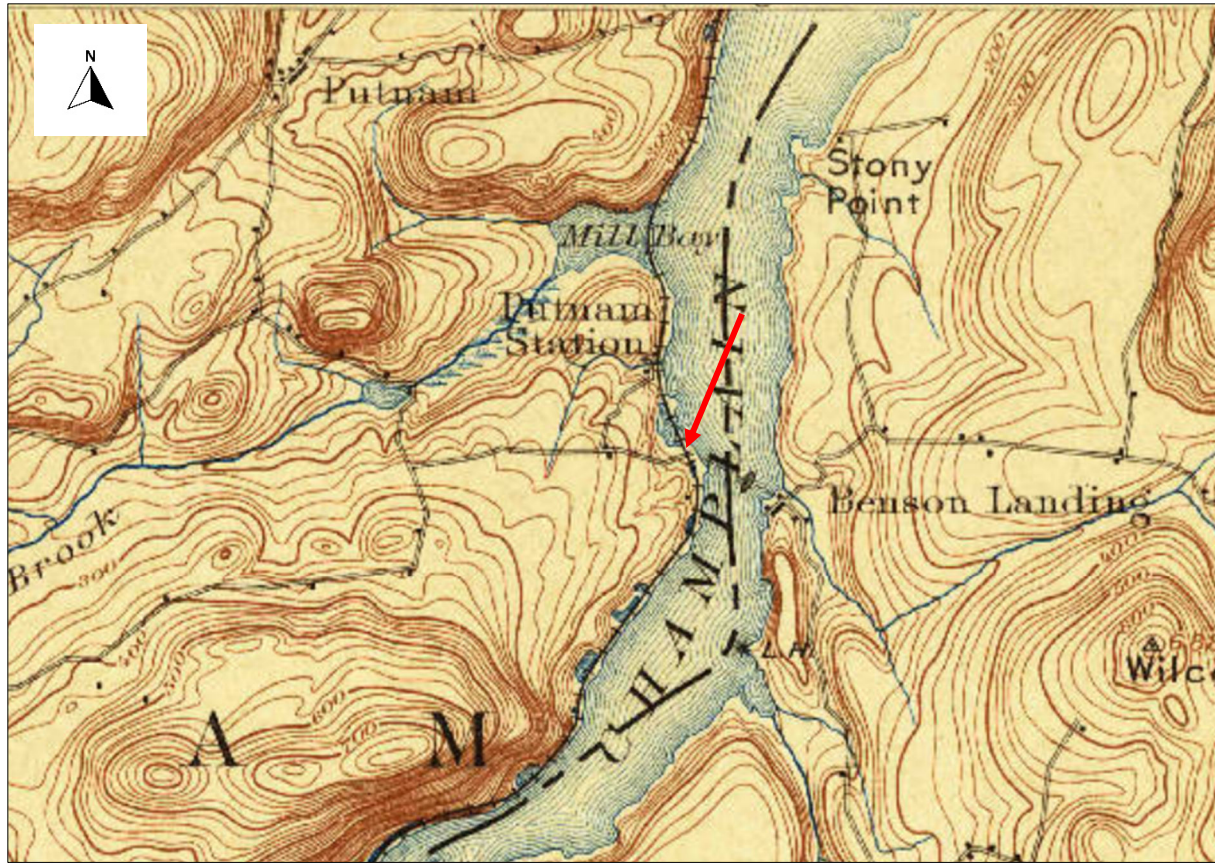


Figure 6. Putnam Station from USGS Topographic Map from 1893 with Putnam Station APE's approximate location indicated by the red arrow (United States Geological Survey (USGS) 1893a).



Figure 7. Putnam Station from USGS Topographic Map from 1950 with Putnam Station APE's approximate location indicated by the red arrow (United States Geological Survey (USGS) 1950).

2.1.5 Present Land Use and Site Visit

Holly Cruger, MA conducted a site visit for the proposed Putnam Station Hutlocation on August 29, 2024 to photograph and assess current site conditions. The APE is located in a gravel access road/parking lot at the end of County Route 3, directly west of the Delaware and Hudson Railroad. The area is relatively flat, wooded in the northwest corner with a wetland located to the west (Photo 1). Debris piles of concrete, wood, metal and plastic were noted throughout the APE (Photo 2 and Photo 3). The majority of the APE appears disturbed by the gravel access drive as well as from previous construction and demolition activities.

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Photo 1. Gravel access drive/parking area in the eastern portion of the APE, view looking to the northeast.



Photo 2. Wooden debris in the western portion of the APE with a wet area in background, view looking to the west.



Photo 3. Additional debris found within APE, view looking to the southwest.

2.2 Ballston Hut

The proposed Ballston Hut site lies south of Outlet Road and west of a rail trail and the CP rail tracks. The rail trail was formerly part of the 20th century Schenectady & Saratoga trolley system which was abandoned in the 1960s.

2.2.1 Archeological sites

An examination of CRIS identified two reported archeological sites within 0.5 miles (0.8 km) of the parcel (Table 4). Previously reported archeological sites provide an overview of both the types of sites that may be present in the vicinity of the Project, and the relationship of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the Project.

Table 4. Known historic/archeological resources within 0.5 miles (0.8 km) of the proposed Ballston Hut site.

Resource	Type	NR Status
Rev. Eliphalet Ball House Site (09101.000055)	Historic house site identified by dry-laid cobblestone and handwrought and machine-cut nails. House dated to ca. 1770-1856 and burned between 1856-1866.	Undetermined
NYSM 9142	No Information	No Information

2.2.2 Historic Properties

An examination of CRIS identified seven inventoried properties within the APE or within 0.5 miles of the Ballston Hut site (Table 5).

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Table 5. Historic Properties within 0.5 miles of the proposed Ballston Hut site.

Resource	Boundary Description	NR Status
Samuel Young House (09101.000004)	1214 State Route 50, Ballston Spa, NY - two-story wood-frame dwelling belonging to Samuel Young, New York politician from 19 th century.	Not Eligible
Late 20 th -century Dwelling, side gable, col. Revival (09101.000213)	1152 Route 50, Ballston, NY	Not Eligible
Late 20 th -century c apt, side gable, col. Revival (09101.000214)	1184 Route 50, Ballston NY	Not Eligible
20 th -century, 1.5-story cape style, side gable, roof dormers (09101.000221)	8 Connolly Road, Ballston, NY	Not Eligible
1 Charlton Road, Ballston (09101.000249)	1 Charlton Road, Ballston NY	Not Eligible
78 Connolly Road (09101.000277)	78 Connolly Road, Ballston NY	Not Eligible
Town of Ballston Fishing Pier and Kayak Launch (09101.000297)	69-85 Outlet Road, Ballston Lake, NY	Not Eligible

2.2.3 Previous Surveys

A review of CRIS identified no previous surveys within the immediate vicinity of the Ballston Hut site.

2.2.4 Historical Maps/Images

Available historic maps and aerial photography of the Ballston CMT Hut site APE and the surrounding area were reviewed. The APE is located west of Ballston Lake and the railroad. All historic maps and aerial photography indicates the APE was undeveloped land south of Outlet Road and at a distance from nearby structures (Geil 1856a)(Figure 8, Figure 9, and Figure 10. Early aerial photography from 1953 shows the area as part of an agricultural field, but through time the area became overgrown until it reaches its present-day vegetation.

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Figure 8. Ballston Hut location on the *Map of Saratoga County* with APE's approximate location circled in red (Geil 1856).

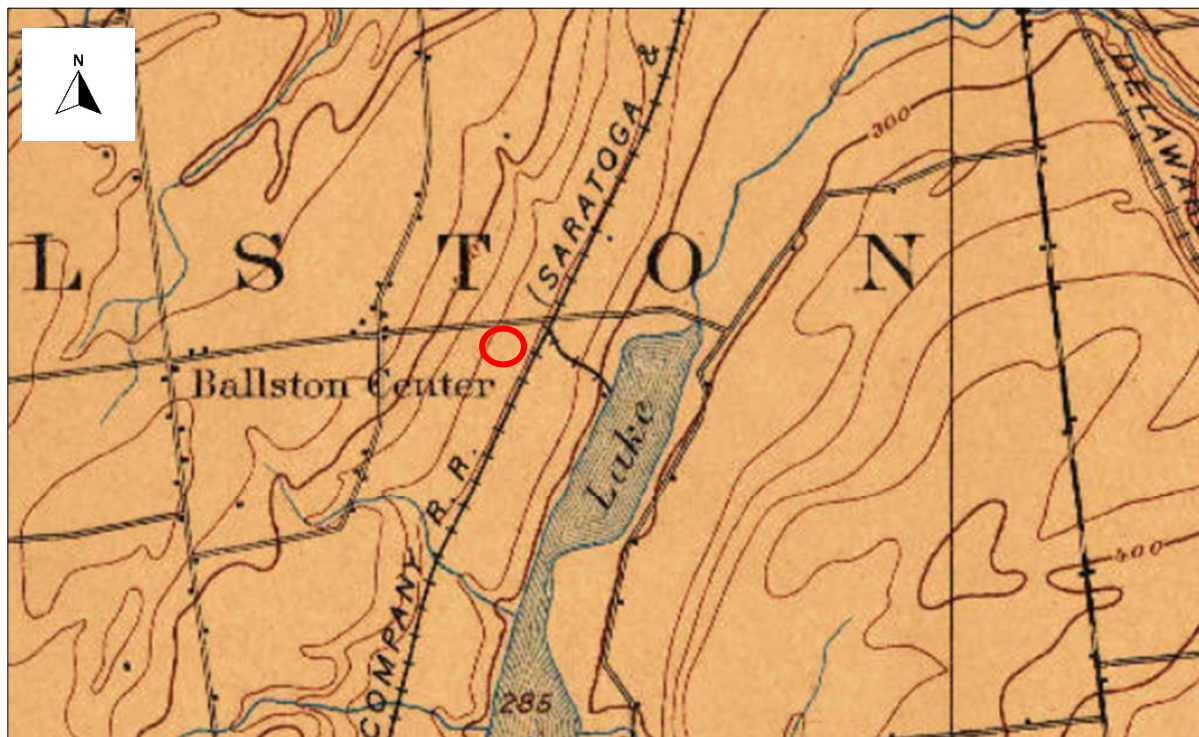


Figure 9. Ballston Hut location on the USGS Topographic quadrangle from 1893 with APE's approximate location circled in red (United States Geological Survey (USGS) 1893b).

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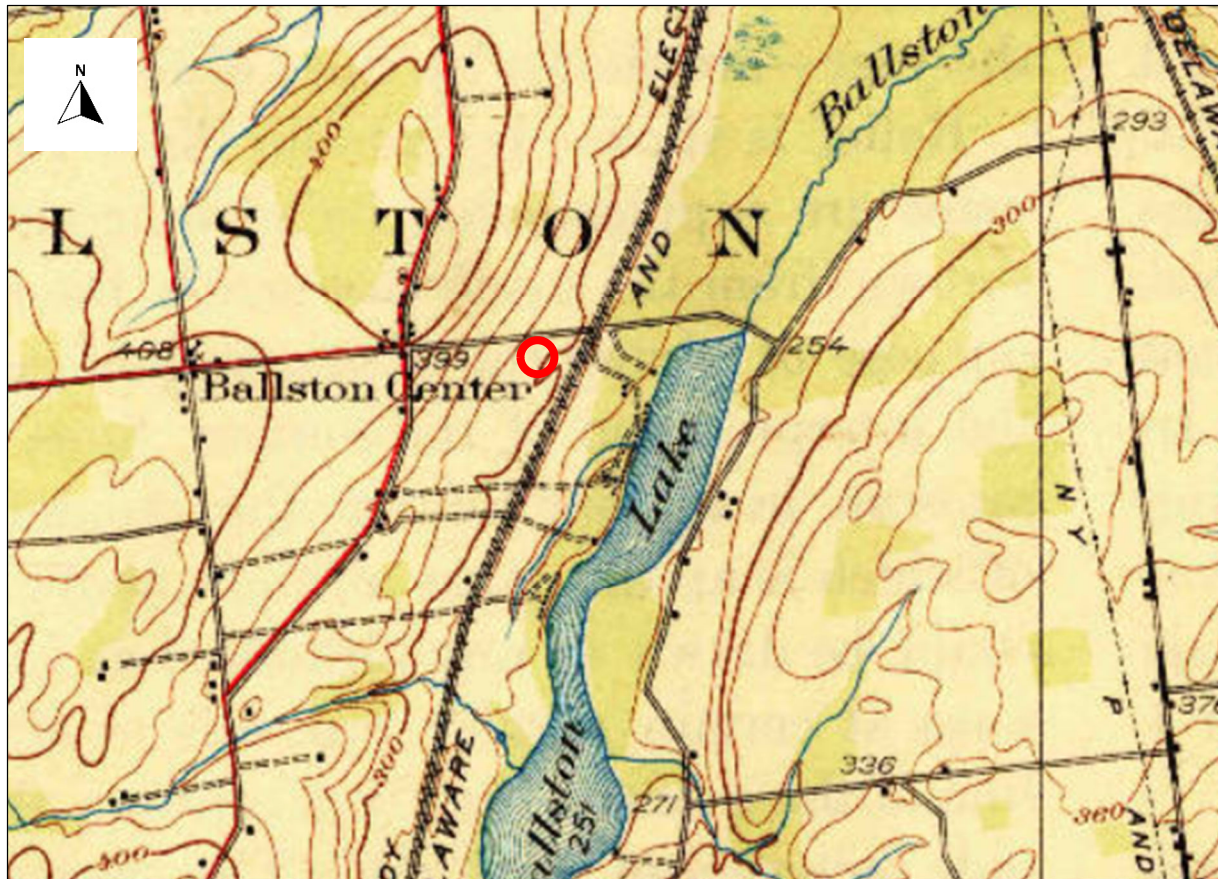


Figure 10. Ballston Hut location on the USGS Topographic Map from 1930 with APE's approximate location circled in red (United States Geological Survey [USGS] 1930).

2.2.5 Present Land Use and Site Visit

Holly Cruger, MA visited the proposed Ballston Hut location on August 29, 2024 to photograph and assess current site conditions. The APE is wood area directly south of Outlet Road and west of the railroad tracks turned rail trail. The area is relatively flat with a slightly undulating landscape closer to Outlet Road (Photo 4 and Photo 5).

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Photo 4. Timber mats of Champlain-Hudson Power Express project in foreground with Ballston Hut APE in wooded area in background, view looking west.



Photo 5. The Ballston Hut APE with vegetation and trees, view looking northeast.

2.3 Catskill Station

The proposed Catskill Station Hut site will be placed north of the installed cable and the rails of the CSX line in Segment 11, Package 7A, Area 3. The site is immediately west of the Hudson River and well east of Route 9W along a private accessway known as Alpha Boulevard in the small hamlet of Cementon. The area was once part of transshipment point with aerial trams and railroad sidings that delivered cement from nearby production plants. The general vicinity has been heavily disturbed.

2.3.1 Archeological Sites

An examination of CRIS identified one reported archeological site within 0.5 miles (0.8 km) of the parcel (Table 6). Previously reported archeological sites provide an overview of both the types of sites that may be present in the vicinity of the Project, and the relationship of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the Project.

Table 6. Known historic/archeological resources within 0.5 miles (0.8 km) of the proposed Catskill Station site.

Resource	Type	NR Status
NYSM 3401	No Information	Undetermined

2.4 Historic Properties

An examination of CRIS identified one inventoried property within the APE or within 0.5 miles of the Catskill Station site (Table 7).

Table 7. Historic Properties within 0.5 miles of the proposed Catskill Station site.

Resource	Boundary Description	NR Status
Lehigh Cementon Terminal Dock	120 Alpha Road, Catskill NY	Not Eligible

2.5 Previous Surveys

A review of CRIS identified no previous surveys within the immediate vicinity of the Catskill Station site.

2.5.1 Historical Maps/Images

Available historic maps and aerial photography of the Catskill Station APE and surrounding area were reviewed. The Catskill Station APE is located directly west of the Hudson River located in an area that was previously known as Richardson's Dock (Geil 1856) (Figure 11).

Through time the area around the APE develops to include additional roads and structures as the area around the Hudson River continues to develop and commercialize (Figure 12 and Figure 13). This point along the Hudson was initially used for ice harvesting and several iterations of large icehouses were constructed in the immediate vicinity of the proposed Hut site. In the early 20th century, the nearby limestone ridges were commercially exploited to produce Portland cement. The former icehouses were removed in favor of various conveyance systems and loading structure, as well as temporary storage facilities (Figure 14).

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Figure 11. Catskill Station location from *Map of Greene County* in 1856 with APE's approximate location circled in red (Geil 1856). The indicated structure along the water is likely a former icehouse.

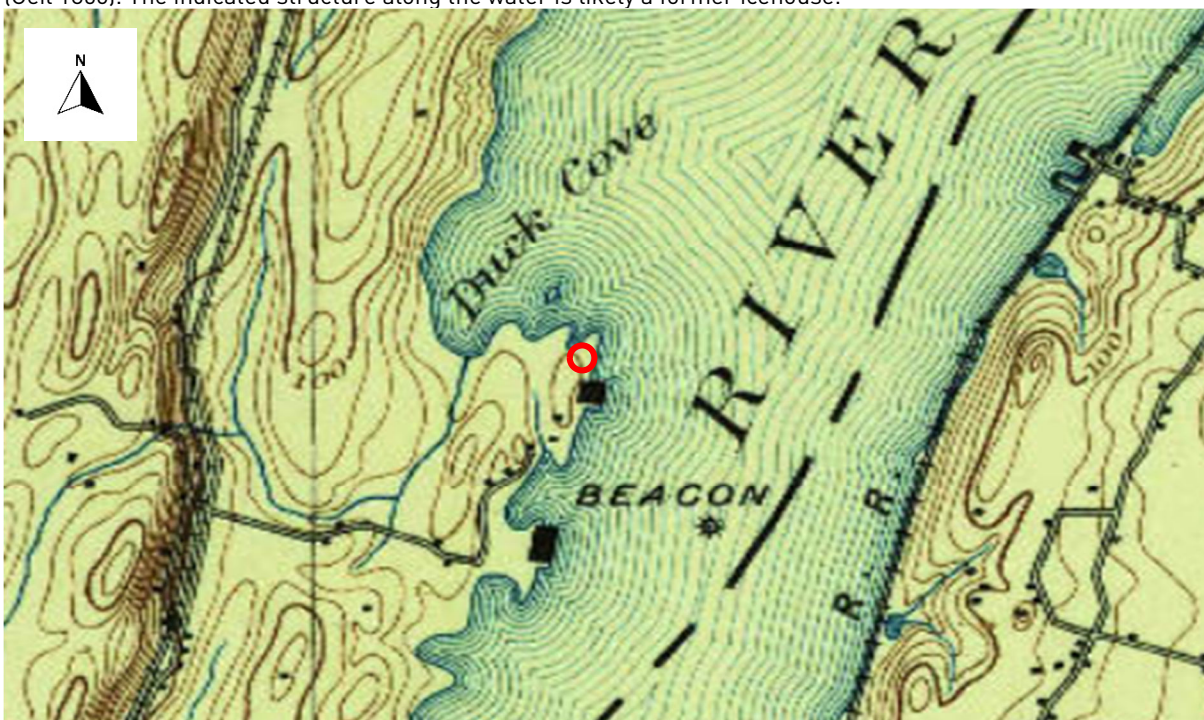


Figure 12. Catskill Station location from USGS quadrangle from 1895 with APE's approximate location circled in red (United States Geological Survey 1895). The large structures are former icehouse built in the years prior to the development by the cement plant.

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Figure 13. Catskill Station location from USGS quadrangle from 1934 with APE's approximate location circled in red (United States Geological Survey 1934). By this time, the cement plant heavily developed this small point on the river with loading and storage facilities, as well as railroad spurs.



Figure 14. Catskill Station location from September 2009 from Google Earth with APE (red) cleared and no longer used for commercial river access.

2.5.2 Present Land Use and Site Visit

Holly Cruger, MA visited the proposed Catskill Hut location on August 29, 2024 to photograph and assess current site conditions. The APE is flat and cleared of trees with dirt and gravel and is industrial (Photo 6). A variety of utilities are noted in the area, but none are within the APE. The APE has been heavily disturbed by the development of the area as a transshipment point for the nearby cement industries (Figure 14). Many of the former structures and systems have been removed as the industry has been in slow decline for decades.



Photo 6. The Catskill Station in the former cement transshipment point which is now abandoned, view looking north.

2.6 Stony Point

This hut site is to be situated in a former quarry site on the west side of the Hudson, northwest of the Stony Point Battlefield and state historic park. The hut will be placed on the south side of the cable in Segment 12, Package 7B, Area 4.

2.6.1 Archeological Sites

An examination of CRIS identified no reported archeological site within 0.5 miles (0.8 km) of the parcel. Previously reported archeological sites provide an overview of both the types of sites that may be present in the vicinity of the Project, and the relationship of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the Project.

2.6.2 Historic Properties

An examination of CRIS identified 17 inventoried properties within the APE or within 0.5 miles of the HUT site (Table 8). In addition, located approximately 0.05 miles to the east is the National Register listed Stony Point Battlefield.

Table 8. Historic Properties within 0.5 miles of the proposed Stony Point Hut site.

Resource	Boundary Description	NR Status
Kings Ferry (08705.000001)	Stony Point Battlefield	Listed
Stony Point State Park (08705.000023)	Stony Point Battlefield	Listed
Public Restroom (08705.000024)	Stony Point Battlefield	Listed
Site Manager's Residence (08705.000025)	Stony Point Battlefield	Listed
King's Ferry Overlook (08705.000027)	Stony Point Battlefield	Listed
13', 1907 Pavilion (08705.000028)	Stone Point Battlefield	Listed

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Resource	Boundary Description	NR Status
Large 1908 Pavilion (08705.000029)	Stony Point Battlefield	Listed
Octagonal Pavilion	Stony Point Battlefield	Listed
Stony Point Battlefield Museum (08705.000152)	Stony Point Battlefield	Listed
Stony Point Elementary School (08746.000030)	7 Gurnee Drive, Stony Point, NY	Not Eligible
Ridge Park (08705.000114)	3 Thamsen Drive, Stony Point	Not Eligible
31 Hudson Drive (08705.000130)	31 Hudson Drive, Stony Point NY	Not Eligible
29 Hudson Drive (08705.000131)	29 Hudson Drive, Stony Point NY	Not Eligible
134 North Liberty Drive (08705.000172)	134 North Liberty Drive Stony Point, NY	Not Eligible
234 North Liberty Drive (08705.000174)	234 North Liberty Drive Stony Point NY	Not Eligible
Micah Manor (08705.000218)	175 North Liberty Drive, Stony Point NY	Eligible
88 N Liberty Drive (08705.000256)	88 N Liberty Drive, Stony Point NY	Not Eligible

***Part of the Stony Point Battlefield Archeological District**

2.6.3 Previous Surveys

A review of CRIS identified one previous survey within the immediate vicinity of the Stony Point Hut site.

Table 9. Previous survey within/encompassing the proposed Stony Point Hut site.

Project/Phase	Summary	Citation
Phase 1A Archaeological Assessment of the Champlain-Hudson Alternative Routes	The project surveyed six alternative routes for the High Voltage Direct current (HVDC) transmission line for the Champlain-Hudson Power Express project. The survey concluded that the alternative routes are located in areas that are sensitive for precontact and historic period cultural resources.	(TRC 2020)

2.6.4 Historical Maps/Images

Available historic maps and aerial photography of the Stony Point Hut APE and surrounding area were reviewed. Stony Point Station Hut site is located within the larger Tompkins Cove quarry facility. Historically there are no standing structures within or adjacent to the APE. The site lies along a former ridge above a stream and swampy area. The site was to the east of a historic road that provided southern access to “quarry hill” (Figure 15). The road appears to have been sparsely settled with a few houses (Figure 16 and Figure 17). The outcrops here have been sources of stone throughout the 19th century and were expanded to a major commercial quarry in the 20th century (Figure 18).

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Figure 15. Stony Point on the 1867 *Map of Rockland County* with APE's approximate location circled in red (Smith 1867).



Figure 16. Stony Point Hut site with the APE circled in red (United States Geological Survey 1892).

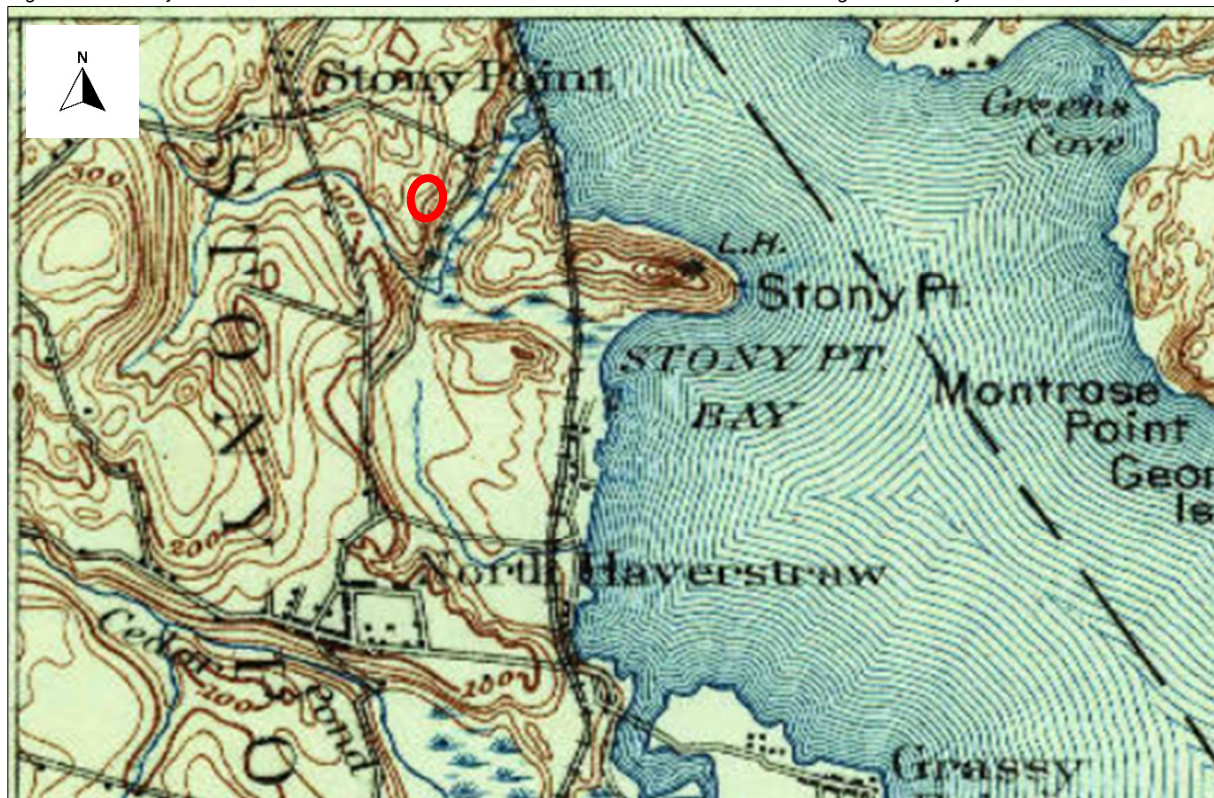


Figure 17. Stony Point with the APE circled in red (United States Geological Survey 1937). At this time, large-scale commercial quarrying had yet to take place in the vicinity.

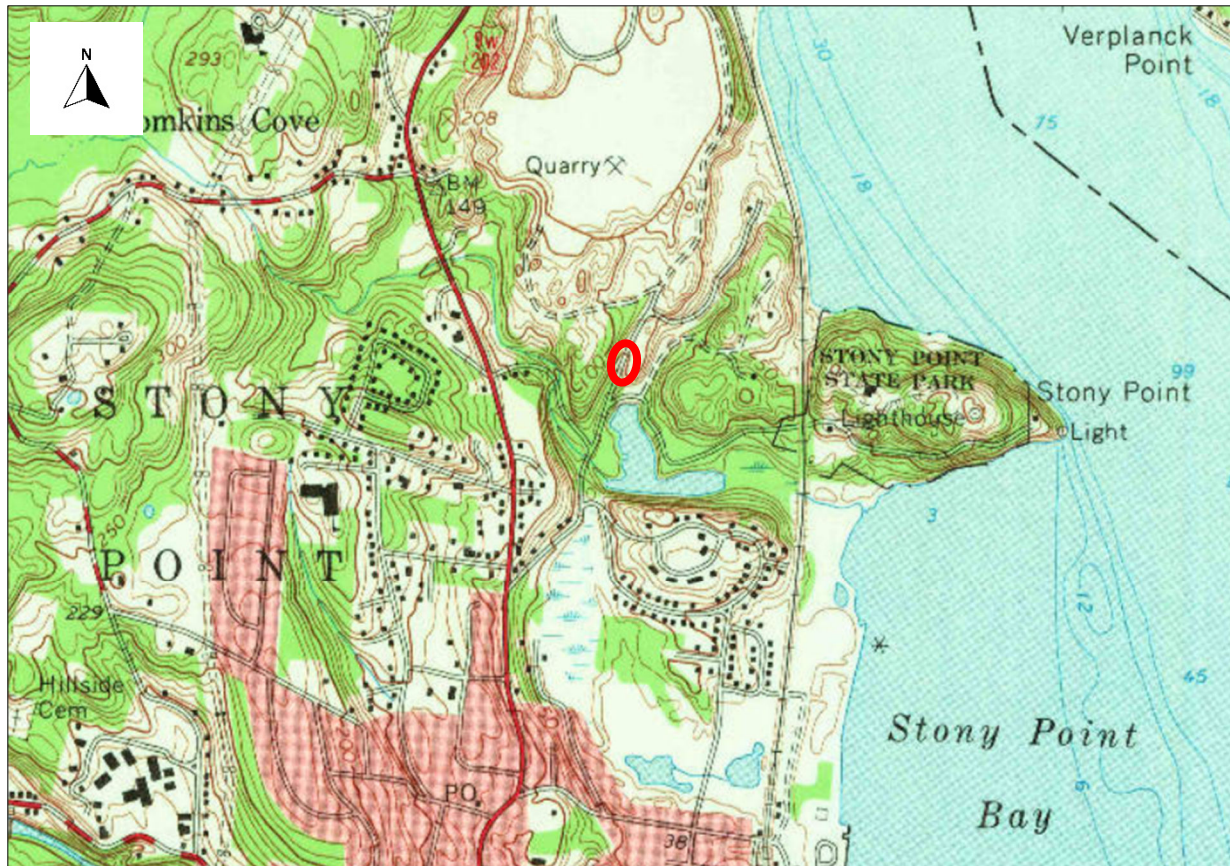


Figure 18. Stony Point Hut site circled in red, now part of a large commercial quarry complex (United States Geological Survey 1967).

2.6.5 Present Land Use and Site Visit

Due to restricted access to the Tomkins Cove Quarry, a site visit was not able to be completed. However, from modern aerial imagery, the APE appears disturbed from an access road as well as a cleared area used for parking and storage of materials and vehicles. The APE appears to have been cleared of trees and maintained since the early 2000s.



Figure 19. Stony Point Hut site from September 2024 demonstrates a road and parking/storage area located within the proposed APE (Google Earth).

3 Summary

The proposed four CMT Hut sites at Putnam Station, Ballston, Catskill, and Stony Point have been assessed for archeological and historic potential and recommendations for each location are found in Table 10. In general, the proposed hut sites are relatively small in extent, with proposed limited ground disturbing impacts, and situated in areas that have been previously disturbed.

Putnam Station is located on the western banks of Lake Champlain in an area previously utilized as a ferry between New York and Vermont until the construction of the railroad. While there was potential for precontact and historic resources, the APE has been previously disturbed by past construction projects as well as modern usage of the area as an access road and parking area. As a result, there is likely no archeological potential and no further testing is recommended.

The Ballston Hut site is proposed within a currently wooded parcel in Saratoga County south of Outlet Road in Ballston Spa. While the area directly to the east has been disturbed from construction of both an electric trolley line, now rail trail the proposed area appears largely undisturbed. Due to the location of the APE close to Ballston Lake, directly south of Outlet Road, the archeological sensitivity and potential for both precontact and historic resources is high. Testing of the area is recommended.

Catskill Station is in a gravelly area located directly west of the Hudson River in an area that historically has served as a transshipment point for cement products. While the archeological sensitivity for both historic and precontact resources is considered high, historical maps and aerial imagery depict the area as being highly disturbed and the potential for resources is low. No further testing is recommended.

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The proposed Stony Point Hut site is south of the Tomkins Cove Quarry and west of Stony Point Battlefield Park in a wooded area and access road. Due to the close proximity to the Hudson River, natural resources, and Stony Point Battlefield Park, the archeological sensitivity for precontact and historic resources is considered high. However, reviewing available aerial photography, the APE is disturbed by extensive quarrying activities in the later part of the 20th century, as evidenced on historic aerials. Due to previous disturbance, the archeological potential was considered low, and no testing is recommended.

Table 10. CHPE Hut sites, archeological recommendations.

HUT Site Name	Location	Current State	Potential	Recommendation
Putnam Station	Washington County	Gravel/wooded	Low – disturbed	No testing
Ballston HUT	Saratoga County	Wooded	High-undisturbed	Testing
Catskill Station	Greene County	Gravel	Low-disturbed	No testing
Stony Point	Rockland County	Wooded/gravel	Low-disturbed	No testing

4 References Cited:

Geil, Samuel

1856 Map of Saratoga County, New York. E.A. Balch, Philadelphia.

Levey, Morris

1853 Map of Washington County, New York. James D. Scott and Robert Pearsall Smith, Philadelphia.

Smith, Robert

1867 Map of Rockland County, New York. Philadelphia, PA.

TRC

2020 *Phase IA Archaeological Assessment of the Champlain-Hudson Alternative Routes, New York*. Ellsworth, Maine.

United States Geological Survey

1892 Tarrytown, New York Topographic Quadrangle 15" Series.

1895 Catskill, New York Topographic Quadrangle 15" Series.

1934 Catskill, New York Topographic Quadrangle 15" Series.

1937 Haverstraw, New York Topographic Quadrangle 15" Series.

1967 Haverstraw, New York Topographic Quadrangle 7.5" Series.

United States Geological Survey (USGS)

1893a Whitehall, NY-VT, 15' Topographic Quadrangle. USGS, Washington, DC.

1893b Schenectady, New York Topographic Quadrangle 1:62,500 scale. USGS Historical Topographic Map Explorer, Reston, Virginia, <http://historicalmaps.arcgis.com/usgs>.

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1930 Schenectady, New York Topographic Quadrangle 1:62,500 scale. USGS Historical Topographic Map

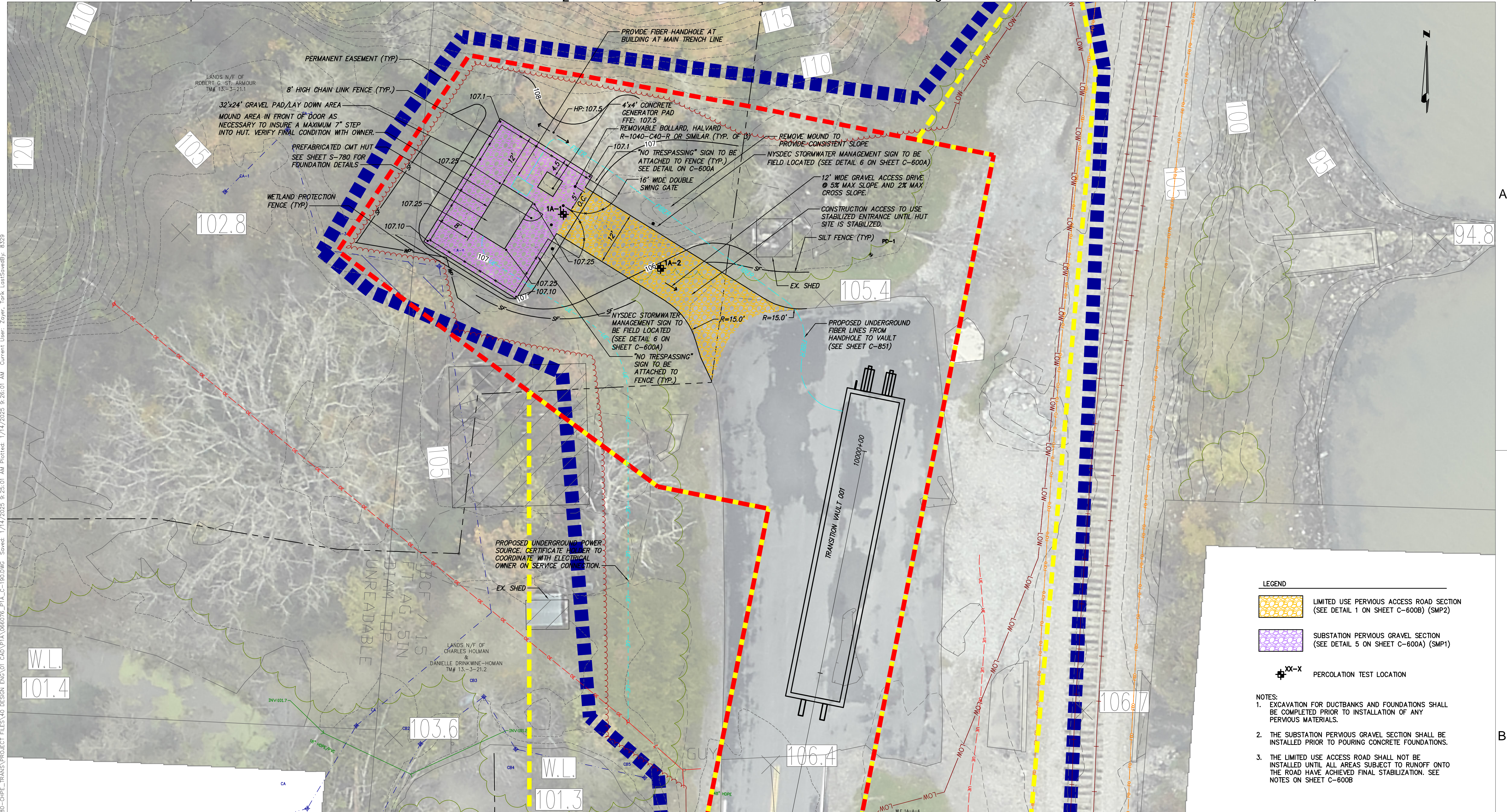
Explorer, Reston, Virginia, <http://historicalmaps.arcgis.com/usgs>.

1950 Whitehall, New York 7.5' Topographic Quadrangle. USGS, Reston, VA.

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Appendix 1: Hut Site Plan Sets and Civil Drawings

File: C:\USERS\8329\Documents\CHPE_TRANS\PROJECT FILES\40 DESIGN ENG\01 CAD\PIA\066076_PIA_C-190.DWG Saved: 1/14/2025 9:25:01 AM Plotted: 1/14/2025 9:26:01 AM Current User: Zayer, Terik Last Saved By: 8329



CMT HUT #1 CIVIL PLAN
SCALE: 1" = 10'



PROJECT NO.: 21162



PROJECT NO.: 066076



ALTERED ON:

AFFIXED ON: 01/13/2025



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

0	01/13/2025	NDC-0087: ISSUED FOR CONSTRUCTION SUBMISSION	JM	JR	
No.	DATE	SUBMITTAL / REVISION DESCRIPTION	DB	APP	

CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 1 (PACKAGE 1A) PUTNAM TO DRESDEN
CMT HUT #1 CIVIL PLAN
TOWN OF PUTNAM

DRAWN BY: JTM DESIGNED BY: JTM APPROVED BY: JPR SCALE AS NOTED DATE: 12/21/2022

PERMIT DRAWING NO.

C-190

DRAWING NO.

C-190