

**SUPPLEMENTAL CULTURAL RESOURCES MANAGEMENT PLAN**  
**Champlain Hudson Power Express HVDC Transmission Line Project**  
**Fort Edward to Milton (Segments 4 & 5, Package 3)**

**[Redacted for Public Distribution]**

Lake Champlain to New York City  
Washington and Saratoga Counties, New York

HAA 4268-83  
SHPO 09PR03910

**Submitted to:**

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## MANAGEMENT SUMMARY

SHPO Number: 09PR03910  
Involved Agencies: U.S. Department of Energy, U.S. Army Corps of Engineers, NYSHPO  
Phase of survey: Supplemental Cultural Resources Management Plan

## LOCATION INFORMATION

Municipality: Towns of Ballston, Fort Edward, Greenfield, Milton, Moreau, Northumberland, Wilton, and City of Saratoga Springs, and Village of Fort Edward  
County: Washington and Saratoga Counties

## CULTURAL RESOURCE MANAGEMENT PLAN OVERVIEW

Objective: *The purpose of this Supplemental Cultural Resources Management Plan is to synthesize data sets into one document, and to provide OPRHP/DPS contact information for identified roles within the Cultural Resources Management Plan drafted by TRC in 2021.*  
*The plan also proposes Programmatic Allowances and an Archeological Monitoring Plan to assist with ongoing review and compliance as stipulated in the Programmatic Agreement between DOE and NYSHPO in 2021.*  
*The current Supplemental CRMP focuses on Package 3, Segments 4 and 5, the export cable route that passes between Fort Edward and Milton primarily within the CP Railway ROW.*

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Date of Report: REVISED July 2023

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Appendix 1: Champlain Hudson Power Express Cultural Resources Management Plan (TRC 2021)

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## **CULTURAL RESOURCES MANAGEMENT PLAN**

### **1 Introduction**

The Project has received approvals by the U.S. Department of Energy (DOE) and the U.S. Army Corps of Engineers, with consultation from the NYSHPO. The goal of the CRMP is to provide a framework for managing potential impacts to all relevant historical properties and archeological sites (determined to be eligible for or listed in the National Register of Historic Places) known to exist, or which may be discovered. This management plan will also create a comprehensive framework for identifying and undertaking any additional archeological work that may be required prior to and during the construction of the Project.

TRC Companies, Inc. (TRC) created a draft comprehensive Management Plan in 2015, finalized in 2021 to include three additional reports. This management plan is referred to throughout the current document (Appendix 1), with this document serving to fully incorporate all the relevant information for Phase I of construction into one succinct document. In the event of a conflict between this document and that provided in Appendix 1, the CRMP (TRC 2021) will prevail.

This plan is one part of the Project's overall compliance with Section 106 of the National Historical Preservation Act and will be reviewed by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) as well as the aforementioned federal agencies. This plan was established according to the New York Archaeological Council's *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* (1994), which are endorsed by OPRHP.

*The Programmatic Agreement Among The U.S. Department of Energy, And The New York State Historic Preservation Officer For Managing Historic Properties That May Be Affected By Authorizing The Construction, Operation, Connection And Maintenance Of The Champlain Hudson Power Express HVDC Transmission Line Project* (Programmatic Agreement), executed in 2021, stipulates completion of a Cultural Resources Management Plan (CRMP) to create procedures for the consideration and management of historic properties within the Champlain Hudson Power Express HVDC Transmission Line Project (Project).

Stipulation IV(B) within the Programmatic Agreement specifies the CRMP (TRC 2021) will be applied in lieu of Section 106 implementing regulations 36 CFR Part 800.4 – 800.6. The CRMP will satisfy requirements of compliance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470) related to identification of historic properties (36 CFR Part 800 800.4), assessment of adverse effects (36 CFR Part 800 800.5), and resolution of adverse effects (36 CFR Part 800.6).

This Supplemental CRMP has been developed in response to Programmatic Agreement Stipulation IV(B) and Stipulation II(C)(8 – 11 and 19). This document provides detailed procedures for unanticipated discoveries, monitoring during construction-related ground disturbance, and monitoring during post-construction operations; all stipulations of the CRMP (TRC 2021) remain applicable.

Current design and engineering requirements indicate that effects to historic and landscape resources may also require consideration throughout Project execution; this Supplemental CRMP supports streamlined coordination and consultation with NYSHPO through agreement on programmatic allowances and treatments. This Supplemental CRMP provides structure and process for implementing requirements of the Programmatic Agreement and the CRMP (TRC 2021).

### **2 Project Information**

The Project involves the construction of approximately 339 miles of a high voltage direct current underground and underwater transmission line, running from Montréal, Canada to Queens, New York. This transmission line will bring 1,250 megawatts of hydropower to replace the use of fossil fuels, reducing carbon emissions and helping achieve renewable and clean energy in New York State. This proposed project will provide enough power for more than 1 million homes throughout New York State. Installation of this transmission line will occur primarily beneath the ground within roadway and railroad Right-of-Ways (ROWs). Direct impacts to

streams and waterbodies are avoided through means such as attaching to existing infrastructures (bridges and culverts) or incorporating the use of horizontal directional drilling (HDD).

Several archeological reports by Hartgen and TRC examined and detailed the sensitivity and potential of the APE. These resources have been utilized in the creation of this Supplemental Cultural Resource Management Plan (CRMP). Bolded reports below are directly relevant to this current Supplemental CRMP.

- Hartgen. 2010a. Pre-Phase IA Archeological Screening: Champlain Hudson Power Express.
- **Hartgen. 2010b. Phase IA Literature Review and Archeological Sensitivity Assessment: Champlain-Hudson Power Express.**
- **Hartgen. 2012. Phase IB Archeological Field Reconnaissance and Phase II Archeological Site Evaluation: Champlain Hudson Power Express, Canadian Pacific Railway Segment.**
- Hartgen. 2013a. GIS Analysis: Archeological Sites within APE Archeological Sites Intersected by a 50-ft wide Construction Corridor Along the November 2012 CHPE/TDI Centerline.
- Hartgen. 2013b. GIS Analysis NRHP Properties within APE National Register of Historic Place Eligible (NRE) and Listed (NRL) Properties Intersected by a 50-ft wide Construction Corridor along the November 2012 CHPE/TDI Centerline.
- Hartgen. 2013c. GIS Analysis Underwater Resources within APE Underwater Anomalies and Sites within Lake Champlain and the Hudson River Intersected by a 50-ft wide Construction Corridor along the November 2012 CHPE/TDI Centerline.
- TRC. 2020a. Phase IA Archeological Assessment of Champlain-Hudson Alternative Routes, New York.
- TRC. 2020b. Phase IA Archeological Assessment of Champlain Hudson Astoria Converter Station and Astoria Preferred Alternative Route, Boroughs of Queens, New York.
- TRC. 2020c. Phase IA Archeological Assessment of Champlain-Hudson Power Express Project, Harlem Rail Yard Preferred Alternative, Boroughs of Queens, New York.
- TRC. 2021. Phase IA Archaeological Assessment of the Champlain-Hudson New Scotland Converter Station, New Scotland, Albany County, New York.
- TRC. 2022. Phase IA Archaeological Survey letter for the Stony Point Horizontal Directional Drill (HDD), Stony Point, Rockland County, New York.

## 2.1 Description of the Project

The area of potential effects (APE) includes portions of the Project that will be directly altered by the proposed undertaking. The overall APE encompasses 339 linear miles; the width of the APE varies. For the overall cable route, the Project is divided into 14 Packages with their associated Environmental Management and Construction Plan (EM&CP) submittals (Table 1). The current Supplemental CRMP addresses Package 3, Segments 4 and 5, and has been revised from the April submittal that was accepted by NY SHPO/OPRHP (Appendix 4) based on comments concerning the proposed design from various stakeholders (Appendix 3).

Table 1. CHPE Packages, Segments, Locations and Dates.

| EM&CP                         |                           | Location Description                              | Segment Length (miles) | Anticipated (or Actual) Filing with DPS | PSC Approval of EM&CP | Anticipated Start of Construction |
|-------------------------------|---------------------------|---|------------------------|---|-----------------------|-----------------------------------|
| Construction Segment          | Design Package            |   |                        |   |                       |                                   |
| Overland Segments             |                           |   |                        |   |                       |                                   |
| 1, 2                          | Package 1A/<br>Package 1B | Putnam to Dresden/<br>Dresden to Whitehall        | 17.6                   | (April 15, 2022)                        | October 13, 2022      | November 2022                     |
| 3                             | Package 1C/2              | Whitehall to Fort Ann/<br>Fort Ann to Fort Edward | 20.8                   | (December 23, 2022)                     | May 18, 2023          | May 2023                          |
| 8                             | Package 5A                | Rotterdam to Bethlehem                            | 16.99                  | (December 21, 2022)                     | June 22, 2023         | July 2023                         |
| 9                             | Package 5B                | Selkirk Bypass                                    | 5.31                   | (December 21, 2022)                     | June 22, 2023         | July 2023                         |
| 4, 5                          | Package 3                 | Fort Edward to Milton                             | 26.5                   | (April 24, 2023)                        | TBD                   | August 2023                       |
| 10                            | Package 6                 | Ravena to Catskill                                | 20.9                   | August 2023                             | TBD                   | October 2023                      |
| 13, 14, 15                    | Package 8                 | Queens  | 2.13                   | August 2023                             | TBD                   | September 2023                    |
| 6                             | Package 4A                | Milton to Ballston                                | 10.2                   | August 2023                             | TBD                   | September 2023                    |
| 7                             | Package 4B                | Ballston to Schenectady/Rotterdam                 | 9.6                    | August 2023                             | TBD                   | September 2023                    |
| 11                            | Package 7A                | Catskill to Germantown                            | 23.84                  | (March 30, 2023)                        | TBD                   | August 2023                       |
| 12                            | Package 7B                | Stony Point to Haverstraw                         | 7.6                    | (April 28, 2023)                        | TBD                   | August 2023                       |
| Laydown Yards EM&CP           | Package 3, 5B, 6          | Fort Edward, Bethlehem, Coxsackie                 | N/A                    | (November 11, 2022)                     | February 21, 2023     | March 2023                        |
| Marine Segments               |                           |   |                        |   |                       |                                   |
| 16                            | Package 9                 | Transitional HDD (Stony Point)                    | N/A                    | (September 29, 2022)                    | March 20, 2023        | September 2023                    |
| 17                            | Package 10                | 3 Transitional HDDs (Putnam, Catskill, Congers)   | N/A                    | (December 14, 2022)                     | April 20, 2023        | May 2023                          |
| 18A                           | Package 11A               | Lake Champlain (Pre-Lay Mattressing)              | 96                     | (April 4, 2023)                         | TBD                   | August 2023                       |
| 18B                           | Package 11B               | Lake Champlain (Cable Installation)               | 96                     | November 2023                           | TBD                   | May 2024                          |
| 19                            | Package 12                | Hudson River (Pre-Lay Mattressing)                | 89.1                   | July 2023                               | TBD                   | September 2023                    |
| 20                            | Package 13                | Hudson River (Cable Installation)                 | 89.1                   | December 2023                           | TBD                   | July 2024                         |
| 21                            | Package 14                | Harlem River                                      | 6.3                    | December 2023                           | TBD                   | July 2024                         |
| New York City Interconnection |                           |   |                        |   |                       |                                   |
| 22                            | TBD                       | Converter Station, Astoria Complex (Queens)       | N/A                    | (January 31, 2023)                      | May 18, 2023          | June 2023                         |
| 23                            | TBD                       | Astoria Rainey Cable HVAC System (Queens)         | 3.5                    | November, 2023                          | TBD                   | August 2024                       |

Changes in the APE, including those necessary to avoid known historic and archeological resources, may be required to accommodate Project implementation. Changes to the APE will follow methodology outlined in the CRMP (TRC 2021). The CRMP states: *If the corridor is changed or if a construction zone wider than 55 feet (terrestrial) or 50 feet (in-water) is required to build the Project, then the APE will be adjusted accordingly. All additional efforts to identify, assess, and manage cultural resources shall use the same guidance as that stipulated in the CRMP. It shall be the responsibility of the PPO and his/her designee to work with the appropriately trained archaeologist to ensure that survey and assessment of new APE construction areas is completed before construction takes place* (TRC 2021). Changes in the APE and associated survey and reporting will be provided to Signatories of the Programmatic Agreement in conjunction with annual reporting requirements (Section 3.6 Reporting Requirements).

This Project is divided into various segments, with this Supplemental CRMP addressing the overland portion of the route in Washington and Saratoga counties along the CP Rail alignment. Segments 4 & 5, Package 3 extends from the Town of Fort Edward to the Town of Milton, totaling about 26.5 miles.

### **3 Package 3, Segments 4 & 5 Activities**

#### **3.1 Objectives**

For each component of the segment's areas of impact (Splice locations and vaults, HDD, work areas, access roads, etc.) were evaluated to determine whether the proposed work lies within the permitted route (APE) or outside the permitted route. Areas outside the permitted route were further evaluated to determine whether the areas had been previously disturbed (lacking archeological potential) or undisturbed (having archeological potential). Recommendations for areas determined to have archeological potential are proposed for either archeological monitoring during construction in the manner described in Section 7, or for archeological testing.

Archeological testing may be utilized in advance of construction. Testing would be conducted by the excavation of 40-centimeter tests placed at 50-foot intervals within the areas defined below. Excavated soil would be passed through 0.25-inch hardware mesh when feasible and examined for both precontact (Native American) and historic artifacts. The stratigraphy of each test would be recorded including the depth, soil description, and artifact content. The location of each shovel test would be plotted on the project map. Test excavations would be photographed.

The testing shall adhere to the New York Archaeological Council's *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* (1994), which are endorsed by OPRHP. The investigation shall be overseen by an Archeologist as defined under the Secretary of the Interior's Professional Qualification Standards outlined in *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines as Amended and Annotated* and required under Title 36 of the Code of Federal Regulations, Section 61 (36 CFR 61).

The survey report(s) shall be prepared according to OPRHP's *State Historic Preservation Office (SHPO) Phase I Archaeological Report Format Requirements* (2005) or another format acceptable to OPRHP. As appropriate, reports will contain text, tables, color maps and photographs, shovel test records, and an artifact inventory.

#### **3.2 Segment Overview**

The currently addressed segment extends from the Town of Fort Edward, northeast of the Village of Fort Edward, on the CP Rail ROW to the Town of Milton, just outside the Ballston Spa Village limits. The construction activities in this segment include both open trench (typically in the railroad ROW) and duct bank excavations (typically in roadway ROWs). The trenches will typically be 4.5 feet in depth and 2.4 feet wide at the base. The open trenches will be backfilled with sand around the conduit and flowable fill above. The duct bank excavations will be placed in concrete with flowable fill above and appropriate subbases, bases and asphalt pavement repair (Figure 1).

Disturbance beyond the typical trench cuts include the location of splice boxes, and boring/receiving pits for HDD installation (Table 2). These are discussed in detail below relative to potential archeological resources and previous evaluation and assessment.



For this Package, due to a number of constraints within the Village of Fort Edward and northern portion of the town of Moreau, a new alignment is currently being advanced: Alignment-P3 00+00 to 97+00 (former cable alignment Station 30083+50 to 30181+85).

The Alignment-P3 includes a long HDD (24) from Center Street in Fort Edward, under the Hudson River and landing in the town of Northumberland. The alignment will be placed on the east side of the CP Rail tracks. This alignment, by and large, will avoid the many cultural resources within the Village of Fort Edward and also on Rogers Island.

The earlier cable installation iteration (Sta 30083+50 to 30181+85) would require an HDD within the village and attaching the cable to four railroad bridges, one of which is a contributing element to the New York State Barge Canal Historic District, which has been designated a National Historic Landmark. Additionally, the earlier cable route would require access roads that intersect with known archeological sites and Rogers Island (an area of heightened archeological sensitivity for resources associated with the 18<sup>th</sup>-century colonial wars). In sum, the new alignment allows for the greater protection of archeological resources and historic properties within this portion of the Package.

### 3.3 Splices

Various Splice locations and vaults will be installed to connect the cable segments together into an integrated whole. The Splice boxes will generally be about 15 by 40 feet in size and the associated work areas 100 x 300 feet. In all, 49 Splice locations have been enumerated in the Package 3 portion of the Project (Splices 65 to 117, except Splices 68, 90 and 108), and 19 of the locations are recommended for archeological testing or archeological monitoring (Table 2). In addition, protective measures are also recommended for the railroad stone abutment near Splice 113 (see Section 6.4 for details).

The testing or monitoring is typically recommended for Splice locations due to the associated work areas that extend outside of the permitted route. The parallel access roads are also addressed separately in the excursion areas discussed below.

Table 2. Proposed Splice Locations, Package 3, Segments 4&5.

| Item          | Station Number | Activity   | Notes/Recommendations                                    |
|---------------|----------------|--|--|
| Begin Package | 30015+00       | -  | -  |
| Splice 65     | 30022+50       | Work areas extend outside of permitted route in agricultural fields. See S4-1.   | Test or Monitor* work area.                              |
| Splice 66     | 30054+75       | Fully within rail yard.  | Part of Fort Edward railyard to be monitored (TRC 2021). |
| Splice 67     | 30087+10       | Partially outside permitted route. Within former work yard.                      | Part of Fort Edward railyard to be monitored (TRC 2021). |
| Splice 69     | A-P3 32+46     | Within the former roadbed of Center Street (disturbed).                          | None.  |
| Splice 70     | A-P3 73+50     | Within footprint of former paper mill and associated road, previously disturbed. | None.  |
| Splice 71     | 30181+84       | Work area partially outside permitted route. Sloped.                             | None.  |
| Splice 72     | 30208+07       | Work area extends outside of permitted route.                                    | Test or Monitor* work area.                              |
| Splice 73     | 30237+83       | Work area extends outside of permitted route. May be wet.                        | Test or Monitor* work area, where dry.                   |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Item      | Station Number | Activity   | Notes/Recommendations       |
|-----------|----------------|--|-----------------------------|
| Splice 74 | 30268+84       | Work area partially outside permitted route. Steep.  | None.                       |
| Splice 75 | 30301+19       | Work area partially outside permitted route.   | Test or Monitor* work area. |
| Splice 76 | 30327+85       | Work area extends outside of permitted route. Wet and sloped.  | None.                       |
| Splice 77 | 30358+37       | Work area partially outside permitted route. Wet and sloped.   | None.                       |
| Splice 78 | 30381+39       | Work area partially outside permitted route. Along Mott Road.  | Test or Monitor* work area. |
| Splice 79 | 30413+56       | Work area extends outside permitted route (same as the HDD 30 south work area).  | Test or Monitor* work area. |
| Splice 80 | 30425+65       | Work area partially outside permitted route. Disturbed in landscaping yard.  | None.                       |
| Splice 81 | 30455+18       | Mostly within permitted route, appears disturbed by adjacent commercial property.  | None.                       |
| Splice 82 | 30484+15       | Work area partially outside permitted route in agricultural field.   | Test or Monitor* work area. |
| Splice 83 | 30516+45       | Work area partially outside permitted route. Area was previously tested, no cultural resources found (Hartgen Archeological Associates 2012).                                    | None.                       |
| Splice 84 | 30542+06       | Work area connected to HDD 31, extends outside permitted route. The splice work area was previously tested, no cultural resources found (Hartgen Archeological Associates 2012). | None.                       |
| Splice 85 | 30574+33       | Work area partially outside permitted route. May be wet.   | Test or Monitor* work area. |
| Splice 86 | 30606+75       | Work area partially outside permitted route. Area was previously tested, no cultural resources found (Hartgen Archeological Associates 2012).                                    | None.                       |
| Splice 87 | 30630+41       | Work area extends outside permitted route, associated with a turnaround and HDD 32A. Appears disturbed.  | None.                       |
| Splice 88 | 30653+98       | Work area extends outside permitted route. South of Scout Road.  | Test or Monitor* work area. |
| Splice 89 | 30684+07       | Work area extends outside permitted route. Steep.  | None.                       |
| Splice 91 | 30715+61       | Work area extends outside permitted route. Area was previously tested, no cultural resources found (Hartgen Archeological Associates 2012).                                      | None.                       |
| Splice 92 | 30748+06       | Work area extends outside permitted route.   | Test or Monitor* work area. |
| Splice 93 | 30772+25       | Work area extends outside permitted route. Area was previously tested, no cultural materials found (Hartgen Archeological Associates 2012)                                       | None.                       |
| Splice 94 | 30804+62       | Work area extends outside permitted route.   | Test or Monitor* work area. |
| Splice 95 | 30829+62       | Fully within permitted route.  | None.                       |
| Splice 96 | 30849+52       | Fully within permitted route.  | None.                       |
| Splice 97 | 30881+50       | Work area extends outside permitted route. Area was previously tested, no cultural materials found (Hartgen Archeological Associates 2012)                                       | None.                       |

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\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Item           | Station Number | Activity  | Notes/Recommendations   |
|----------------|----------------|---|---|
| Splice 98      | 30911+56       | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| Splice 99      | 30936+88       | Fully within permitted route. Sloped.   | None.   |
| Splice 100     | 30966+88       | Fully within permitted route. Sloped.   | None.   |
| Splice 101     | 30998+78       | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| Splice 102     | 31023+37       | Fully within permitted route. Sloped and disturbed by adjacent Bloomfield Road and Denton Road. | None.   |
| Splice 103     | 31055+43       | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| Splice 104     | 31066+76       | Work area partially within permitted route.   | None.   |
| Splice 105     | 31094+50       | Work area extends outside permitted route. Sloped.  | None.   |
| Splice 106     | 31115+43       | Work area extends outside permitted route. Sloped and disturbed.                                | None.   |
| Splice 107     | 31147+58       | Work area extends outside permitted route. Disturbed rail yard.                                 | None.   |
| Splice 109     | 31174+39       | Work area extends outside permitted route. Disturbed part of larger rail yard and sloped.       | None.   |
| Splice 110     | 31209+94       | Work area extends outside permitted route. Sloped.  | None.   |
| Splice 111     | 31239+93       | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| Splice 112     | 31254+90       | Work area outside permitted route.  | Test or Monitor* work area.   |
| Splice 113     | 31282+80       | Work area outside permitted route.  | Test or Monitor* work area. Protect nearby stone bridge abutment (see Section 6.4). |
| Splice 114     | 31310+64       | Sloped and disturbed by adjacent Northline Road and railroad berm.                              | None.   |
| Splice 115     | 31337+33       | Work area extends outside permitted route. Wet and sloped areas from railroad berm.             | None.   |
| Splice 116     | 31366+34       | Work area extends partially outside permitted route. Sloped.                                    | None.   |
| Splice 117     | 31383+14       | Work area extends outside permitted route, matting will be used because of wetlands.            | None.   |
| End of Package | 31396+11       | Package 4A begins with 40000+00.  | -   |

### 3.4 HDD

In Package 3, HDDs will be required to avoid and minimize impacts to various drainage crossings and road crossings, as well as to a cemetery. In all, 30 locations have been identified: HDD 21B, 22, 24, 24A, 25, 25A, 26 to 32, 32A, 33, 35 to 47, 49 and 50. Some of the HDD work areas (the locations at either end of the HDD where directional drilling equipment will need to be set up) are outside of the permitted route. In all, twenty (20) HDD pits and/or associated work areas are recommended for archeological testing or monitoring (or other protective measures)(Table 3).

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\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

HDD 45 will pass under the Cady Family Cemetery, and additional monitoring during construction, as well as protection measures in the form of temporary fencing, signage, and call-outs on the construction plans will be undertaken. Additional details concerning the cemetery are presented below.

Table 3. HDD Locations within Package 3, Segments 4 & 5.

| Item          | Station Number           | Activity  | Notes/Recommendations                     |
|---------------|--------------------------|---|---|
| Begin Package | 30015+00                 | -   | -   |
| HDD 21B       | 30058+85 to 30068+30     | Work area extends partially outside permitted route. Disturbed.   | None.                                     |
| HDD 22        | A-P3 20+50 to A-P3 33+20 | Crosses from northwest side of track to southeast side. Northern pit and work area within rail yard (disturbed). The southern pit and work area is north of Center Street and south of East Street bridge crossing, within a gravel and graded lot (disturbed).           | None.                                     |
| HDD 24        | A-P3 33+20 to A-P3 74+15 | Long HDD under portion of village, Hudson River (eastern and western branches), and Rogers Island. Northern work area south of Center Street. Southern pit and work area are within the footprint of a former paper mill complex (c. 1980 to 2000), previously disturbed. | Test or Monitor* north work area.         |
| HDD 24A       | A-P3 83+85 to A-P3 92+70 | Under railroad tracks and West River Road. North pit and work area appears disturbed. Southern pit and work area partially outside permitted route.   | Test or Monitor* south pit and work area. |
| HDD 25        | 30187+20 to 30204+45     | Crosses wetland and private rail crossing. Work area extends outside permitted route. Some slope at north work area.  | Test or Monitor* both work areas.         |
| HDD 25A       | 30213+80 to 30221+50     | Passes under an unnamed drainage and private rail crossing. North work area outside permitted route. South work area and access road are slightly outside permitted route.  | Test or Monitor* both work areas.         |
| HDD 26        | 30240+55 to 30261+00     | Crosses a wetland, stays on west side of railroad. North and south HDD work areas partially outside permitted route (some wet and sloped areas).  | Test or Monitor* both work areas.         |
| HDD 27        | 30280+75 to 30291+55     | Crosses Snook Kill north branch. North HDD work are outside permitted route. South HDD work areas also outside in agricultural field.   | Test or Monitor* both work areas.         |
| HDD 28        | 30318+70 to 30325+15     | Crosses Snook Kill south branch. North HDD work are outside permitted route. Both north and south work areas extend outside permitted route. Work area shared with Splice 76.   | Test or Monitor* both work areas.         |
| HDD 29        | 30344+70 to 30355+40     | Crosses wetland. Work areas just outside permitted route. Mostly wet.   | None.                                     |
| HDD 30        | 30392+40 to 30411+60     | Crosses a drainage. Both north and south work areas extend outside permitted route. South work area same as Splice 79.  | Test or Monitor* both HDD work areas.     |
| HDD 31        | 30545+45 to 30556+15     | Crosses wetlands. South HDD work area extends outside permitted route (may be wet). Has a turnaround with Splice 84.  | Test or Monitor* both HDD work areas.     |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Item    | Station Number       | Activity   | Notes/Recommendations   |
|---------|----------------------|--|---|
| HDD 32  | 30619+20 to 30627+90 | Crosses Ballard Road and the railroad tracks – on northern end, cable route is west of the tracks, on south end on east side of the tracks. North HDD work area is outside permitted route. South HDD zone is outside permitted route but within a junkyard. | Test or Monitor* north HDD work area.   |
| HDD 32A | 30632+85 to 30639+15 | Under state lands. North and south HDD work areas outside permitted route. North work area same as Splice 87 appears disturbed.  | Test or Monitor* south HDD work area and turn around.   |
| HDD 33  | 30656+65 to 30675+20 | Crosses beneath railroad and several wetlands. North HDD work area partially outside permitted route, southern also outside, shares work area with Splice 89.  | Test or Monitor* both work areas.   |
| HDD 35  | 30719+50 to 30745+40 | Crosses a large wetland south of Edie Road. North and south work areas extend outside permitted route.   | Test or Monitor* both work areas.   |
| HDD 36  | 30796+30 to 30802+45 | Crosses Jones Road. North and south HDD work area mostly within permitted route.   | None.   |
| HDD 37  | 30839+30 to 30847+00 | Crosses beneath both lanes of I-87 (Adirondack Northway) from northeast to southwest. Both HDD work areas are outside permitted route.   | Test or Monitor* both work areas.   |
| HDD 38  | 30895+55 to 30910+65 | Under large utility corridor. North HDD work area at bottom of steep bank and within utility corridor. Both HDD work areas extend slightly outside permitted route.  | None.   |
| HDD 39  | 30913+95 to 30920+00 | Crosses under Maple Avenue. North and south HDD work areas extend outside permitted route. Southern pit may be in wet area.  | Test or Monitor* both work areas.   |
| HDD 40  | 31001+55 to 31014+35 | Crosses under a wetland. North HDD work area largely within permitted route and may be wet; south HDD partially outside permitted route but along steep bank and ROW of nearby Bloomfield Road.  | None.   |
| HDD 41  | 31043+15 to 31050+35 | Crosses under a small stream. North pit and work area on a berm adjacent to stream. South pit and work area extends into agricultural field.   | Test or Monitor* south HDD work area.   |
| HDD 42  | 31058+50 to 31064+55 | Crosses under Church Street. South HDD partially outside permitted route.  | No archeological work. Tait Road Site was recommended as not eligible and likely destroyed by water line. |
| HDD 43  | 31081+00 to 31091+55 | Crosses under Washington Street. North work area inside permitted route, south slightly outside. Sloped at south.  | None.   |
| HDD 44  | 31100+35 to 31106+50 | Crosses under Grand Avenue. Both work areas partially outside permitted route, previously disturbed.   | None.   |

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\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Item           | Station Number       | Activity  | Notes/Recommendations  |
|----------------|----------------------|---|--|
| HDD 45         | 31157+00 to 31163+10 | Crosses beneath Geyser Road and the Cady Cemetery. South HDD partially outside permitted route.   | Archeological monitoring* during HDD installation. Protection measures for cemetery (see Section 4.6). |
| HDD 46         | 31176+55 to 31208+00 | Crosses under stream and wetlands. North HDD work area extends outside permitted route, but steep and likely disturbed. South HDD pit and work area extend outside permitted route.                           | Test or Monitor* south pit and work area.  |
| HDD 47         | 31221+30 to 31227+15 | Crosses under Ballston Avenue. North HDD work area outside permitted route but within previously disturbed area. South HDD mostly within permitted route, also disturbed.                                     | None.  |
| HDD 49         | 31339+70 to 31359+00 | Crosses Kayaderosseras Creek and Malta Avenue. North HDD work area only 500 feet from creek, possibly on floodplain; south HDD work area outside permitted route.   | Test or Monitor* both pits and work areas.   |
| HDD 50         | 31369+35 to 31376+40 | Crosses railroad tracks, from east side to west. Northern HDD and work area within permitted route. Southern work area and turnaround extends outside of permitted route, appears undisturbed but may be wet. | Test or Monitor* south HDD work area and turnaround.   |
| End of Package | 31396+11             | Package 4A begins with 40000+00   | -  |

### 3.5 Access Roads

In Package 3, 17 access roads have been identified (Table 4). Four (4) of the access roads include locations with archeological potential and are recommended for archeological testing or monitoring. The majority of the access roads will be in areas that have been previously disturbed. These roads are perpendicular the cable alignment, parallel access roads outside the permitted route are discussed in the Excursion section of the SCRMP. The access road at Access from West River Road (30220+00) is located on a property previously determined eligible for the National Register. The road will utilize an existing gravel road. The road is not likely to adversely affect the property. A full documentation and determination will be made according to the Programmatic Allowances (see Section 6.6.2).

Table 4. Access Roads Proposed for Package 3, Segments 4 and 5.

| Access Roads  | Station Number | Locations/Descriptions   | Notes/Recommendations  |
|---|----------------|--|--|
| Access from Towpath Lane (existing trail) to rail and cable route | 30057+00       | Through an existing materials storage yard, previously disturbed | None.  |
| Access from Towpath Rd. to cable route near Splice 67             | 30085+00       | Mostly paved, sloped and disturbed.                              | None.  |
| Access from West River Road                                       | 30220+00       | Existing gravel road.  | Property determined eligible for the National Register. Will conduct assessment of effects per |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Access Roads                         | Station Number        | Locations/Descriptions  | Notes/Recommendations                         |
|--------------------------------------|-----------------------|---|---|
|                                      |                       |   | Programmatic Allowances.                      |
| Leonard Street access                | 30431+00              | Town of Northumberland. Road extends east from Route 32/Gansevoort Rd, on existing paved drive.   | None.   |
| Scout Road to rail                   | 30649+00              | Town of Wilton. Very short access road north of Scout Road. Some slope, largely undisturbed near cable.   | Test or Monitor. *                            |
| Putnam Lane access                   | 30782+00              | Town of Wilton. 800-foot road extending east from end of Putnam Lane to railroad; an existing road and informal access way. Sloped.   | None.   |
| Gavin Park access                    | 30850+00              | Town of Wilton. Access uses existing park roads except for last 150 feet (wooded area). Very sloped. Near Splice 96.  | None.   |
| Sun Bird Lane access                 | 30910+00              | Town of Wilton. Access from Sunbird Lane. Existing utility corridor, appears disturbed.   | None.   |
| Clinton Street (Daniels Road) access | 30989+00 and 30999+00 | Town of Greenfield. Parallel to both sides of Clinton Street and on fill. A 100-foot segment in wooded area on the north is outside fill. About 100 feet on the south also appears undisturbed. | Test or Monitor* both 100 feet segments.      |
| Tait Lane access                     | 31063+00              | City of Saratoga Springs. Parallel to south side of Church Street. Appears undisturbed.   | Test or Monitor* 200-ft segment.              |
| Washington Street access             | 31084+00              | City of Saratoga Springs. Primarily uses Storage Lane, a paved drive. Previously disturbed.   | None.   |
| Grand Avenue access                  | 31102+00 and 31108+00 | City of Saratoga Springs, parallel to Grand Avenue, off raised berm. North side uses informal access road. South side in Tourmaline Street utility ROW and informal access road.                | None.   |
| Grand Boulevard                      | 31137+00              | City of Saratoga Springs. Follows side of a railroad spur, east of Cady Hill Blvd and south of Grande Blvd. Existing gravel road. Previously disturbed.   | None.   |
| Ballston Ave/NY Route 50 access      | 31221+00              | City of Saratoga Springs. Parallel to west side of Ballston Avenue, existing paved drive. Previously disturbed except last 250 feet which is wet.   | None.   |
| 2328 Route 50 access                 | 31256+00              | City of Saratoga Springs. Uses driveway and stone track, skirts west side of artificial pond. Graded area. Previously disturbed.  | None.   |
| Route 50 (Witness Post) access       | 31294+00              | City of Saratoga Springs. Short road east side Route 50, existing graveled drive. Previously disturbed.   | None.   |
| Saratoga Avenue access               | 31322+00              | Town of Milton and City of Saratoga Springs. Extends northeast from Saratoga Ave. to the railroad. First 70 feet already disturbed, northeastern 70 feet are undisturbed.                       | Testing or Monitor* for northeastern 70 feet. |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.



### 3.6 Excursions from Permitted Route

Due to other design and engineering constraints, particularly wetlands and other environmental factors, the proposed cable route, as well as temporary access roads parallel to the railroad ROW deviates outside of the area previously archeologically considered.

For the purposes of the EM&CP, 29 deviations, known as “Excursions,” have been identified, 17 in Segment 4 (S4-1 to S4-17) and 12 in Segment 5 (S5-1 to S5-12). Most of these are associated with HDD work areas, Splice locations, and/or access roads. As such, many have been previously addressed for cultural resources in the sections above (Table 5). Archeological testing or monitoring is recommended for portions of 18 of these areas.

Table 5. Excursions in Segments 4 & 5, Package 3.

| Excursion | Station                | Proposed Activities   | Observations   | Archeological Recommendations  |
|-----------|------------------------|---|--|--|
| S4-1      | 30015+00 to 30066+50   | Long parallel access road. Northern end of railyard.  | Some within farm fields, and other portions in railyard.   | Test or Monitor* portions of access road in farm fields. (Sta 30015-30034)                       |
| S4-2      | A-P3-5+75 to A-P3-9+50 | Southern end of railyard  | Largely within or along railyard.  | Test or Monitor* as per CRMP (TRC 2021).   |
| S4-3      | A-P3-31+00 to 30187+55 | HDD 24 under Village of Fort Edward, Hudson River and Rogers Island. HDD 24A under West River Road, and HDD 25, northern pit. | Will avoid several archeological sites and historic resources.   | None. (see northern pit of HDD 24 and HDD 24A, Splice 71 and HDD 25)                             |
| S4-4      | 30199+50 to 30224+00   | Parallel access road. HDD 25 and 25A work area, and Splice 72.  | Agricultural fields west of railroad tracks.   | Test or Monitor* parallel access road. See also HDD 25, 25A and Splice 72.                       |
| S4-5      | 30224+00 to 30263+50   | Parallel access roads and work areas. Splice 73 and HDD 26 northern work area.  | South of Splice 73, portions appear undisturbed, but some are wet.   | Test or Monitor* parallel access in dry, level undisturbed areas. See also Splice 73 and HDD 26. |
| S4-6      | 30289+00 to 30293+00   | HDD 27, southern work area.   | Crosses wetland. Work areas just outside permitted route. Mostly wet.  | None. See HDD 27.  |
| S4-7      | 30343+50 to 30346+40   | HDD 29  | Crosses wetland. Work areas just outside permitted route. Mostly wet.  | None. See HDD 29.  |
| S4-8      | 30389+20 to 30395+75   | HDD 30  | Crosses a drainage. Both north and areas extend outside permitted route.   | Test or Monitor* work area. See HDD 30.  |
| S4-9      | 30404+75 to 30415+50   | HDD 30 and Splice 79  | Crosses a drainage. South work areas extend outside permitted route. South work area same as Splice 79.          | Test or Monitor* work areas. See HDD and Splice 79.  |
| S4-10     | 30475+00 to 30507+31   | Parallel access road for culvert avoidance. Cable route and access outside of permitted route, in agricultural land.          | Sloped. Farm fields. Town of Northumberland, portions previously tested (Hartgen Archeological Associates 2012). | Test or Monitor* south of Splice 83 (Sta. 30488+00 to 30493+00)                                  |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.



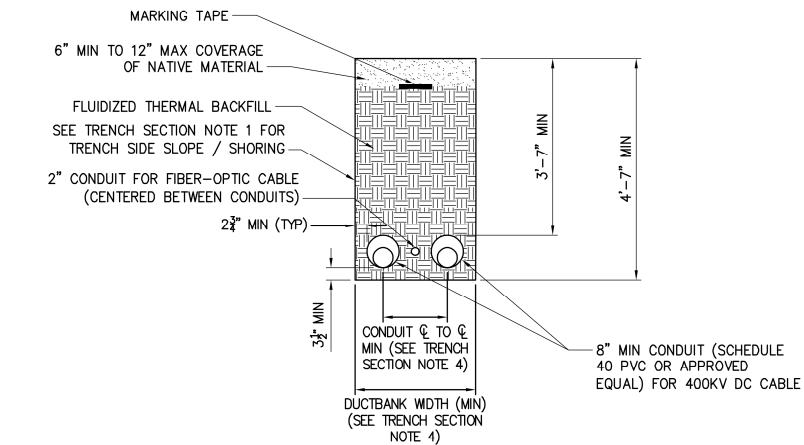
| Excursion | Station              | Proposed Activities                              | Observations  | Archeological Recommendations  |
|-----------|----------------------|--|---|--|
| S4-11     | 30543+32 to 30559+98 | HDD 31   | Crosses wetlands. South HDD work area extends outside permitted route (may be wet). Has a turnaround with Splice 84.  | Test or Monitor* both HDD work areas. See HDD 31.  |
| S4-12     | 30587+19 to 30588+55 | Culvert  | Sloped and wet.   | None.  |
| S4-13     | 30616+50 to 30620+50 | HDD 32   | Crosses Ballard Road and the railroad tracks – on northern end, cable route is west of the tracks. North HDD work area is outside permitted route.                  | Test or Monitor* work area. See HDD 32.  |
| S4-14     | 30622+50 to 30669+00 | HDD 32, 32A, 33 and Splices 87 and 88 work areas | Crosses Ballard Road south end cable is on east side of the tracks. South HDD zone is outside permitted route but within a junkyard.                                | Test or Monitor* work area Splice 88 and HDD 32A south work area and 33 north work areas.              |
| S4-15     | 30672+00 to 30677+54 | HDD 33   | Crosses beneath railroad and several wetlands. Southern pit shares work area with Splice 89.  | Test or Monitor* south work areas. See HDD 33.   |
| S4-16     | 30716+00 to 30743+00 | HDD 35   | Crosses a large wetland south of Edie Road. North and south work areas extend outside permitted route.  | Test or Monitor* both work areas south of Edie Road. See HDD 35.                                       |
| S4-17     | 30837+00 to 30848+50 | HDD 37   | Crosses beneath both lanes of I-87 (Adirondack Northway) from northeast to southwest. Both HDD work areas are outside permitted route.                              | Test or Monitor* both work areas for HDD. See HDD 37.  |
| S5-1      | 30894+50 to 30913+00 | HDD 38 and Splice 98                             | Under large utility corridor. North HDD work area at bottom of steep bank and within utility corridor. Both HDD work areas extend slightly outside permitted route. | Test or Monitor* work area for Splice 98.  |
| S5-2      | 30987+50 to 30991+00 | Road crossing                                    | Disturbed from rail berm and Clinton Street road cut.   | None.  |
| S5-3      | 31063+00 to 31066+00 | HDD 42 work areas                                | Crosses under Church Street. South HDD partially outside permitted route.   | No archeological work.   |
| S5-4      | 31088+00 to 31090+25 | HDD 43   | Crosses under Washington Street. North work area inside permitted route, south slightly outside. Sloped at south.   | None.  |
| S5-5      | 31100+50 to 31115+50 | HDD 44 and Splice 106                            | Crosses under Grand Avenue. Both work areas partially outside permitted route, previously disturbed.  | None.  |
| S5-6      | 31157+00 to 31165+00 | HDD 45   | Crosses beneath Geyser Road and the Cady Cemetery. South HDD partially outside permitted route.   | Archeological monitoring* during HDD installation. Protection measures for cemetery (see Section 4.6). |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

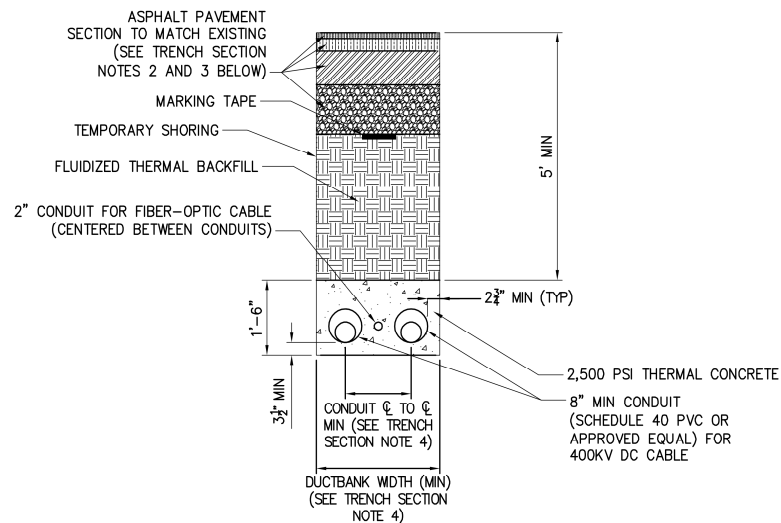
| Excursion | Station              | Proposed Activities               | Observations  | Archeological Recommendations                            |
|-----------|----------------------|-----------------------------------|---|--|
| S5-7      | 31176+00 to 31212+00 | HDD 46                            | Crosses under stream and wetlands. North HDD work area extends outside permitted route, but steep and likely disturbed. South HDD pit and work area extend outside permitted route. | Test or Monitor* south pit and work area.                |
| S5-8      | 31219+50 to 31226+50 | HDD 47                            | Crosses under Ballston Avenue. North HDD work area outside permitted route but within previously disturbed area. South HDD mostly within permitted route, also disturbed.           | None.  |
| S5-9      | 31238+00 to 31277+00 | Avoid tracks                      | Splice 111 and Splice 112 and connecting parallel access road.  | Test or Monitor* work areas and access road.             |
| S5-10     | 31288+00 to 31292+50 | Slope                             | Parallel access road. Within  | Test or Monitor* parallel access road.                   |
| S5-11     | 31309+50 to 31315+00 | Northline Rd crossing, Splice 114 | Sloped and disturbed by adjacent Northline Road and railroad berm.  | None.  |
| S5-12     | 31355+00 to 31362+00 | HDD 49                            | Crosses Kayaderosseras Creek and Malta Avenue. South HDD pit.   | Test or Monitor* southern pit and work area. See HDD 49. |

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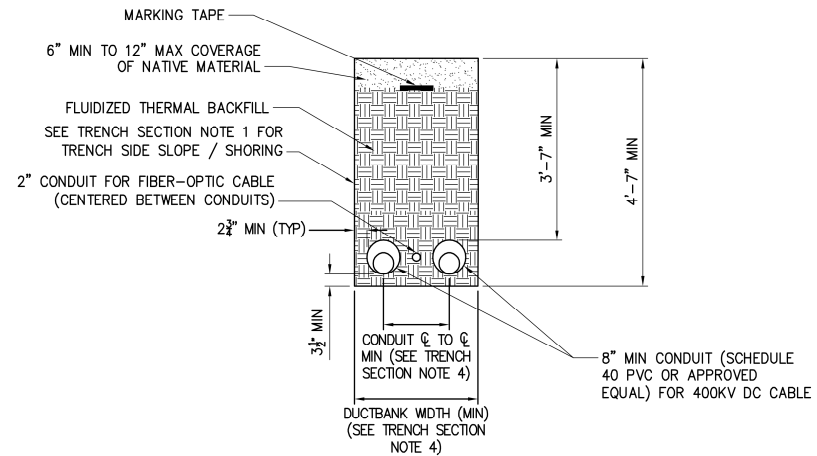
\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.



**1A TRENCH SECTION - TYPICAL**  
 NOT TO SCALE



**2A TRENCH SECTION - ROADWAY**  
 NOT TO SCALE



**4A TRENCH SECTION - AG LANDS**  
 NOT TO SCALE

Figure 1. Typical open trench (railroad) and duct bank (roadway) and agricultural land installation of the cable illustrated.

## **4 Historic/Archeological Properties within/along the Cable Route**

The Phase IA archeological report identified two areas of heightened archeological sensitivity: the Fort Edward Railyard, and Rogers Island (Hartgen Archeological Associates 2010). In addition, potentially significant, historic archeological deposits were found during Phase IB archeological testing within the permitted route, CHPE Site 4 (Gansevoort Shoe Shop). The proposed cable route in relation to these resources are described in more detail below, along with other identified archeological and historical resources.

### **4.1 Fort Edward Railyard**

Four archeological sites have been reported in the Fort Edward Yard vicinity: an Arthur C. Parker “traces of occupation” site (NYSM 7413) which encompasses the entire yard; two 19<sup>th</sup>- and 20<sup>th</sup>-century middens (11506.000615 and -.000616); and a stone spillway near the Feeder Canal (11506.000622). The two middens, like the stone spillway, were located adjacent to the Old Champlain Canal. The middens and spillway were discovered during a 2008 cultural resources survey (Hartgen Archeological Associates 2010:19). The Hartgen 2012 report and later CRMP (TRC 2021) stipulates that 9,000 feet of the segment through the Fort Edward railyard will be subject to archeological monitoring following the protocols developed in the CRMP (TRC 2021). No changes or alterations to the stipulates are proposed in the current Supplemental CRMP.

### **4.2 Rogers Island**

At the point where the railroad crosses Rogers Island, (an island within the Hudson River) the island is about 1,000 feet wide northeast to southwest. Here the river turns to flow northwest to southeast.

A portion of Rogers Island is listed on the National Register of Historic Places as an archeological district (NR73001283) with a period of significance between 1750 and 1799, largely covering the colonial wars and establishment of the early republic. Numerous excavations by David Starbuck revealed extensive deposits associated with the colonial wars, as well as a soldier’s cemetery. The boundaries of the district extend from the railroad tracks to the entire southern side of the island. Northwest of the railroad, which sits atop a large embankment, the northern portion of the island has been disturbed by a large petroleum-storage facility and later residences.

Also, the eastern railroad bridge, the one which connects Rogers Island to the rest of the village, has been designated a National Register-listed structure. The bridge dates from about 1890.

Rogers Island contains numerous precontact sites, and was a portage way around rapids in the Hudson for thousands of years (Hartgen Archeological Associates 2010:23-24). The locale rose to historic prominence during the 18<sup>th</sup> century, and functioned as a major encampment for the British and provincial forces during the French and Indian War in the 1750s. Thousands of soldiers spent months or even years at Rogers Island and Fort Edward on the way to and from battles at Lake George or Fort Ticonderoga. The island was also designated as the headquarters of Rogers Rangers, an irregular British unit led by Major Robert Rogers of New Hampshire that specialized in wilderness and guerrilla tactics. It is Robert Rogers who is referred to in the island’s current name – earlier and alternative names for the island are Bradley’s Island, Freeman’s Island, Monro’s Island, and Great Island.

Formal archeological excavation has been conducted on the island by Dr. David R. Starbuck; his teams discovered remains of a smallpox hospital, soldier’s barracks, and huts. There was also a long tradition in the 20<sup>th</sup> century of informal excavations on the island; one of the private landowners mined a segment of the island for artifacts, essentially removing the historic soil levels in the mined area (precontact soil levels may still be intact in the mined area, however).

There is a memorial associated with a cemetery 25 feet from the south edge of the railroad’s ROW on Rogers Island. The seven 18<sup>th</sup>-century burials here were investigated by the New York State Museum in 2006, and there was evidence for more burials in the vicinity (Associated Press 2011).

The island is currently to be avoided by the Project through HDD 24. As such, no further archeological work or protection measures are recommended.

#### 4.3 CHPE Sites

These sites were identified by an extensive shovel testing program conducted by Hartgen in the fall of 2010, additional Phase II studies were undertaken in the winter of 2010 on sites which were within the proposed cable alignment and that were anticipated to possess additional research potential (Hartgen Archeological Associates 2012). Twelve (12) of these sites are within or near the proposed cable route. The sites are discussed based on their location, from north to south (Table 6).

Table 6. CHPE Sites Identified within Package 3, Segments 4 & 5.

| CHPE Site (USN)                                  | Description  | Previous Recommendations                   | Impacts/Current Recommendations  |
|--|--|--|--|
| Site 20, East Street Midden (11542.000389)       | Village of Fort Edward. A 19 <sup>th</sup> and 20 <sup>th</sup> -century midden/dump site.                             | No additional work or protection measures. | None, on opposite side of railroad ROW.  |
| Site 8, Defiance Road Corp. Site (11542.000384)  | Village of Fort Edward.  | No additional work or protection measures. | Just outside of LOW. No protection measures or additional archeology.                    |
| Site 9, Canal Street Midden (11542.000385)       | Village of Fort Edward.  | No additional work or protection measures. | None, to be avoided by HDD 24.   |
| Site 11, Champlain Canal Basin (11542.000387)    | Village of Fort Edward.  | No additional work or protection measures. | None, to be avoided by HDD 24.   |
| Site 10, Waverly House (11542.000386)            | Village of Fort Edward.  | Additional archeology.                     | None, to be avoided by HDD 24.   |
| Site 12, Eldridge Hotel Site (11542.000388)      | Village of Fort Edward.  | No additional work or protection measures. | None, to be avoided by HDD 24.   |
| Site 3, Fullerton Street Midden (09114.000063)   | Hamlet of Gansevoort.  | No additional work or protection measures. | None, site on opposite side of tracks.   |
| Site 4, Gansevoort Shoe Shop (09114.000064)      | Hamlet of Gansevoort. . Stone foundation, paved courtyard, and brick cistern found during Phase II archeological work. | Additional archeology.                     | Cable to be placed through site. Phase III excavations to be undertaken. See Appendix 3. |
| Site 2, Stump Street Midden (09114.000062)       | Hamlet of Gansevoort. .  | No additional work or protection measures. | None.  |
| Site 5, Schuylerville Road Midden (09114.000065) | Hamlet of Gansevoort.  | No additional work or protection measures. | Cable to be placed through site. No additional archeology.                               |
| Site 19, Perry Road (09119.000035)               | A 20 <sup>th</sup> -century site, no additional work recommended.  | No additional work or protection measures. | Cable to be placed through site. No additional archeology.                               |
| Site 13, Northline Road Midden (09140.001559)    | The site is a 19 <sup>th</sup> to 20 <sup>th</sup> -century trash deposit.   | No additional work or protection measures. | None, no additional archeology.  |

##### 4.3.1 CHPE Site 20, East Street Midden (11542.000389)

The site lies to the east of the current railroad alignment in the Village of Fort Edward. A fairly sizable late 19<sup>th</sup> and early 20<sup>th</sup>-century assemblage was recovered from various fill levels. The site was recommended as not

eligible for the National Register of Historic Places and no additional archeological study proposed. The site will be avoided by the Project through HDD installation well below the vertical limits of the site.

#### 4.3.2 CHPE Sites 8, 9, 11 and 12

These sites lie outside of the currently proposed cable alignment and associated work areas, access roads, and other ground disturbing activities. Site 8, Defiance Road Corporation site consists of 20<sup>th</sup>-century materials recovered in fill deposits. The deposits are linked with landscape modifications associated with the early 20<sup>th</sup>-century construction. CHPE Site 8 was almost completely comprised of domestic waste from the railroad and, possibly, from neighboring houses. This suggests the soil was brought in from nearby to create a level. The site lies on the southeast side of the railroad ROW, and the cable will be installed well below the site via HDD. No impacts are expected to the site.

The CHPE Site 9, Canal Street Midden consists of fill levels with artifacts likely dating from the end of the 19<sup>th</sup> or middle of the 20<sup>th</sup> centuries. The historic deposit appears to be more closely related to the railroad than to the 19<sup>th</sup>-century houses or to the early 19<sup>th</sup>-century canal nearby; however, the site is too young to date from the initial construction of the railroad c. 1848. CHPE Site 9 was more likely deposited in 1914, when the present railroad bridge over the Champlain Canal / Canal Street was built. The stone wall on the southwest side of CHPE Site 9, between the site and Canal Street, was the old Champlain Canal's wall. The Champlain Canal as a whole is listed on the National Register of Historic Places, although the nomination form does not provide specific property boundaries. In previous archeological studies, the SHPO has determined that intact portions of the canal, even not specifically referenced in the nomination form, are considered to be contributing elements to the canal and part of the National Register listing. As such, the wall to the southwest of CHPE Site 9 should be considered National Register eligible and is recommended to be avoided. The Project will avoid the site and associated walls via HDD, therefore no impacts are expected.

Site 11, Champlain Canal Basin consists of a stone wall for the former Champlain Canal basin, dating to before 1884. The site includes both the stone wall and a modest assemblage from later fill deposits that covered the wall and filled the former basin. The cable route will be installed via HDD, therefore no impacts are expected.

A 19<sup>th</sup>-century hotel complex at the CHPE Site 12 location has been demolished but an archeological signature remains intact. The Site 12 artifact assemblage includes both precontact items and 20<sup>th</sup>-century material. The site is a mixed precontact and historic deposit, much of it in fill. However, some areas that are less disturbed may contain intact precontact features or Fort Edward-related deposits. The later historic materials in the site are likely associated with the former Eldridge Hotel, and the site has been named accordingly. The cable will be installed via HDD, therefore no impacts are anticipated.

#### 4.3.3 CHPE Site 10, Waverly House [11542.000386]

CHPE Site 10 (Waverly House) was identified in the Village of Fort Edward. The site is 150 feet long along the railroad tracks and extends an unknown distance north from the tracks (it was considered to be 45 feet wide, the width of the railroad ROW in the location).

Because of the presence of apparent fill soils at the archeological site, a Phase II archeological site investigation was recommended for CHPE Site 10 at the time of the completion of the Phase IB portion of the study. Unlike other sites, no additional archeology was undertaken at the site in 2010, as it was considered likely the site would be avoided by construction.

The cable will be installed on the opposite side of the tracks via HDD, and therefore no impacts are expected.

#### 4.3.4 CHPE Site 3, Fullerton Street Midden [09114.000063]

Site 3 is located in the unincorporated hamlet of Gansevoort, in the Town of Northumberland. The archeological deposits were recovered from fill levels likely dating from the late 19<sup>th</sup> century. Historic maps indicate that the street pattern in the Site 3 vicinity was modified in the 1930s to reduce railroad crossings; the artifact assemblage at Site 3, however, appeared to be older than the 1930s. Hartgen (2012) determined the site

did not possess additional research value. As the site lies on the east side of the tracks, and the cable will be installed on the west side, no Project impacts are anticipated.

#### 4.3.5 CHPE Site 4, Gansevoort Shoe Shop (09114.000064)

The CHPE Site 4 (Shoe Shop) was a 19<sup>th</sup>-century foundation and historic deposit located in the unincorporated village of Gansevoort, Town of Northumberland. Besides the stone foundation for a commercial building, the site also contained stone paving for an apparent courtyard, and a cistern with brick and stone elements. Datable artifacts and the orientation of the foundation suggest that the buildings were constructed before completion of the railroad through the village.

The impact proposed at the site is installation of the cable in a duct bank, and use of an access drive. CHPE Site 4 was subject to a Phase II archeological site evaluation in 2012 and was determined to be a significant archeological site by National Register criteria. As a result, Phase III excavations (mitigation) will be undertaken as outlined in the CRMP (TRC 2021). A Data Retrieval Plan (DRP) is included in the current CRMP (Appendix 3).

#### 4.3.6 CHPE Site 2, Stump Street Midden (09114.000062)

Site 2 is located in the unincorporated hamlet of Gansevoort, in the Town of Northumberland. Disturbed areas flank the north and south ends of the site: to the north, there is a railroad signal and road crossing apparatus, to the south, there is a buried gas transmission line. Site 2 historically was on the southern end of the commercial center of Gansevoort, between the most thickly settled portion of the village and the main railroad depot. The Site 2 assemblage is a thin, artifact scatter in a buried topsoil context. There are no map-documented structures or structural features in the site. The site may represent a dump deposit from demolition debris associated with the nearby hamlet. Hartgen (2012) determined the site did not possess additional research value. As the site lies on the east side of the tracks, and the cable will be installed on the west side, no Project impacts are anticipated.

#### 4.3.7 CHPE Site 5, Schuylerville Road Midden (09114.000065)

CHPE Site 5 is located in the hamlet of Gansevoort. Based on four positive shovel tests, the historic site was given a preliminary north/south dimension of 200 feet (61 m). Historic maps depict a 19<sup>th</sup>-century railroad depot within a couple hundred feet of CHPE Site 5. No further archeological work is recommended for CHPE Site 5 due to limited data potential; the site was not recommended as eligible for the National Register. No further archeological work is currently recommended.

#### 4.3.8 CHPE 19, Perry Road (09119.000035)

CHPE Site 19 is located in a rural portion of the Town of Wilton. The area is largely wooded, although the site was the more open location around the dirt track, at the base of a four-foot (1.2-m) tall railroad berm. The assemblage is largely 20<sup>th</sup>-century in date and may be a midden or dump associated with nearby residences. This section of the railroad was not built until 1959 to circumvent the congested Saratoga city center. No additional work was recommended at the site based on Phase II investigation (Hartgen 2012). No additional work is currently recommended.

#### 4.3.9 CHPE Site 13, Northline Road Midden (09140.001559)

This small site is composed of mostly domestic materials in the City of Saratoga Springs associated with an early 19<sup>th</sup>-century house over 50 feet away. The house appeared on an 1856 landowner map labeled “C. Peak.” A decade later, the house belonged to or was occupied by “Col. A. Clark.” Twenty-five years after that, the house (along with an estate 17 acres in extent) was occupied by James A. Weed. The railroad adjacent to the CHPE Site 13 was built in 1831 and may have provided a place for nearby residents to dump household trash. The site was subject to Phase II investigations and Hartgen (2012) recommended that the site was not eligible for the National Register. No further work is currently recommended.

#### **4.4 The Gansevoort Railroad Station Site (09114.000020)**

This site was identified in the late 1970s based on historical maps. The site was never excavated, and the extent of intact deposits and features is unknown. Since the late 1970s, a church has been constructed on the property perhaps in the location of the old station. The cable will be installed near the site as mapped in CRIS. It is believed the former station lies outside of the work corridor, and no additional archeology is recommended.

#### **4.5 SRWT Site 9, Tait Road Site (09140.001473)**

This site was located during a Phase IB study for a proposed water line project for Saratoga County. The investigation was part of a proposed water line (Saratoga Water, and hence the abbreviated name of the site SRWT). The historic artifact assemblage is primarily mid-19<sup>th</sup>-century in date and is likely a trash dump or midden associated with nearby residences. The site was subject to Phase II investigation in the early winter of 2006. After the Phase II, the site was not recommended for National Register eligibility (Hartgen Archeological Associates 2006). No additional archeology was undertaken and the water line was subsequently installed.

No additional work or protective measures are recommended.

#### **4.6 Cady Cemetery**

The burial plot is north of Geyser Road and immediately west of the CP Rail corridor which is set below the natural grade of the hill (Photo 1). Geyser Road passes over the rail corridor via a short bridge. The road and railroad were once nearly at grade to the cemetery but now Geyser Road sits on an embankment. The cemetery is relatively small in scale containing seven marked plots (*The Daily Gazette* 7 September 2010). Formerly it may have contained at least 18 markers. The cemetery was in use between 1798 to about 1862. The burial plot includes a stone to Jeremiah Cady, a Revolutionary War soldier, however, he is thought to be buried elsewhere (*Times Union* 4 October 2010). A wooden post-rail fence currently surrounds the cemetery. As the parcel was always part of a larger family farm, no metes and bounds were ever described for the cemetery in related property deeds.

Additional protective measures will be implemented including temporary fencing, construction call-outs, and signage, similar measures will be undertaken for the stone abutment of the rail bridge near Splice 113 (see Section 6.4). Further, an archeologist will monitor the HDD installation.





Photo 1. View southeast of the Cady Cemetery, the cable will be installed via HDD under the cemetery and nearby embankment.

#### **4.7 NYSM 7413 and 6907**

There is little available information on these broadly defined sites. NYSM Site 7413 encompasses a large area near the village of Fort Edward. The NYSM files indicate it is a precontact site identified by Arthur C. Parker in the 1920s as “traces of occupation.” Parker described some of these sites in his 1920 publication *The Archeological History of New York*. He generally collected site data from local collectors and informants. Parker rarely visited the sites himself and conducted virtually no excavations.

There is no information available for NYSM 6907 which is located in the western portion of Saratoga Springs. It is presumed to be similar to NYSM 7413, a precontact site with “traces of occupation.” Only a relatively small portion of the mapped site crosses the Project. While these sites do not provide specific areas of archeological deposits and features, they do indicate a heightened sensitivity for precontact material in the general vicinity of their mapped locations.

#### **4.8 Historic Properties**

Several historic properties have been identified in the vicinity of the proposed cable route in Package 3, Segment 4 & 5. They include:

- Fort Edward Delaware & Hudson Railroad Station (98NR01342),
- Delaware & Hudson Railroad Bridge (11542.000404) located between Fort Edward and Rogers Island, a contributing feature to the National Historic Landmark, New York State Barge Canal,
- the New York State Barge Canal Historic District (14NR06559) a National Historic Landmark within the Hudson River,
- and, 1695 West River Road (09113.000228) in the Town of Moreau on the east side of tracks.

The Fort Edward Delaware & Hudson Railroad Station (98NR01342) will be avoided with the installation of HDD 22. The Delaware & Hudson Railroad Bridge will be avoided utilizing HDD 24 under the Hudson River, and as it is a contributing element to the NY State Barge Canal Historic District, both resources will be avoided by the Project. The historic property at 1695 West River Road in Moreau will be crossed by a temporary access road. No adverse effects are anticipated, and the Project will make a formal determination of effect and NYSHPO will provide concurrence (see 6.7.2) (Table 7).

#### 4.9 Summary

In all, 16 archeological sites have been identified within or immediately adjacent to the cable installation in Package 3 (Table 7). Most of these were recorded during the Phase IB, and later Phase II, excavations in association with the Champlain-Hudson Power Express Project by Hartgen in 2012. Two others are NYSM sites with broad areas identified from early 20<sup>th</sup>-century collectors and informants; precise locations of associated archeological deposits and features are not available. The site locations, however, suggest a heightened sensitivity in the general vicinity for precontact archeological sites.

Almost all of the previously identified CHPE sites will be avoided by the Project, largely through HDD installation. CHPE Site 4, Gansevoort Shoe Shop is the only site to be directly impacted by cable installation. The site cannot be avoided, and therefore Phase III excavations will be conducted. The DRP is attached as Appendix 3.

The Project plans to avoid the Rogers Island/Fort Edward Historic Archeological District. Four historic properties in the vicinity of Rogers Island have been identified along the cable route. The New York State Barge Canal is a National Historic Landmark as a historic district, and the Fort Edward Delaware & Hudson Railroad Bridge is considered a contributing feature to the Barge Canal Historic District. The Fort Edward Delaware & Hudson Railroad Station is listed separately as its own resource. All of these will be avoided by the Project through HDD. The historic property at 1695 West River Road in Moreau will be crossed by a temporary access road. No adverse effects are anticipated, and the Project will make a formal determination of effects and NYSHPO will provide concurrence.

Within the Saratoga Springs portion of the route, the cable will pass under Geyser Road. This local street is now elevated above the railroad grade and a bridge carries the street over the CP rails. On the northwest quadrant of the overpass, a small family cemetery persists. The Cady Cemetery dates to the mid 19<sup>th</sup> century and is marked by a modern rail-post fence. The Project intends to avoid the cemetery by using HDD under the cemetery and overpass berms. Temporary fencing be installed to protect the cemetery, the cemetery is identified and called-out on construction documents, and an archeologist will be present to monitor the drilling.

Lastly, the CRMP (TRC 2021) specifies that the Fort Edward railyard will be archeologically monitored during construction due to the highly sensitive nature of the area, and due to the inability to conduct testing in the yard prior to construction.

Table 7. Archeological and Historic Resources within or near Package 3, Segments 4 & 5.

| Resource (USN)       | Description   | Status       | Impact/Recommendation  |
|----------------------|---|--------------|--|
| NYSM 7413            | Inside Project from Fort Edward rail yard to Rogers Island. Archeological site.       | Undetermined | Cable route, splices and HDD locations. Monitor* in railyard as per CRMP (2021).         |
| Fort Edward Railyard | North of the Village of Fort Edward, cable installed west of tracks. Extant railyard. | --           | Cable route and temporary parallel access road. Monitor* in railyard as per CRMP (2021). |
| Fort Edward          | Village of Fort Edward.   | National     | None, to be avoided.   |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Resource (USN)  | Description  | Status  | Impact/Recommendation  |
|---|--|---|--|
| Delaware & Hudson Railroad Station (98NR01342)            | Adjacent to route. Extant station.   | Register - Listed.  |  |
| CHPE Site 20, East Street Midden (11542.000389)           | Village of Fort Edward.  | Undetermined.   | None.  |
| CHPE Site 8, Defiance Road Corp. Site (11542.000384)      | Village of Fort Edward.  | Undetermined.   | Outside LOW. No protection measures or additional archeology.  |
| CHPE Site 9, Canal Street Midden (11542.000385)           | Village of Fort Edward.  | Undetermined.   | None.  |
| CHPE Site 11, Champlain Canal Basin (11542.000387)        | Village of Fort Edward.  | Undetermined.   | None.  |
| CHPE Site 10, Waverly House (11542.000386)                | Village of Fort Edward.  | Undetermined (2012 report recommended additional work).           | None.  |
| CHPE Site 12, Eldridge Hotel Site (11542.000388)          | Village of Fort Edward.  | Undetermined.   | None.  |
| Delaware & Hudson Railroad Bridge, C-14-X (11542.000404)  | Village of Fort Edward. Extant bridge. Steel plate 1 pier, 2 span, originally double-track, now single. Constructed 1890.                  | NR listed. Part of NHL NY Barge Canal.                            | None.  |
| Rogers Island/Fort Edward Historic Archeological District | Village of Fort Edward. Fort Edward, French and Indian War Cemetery (11542.000397). Archeological District.                                | NR listed.  | None.  |
| New York State Barge Canal Historic District (14NR06559)  | Village of Fort Edward. Along east side of Rogers Island in Hudson River, extends from Fort Edward terminal southwards. Historic property. | National Historic Landmark and National Register-listed district. | None.  |
| 1695 West River Road, (09113.000228)                      | Town of Moreau, Italianate-style dwelling and associated property. Historic property.  | Eligible.   | Cable on opposite side of tracks. Temporary access drive through southern portion of lot. No adverse effects likely. |
| CHPE Site 3, Fullerton Street Midden (09114.000063)       | Hamlet of Gansevoort.  | Undetermined.   | None.  |
| CHPE Site 4,  | Hamlet of Gansevoort.  | Undetermined  | Cable to be placed through site. Phase III   |

| Resource (USN)  | Description   | Status   | Impact/Recommendation   |
|---|---|--|---|
| Gansevoort Shoe Shop (09114.000064)                   |   | (recommended additional work).   | excavations will be conducted. DRP in Appendix 3.   |
| CHPE Site 2, Stump Street Midden (09114.000062)       | Hamlet of Gansevoort.   | Undetermined.  | None.   |
| Gansevoort Railroad Station Site (09114.000020)       | Hamlet of Gansevoort.   | Undetermined.  | None.   |
| CHPE Site 5, Schuylerville Road Midden (09114.000065) | Hamlet of Gansevoort.   | Undetermined. Recommended as not eligible (Hartgen 2012)   | None.   |
| CHPE 19, Perry Road (09119.000035)                    | Town of Wilton. A 20 <sup>th</sup> -century site, no additional work recommended.   | Undetermined. Recommended as not eligible (Hartgen 2012)   | None.   |
| SRWT Site 9 Tait Rd Historic Site (09140.001473)      | City of Saratoga Springs. Extensive midden deposit, 19 <sup>th</sup> through 20 <sup>th</sup> century, likely related to nearby houses. Partly made up of fill. | Undetermined (per CRIS); however, Phase II archeological work was conducted, and a water line installed. | No additional archeology, as site not eligible for National Register (Hartgen Archeological Associates 2006).   |
| Cady Cemetery   | City of Saratoga Springs. Extant cemetery.  | Undetermined.  | Cemetery will be avoided. Fencing, signage will be installed and construction call-outs have been created. Archeological monitoring* during HDD installation. |
| NYSM 6907   | City of Saratoga Springs. Broad area that includes the cable route.   | Undetermined.  | Archeological testing or monitoring*.   |
| CHPE Site 13, Northline Road Midden (09140.001559)    | City of Saratoga Springs. The site is a 19 <sup>th</sup> to 20 <sup>th</sup> -century trash deposit.  | Undetermined.  | No additional archeology.   |

## 5 Construction Timeline

The construction timeline is November 2022 to December 2025 for the entire project.

## 6 Cultural Resource Management Plan

### 6.1 Objective

It is the objective of this Supplemental CRMP to demonstrate a comprehensive plan for the encounter of cultural resources during the construction and installation of the transmission line, as well as the various other components affiliated with it.

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\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

TRC created a CRMP for the permitting process, drafted in 2015, and with subsequent revisions and addendums finalized in 2021. This current report serves as the Supplemental CRMP for the now planned construction activities, tasked with synthesizing the previously reported data into one document and identifying roles and points of contact for communication ease. CRMP (TRC 2021) has previously recommended monitoring in Fort Edward Railyard and NYSM 7413. This current report serves as the Supplemental CRMP for the now planned construction activities, tasked in synthesizing the previously reported data into one document and identifying roles and points of contact for communication ease. Additional areas of monitoring have also been recommended based on the most current Project plans.

## **6.2 Project Preservation Officer (PPO)**

Hartgen will act as the Consulting Archeologist (CA) for the purpose of this effort. The CA will work closely with the Project Preservation Officer (PPO); the PPO or their designee will be present for all ground disturbing activities and will have “stop-work” authority. The PPO, currently Ashley L. Bushey, will be part of the prime construction management team, Kiewit Corporation.

It is the responsibility of the CA to train this individual as a PPO and to provide a hands-on workshop for construction personnel, as designated by the PPO. The PPO and the construction team should have an understanding of cultural resources present in different areas, as well as understanding the potential for unknown cultural deposits. It is the responsibility of the PPO to implement the CRMP (TRC 2021) and ensure that the requirements and conditions of the CRMP are met. Table 8 includes the necessary contact information.

The PPO (or designee) will have the authority to cease excavation or construction work. In the event of encountering cultural materials or human remains, it is the responsibility of the PPO (or designee) to halt construction activities and contact and coordinate with the CA to visit the location of the discoveries as quickly as possible.

The Project Preservation Officer (PPO), shall in turn notify the Certificate/Permit Holder (TDI/CHPE), who shall notify NY SHPO, the US Army Corps of Engineers (USACE), DPS, other stakeholders and Tribal Nations, as appropriate within 24 hours of the initial reporting of the finds, per the Certificate Conditions 110 and 111 and USACE Permit NAN-2009-01089-M7, General Conditions C.

During this time, work in the immediate vicinity of the find must halt and the area of concern fenced or otherwise protected from construction activities. Once the area is secured, activity adjacent to the find may continue during the consultation process. Per 36 CFR Part 800.13(b)(3), NY SHPO, other stakeholders and Tribal Nations will have 48 hours from the time of notification to respond.

In the event of these discoveries, the CA will have up to three workdays to excavate and remove cultural material from the APE before the construction continues. The CA, in consultation with the PPO and the NYSHPO, may request additional archeological field assistance to complete the necessary work in a timely manner. It is the responsibility of the PPO (or designee) to work with the appropriately trained archeologists to ensure that the survey and assessment of any change in the APE is completed prior to construction taking place.

## **6.3 Identification of Historic Properties**

Changes in the APE or modifications to work proposed within the APE will prompt review of the subject location(s) for historic properties. The review will include archeological survey as specified in the CRMP (TRC 2021) in addition to completion of a file search that will include previous survey data through New York CRIS and may be supplemented with local assessor records, historic topographic maps, historic aerial images, Sanborn Fire Insurance and other historic maps, and other resources as available.

Properties are typically considered to hold historic potential when they meet or exceed 50 years of age. The Project may elect to consider the historic potential of properties approaching this age threshold to accommodate anticipated construction horizons. The Project will complete a survey evaluation for properties that meet or exceed the age threshold for historic potential, have no existing determination of NRHP eligibility

or a determination ten or more years old, and may be affected by Project activities. The evaluation will be completed by a cultural resource specialist who meets or exceeds the Secretary of the Interior's Professional Qualification Standards (SOI Standards) in a discipline appropriate for the subject site; archeological sites will be evaluated by professionals who meet or exceed the SOI Standards in the area of archeology; architectural and landscape sites will be evaluated by professionals who meet or exceed the SOI Standards in the area of Architectural History. Survey evaluations will be subject to quality assurance review by a professional other than the author(s) who meets or exceeds applicable SOI Standards. Survey information will be input into the New York CRIS system prior to submission of annual reports on January 10 of each calendar year this agreement is in effect.

#### **6.4 Barriers and Other Protective Measures**

No additional protective measures with respect to cultural resources have been identified or requested by stakeholders for Segments 4 and 5 of the Project. In the current Supplemental CRMP, it is recommended that protective measures be utilized in the area of the Cady Cemetery and for a stone bridge abutment near Splice 113 (see below). Otherwise, archeological testing or monitoring will be undertaken to further identify and evaluate potential resources.

Protective measures may include temporary fencing, construction call-outs, and signage will be implemented. Further, an archeologist will monitor the HDD installation at the Cady Cemetery to document and observe Project activities, as well as Splice 113 near the stone bridge abutment.

If portions of the Project are altered, additional assessment, which may include desktop review, pedestrian survey, and/or archeological shovel tests, will be required to determine the presence or absence of cultural resources. Should cultural resources be identified, the Certificate Holder will avoid these resources if possible. If not possible, see Section 6.7 and 7.5 for Programmatic Allowances for potential mitigation and additional SHPO consultation.

Protective measures may include installation of temporary fencing and/or site delineation on Facility maps. Should an archeological site be impacted by Project activities, mitigation will include notification procedures and data recovery as stipulated in the Section 4.0 of the CRMP (TRC 2021), and/or other treatment measures determined through consultation with NYSHPO, Tribal Nations, and consulting parties.

#### **6.5 Reporting Requirements**

The CRMP (TRC 2021) establishes a requirement for annual reporting concerning activities conducted under the CRMP (TRC 2021): *The PPO will prepare an annual report to the DOE and NYSHPO (and any of the other signatory or consulting parties listed in the Programmatic Agreement), which summarizes activities conducted under this CRMP on an annual basis for as long as this CRMP is in effect (i.e., through post-construction monitoring). The report will be completed and submitted on or before January 10 of each year. The CRMP may be updated and/or revised as appropriate to improve its implementation so long as concurrence is reached by the parties involved is achieved. The annual report will include a summary of all historic properties and archaeological resources that may have been encountered during construction and how they were treated. Post-construction reports will identify which cultural resources were monitored and provide a summary of resource conditions and whether looting or other forms of ground disturbance were noted (TRC 2021).*

The PPO will establish and maintain:

- A system of tracking archeological monitoring reports;
- Application of Program Comments, Exemptions, or Program Alternatives;
- Application of Programmatic Allowances;
- Implementation of Treatment Measures;
- Potential changes to APE;
- Annual report that summarizes the above items stipulated by the CRMP (TRC 2021).



## 6.6 Programmatic Allowances

Activities considered Programmatic Allowance are not exempt from archeological monitoring and remain subject to unanticipated discovery protocols, including stop-work provisions, as contained in the CRMP (TRC 2021).

Programmatic Allowances include actions where historic properties will not be affected or effects to historic properties hold limited potential to diminish historic integrity. Where Programmatic Allowance(s) are applicable, the action will not require independent consultation with the State Historic Preservation Office (SHPO).

Application of Programmatic Allowances requires review by Project Preservation Officer (PPO). The PPO must complete:

- Memorandum to file containing a verbal description of work proposed, verbal description and map of geographic area impacted by the work proposed;
- Summary of file search and/or literature review conducted to identify potential historic properties,
- Description of historic properties affected (if any);
- Justification for the application of one or more Programmatic Allowances.

The Project will maintain a tracking system of memoranda applying Programmatic Allowances, which will be communicated to NYSHPO and the Programmatic Agreement signatories in an annual report.

In addition to the Programmatic Allowances contained in this document, the Project may include application of relevant Section 106 Program Comments and program alternatives including but not limited to:

- Program Comment for Actions Affecting Post-1945 Concrete and Steel Bridges (*Federal Register*, Vol. 77, No. 222, November 16, 2012)  
[https://www.achp.gov/sites/default/files/program\\_comments/2017-01/program%20comment%20concrete%20and%20steel%20bridges.pdf](https://www.achp.gov/sites/default/files/program_comments/2017-01/program%20comment%20concrete%20and%20steel%20bridges.pdf)
- Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way (*Federal Register* Vol. 84, No. 125, June 28, 2019)  
<https://www.govinfo.gov/content/pkg/FR-2019-06-28/pdf/2019-13779.pdf>
- Advisory Council on Historic Preservation (ACHP) Exemption Regarding Historic Preservation Review Process for Effect to the Interstate Highway System (*Federal Register* Vol 70, No. 46, March 10, 2005)  
[https://www.achp.gov/sites/default/files/exemptions/2017-01/final\\_interstate\\_exemption\\_notice.pdf](https://www.achp.gov/sites/default/files/exemptions/2017-01/final_interstate_exemption_notice.pdf)

### 6.6.1 Transportation Facilities

- A. Resurfacing existing roadways and/or replacement in-kind of highway signals, signage, or appurtenances when approved by the owner of the transportation facility.
- B. Replacement in-kind of railroad signals, crossing materials, and other railroad features or appurtenances when approved by the owner of the transportation facility.
- C. Installation of utility attachments on bridges in areas with existing utility attachments.

### 6.6.2 Ground Disturbing Activities

- A. Ground disturbing activities within areas of documented previous disturbance.
- B. Ground disturbing activities within non-historic and non-contributing properties or features when no vertical improvements are proposed. Vertical improvements may consist of, but are not limited

to, buildings, structures, and other form of infrastructure with height above ground and constructed by the project.

- C. Ground disturbing activities within historic and contributing properties when action is discrete (including but not limited to edges of agricultural fields, wooded areas, lawns, or curbs), where no contributing or potentially contributing buildings, structures, objects, sites, or features are present (including but not limited to slate sidewalks, hitching posts, carriage steps, mature trees, fences, retaining walls, and other landscaping dating to the historic period of 50 years or more in age).

#### 6.6.3 Temporary Staging and Temporary Facilities

- A. Temporary staging or stockpiling within existing parking areas.
- B. Temporary staging or stockpiling within transportation rights of way.
- C. Temporary staging or stockpiling within areas with documented previous ground disturbance when the ground is returned to pre-construction appearance, including contours and vegetation.
- D. Installation of temporary construction support facilities when the ground is returned to pre-construction appearance, including contours and vegetation.
- E. Location of temporary construction trailers not requiring a foundation or pad.

#### 6.6.4 Utilities, Lighting, and Maintenance Facilities

- A. Installation of underground utilities using directional bore drilling or similar method.
- B. Replacement, repair, and/or maintenance of existing underground utilities in-kind when work occurs within the existing utility footprint.
- C. Installation, replacement, or upgrade to lighting within transportation rights of way and/or at Project locations requiring routine maintenance.
- D. Establishing maintenance facilities within Project easements or right of way no more than 10-feet high with a footprint no more than 120 square feet when facility is not located within a State Register of Historic Places (SRHP) or National Register of Historic Places (NRHP) historic district.

#### 6.6.5 Pre-Construction Due Diligence and Testing

- A. Conducting geotechnical testing, hazardous materials sampling, seismic or vibration testing or monitoring, or drill samples.
- B. Wetland testing and delineation.
- C. Wildlife surveys and inventories.
- D. Property line and ownership verification surveys.
- E. Utility location surveys.

#### 6.6.6 Hazard and Hazardous Waste Removal

- A. Removal of debris related to weather or storm damage, or present as a result of modern dumping.
- B. Hazardous waste removal.

#### 6.6.7 Environmentally Sensitive Area (ESA) Protection and Mitigation

- A. Installation of temporary fencing to protect areas of cultural, biological, or other environmentally sensitive area from the effects of construction.
- B. Obtaining credits in/from and existing wetland mitigation bank.



- C. Vegetation or landscaping to support habitat mitigation when the subject action affects less than one-half acre and does not occur within an archeologically sensitive area, as defined by the Supplemental CRMP.

#### 6.6.8 Drainage Improvements

- A. Erosion control measures including best management practices of placement of rip rap within non-historic channels, and emergency erosion control measures.
- B. Re-grading or re-establishing existing drainage channels.
- C. Temporary drainage systems including culvert placement and grading, provided the area is returned to pre-construction appearance.
- D. Replacement or up-sizing corrugated metal pipe (CMP), concrete box culvert (CBC), reinforced concrete pipe (RCP), and plastic pipe culverts where no architectural headwalls or wingwalls are present or where these features, if present, will remain in place.

#### 6.6.9 Signage and Surveillance

- A. Installation, maintenance, repair, or removal of security systems.
- B. Installation of signage not located within a NRHP district.
- C. Replacement of existing signs; including within a NRHP district when replacement is in-kind and at the same location as the sign to be replaced.
- D. Maintenance, repair, or removal of signage.
- E. Installation of less than 100 linear feet of security fence within Project easements or right of way when not located within a SRHP or NRHP historic district.

#### 6.6.10 Easements and Right of Way

- A. Acquisition of easements or right of way from non-historic properties and when not located within a State Register of Historic Places (SRHP) or National Register of Historic Places (NRHP) historic district.
- B. Acquisition of easements or right of way for sub-terranean activities when no surface rights or access is conferred.

### 6.7 Treatment Measures

When Project actions do not qualify as Programmatic Allowances, the Project will complete an evaluation of the potential for actions to diminish the historic integrity of historic or archeological resources, as defined in 36 CFR Part 800.5(a)(1). The Project may reference applicable National Register Bulletins, published by the National Park Service, to support the evaluation. Project actions found to diminish integrity as defined in 36 CFR Part 800.5(a)(1) will require Treatment Measures. The Project will complete a memorandum documenting eligibility of the resource(s), application of the criteria of adverse effect, avoidance measures considered, efforts to minimize the effect, coordination with property owner(s) or local government(s) in selection of Treatment Measures if applicable, and rationale for application of the selected Treatment Measure, if applicable. A separate Memorandum of Agreement (MOA) will not be required when one or more of the following Treatment Measures are selected. If the Project action is determined not to diminish integrity, further action will not be required.

The Project will maintain a tracking system of memoranda and Treatment Measures, which will be communicated to NYSHPO and the Programmatic Agreement signatories in the annual report.

This section will not apply to designated National Historic Landmark properties, as consultation with the Department of the Interior is required (36 CFR Part 800.10), generally conducted via consultation with the National Park Service.

#### 6.7.1 Data Recovery

Data recovery and reporting is the preferred mitigation for archeological sites. Implementation of this Treatment Measure will follow protocol contained in CRMP (TRC 2021) Section 4.0 Project Effects and Management Measures. Additional details concerning data recovery for resources identified during archeological monitoring or that are unanticipated discoveries are outlined below.

#### 6.7.2 Certified Local Government or Historic Preservation Board/Commission Priority Project Sponsorship

The Project crosses through several Certified Local Government (CLGs) jurisdictions. CLG programs are a division of municipal or county government to create and implement local-level historic preservation planning and programming. Many CLGs maintain a formal historic preservation plan containing goals and priority projects for preservation activities within their jurisdiction. Whether or not a CLG maintains a formal historic preservation plan, all are required to maintain a system of identification and documentation of historic properties, sometimes referred to as historic survey. Communities may also maintain a Historic Preservation Board, Commission, or similar entity and choose not to become a CLG. Each program will formally or informally document preservation priorities within their jurisdictions, often identifying lack of funding as a significant barrier to implementation.

Site-specific mitigation often has limited value to advance historic preservation in a community. To create broader impact to the historic properties and the communities they serve, the Project may coordinate with CLGs or Historic Preservation Boards/Commissions to sponsor one or more of the priority projects identified within that entity's jurisdiction and not necessarily within the Project.

Example projects include, but are not limited to, historic surveys, State or National Register Nominations, historic context documentation, completion (or update) of a strategic preservation plan, completion of a strategic historic survey plan, archeological or architectural history field schools, historic preservation technical trainings or workshops, workshops related to historic preservation tax credits, and more.

New York CLGs are listed on the NYSHPO website at: <https://parks.ny.gov/shpo/certified-local-governments/listing.aspx>

#### 6.7.3 Digital Photography Package

Prior to implementation of the work necessitating implementation of Treatment Measures, a digital photography package will be prepared by an individual meeting the Secretary of the Interior's Professional Qualification Standards. The photography package will include images demonstrating the property in its setting and context, images showing each exterior building elevation, images showing the spatial relationships of building(s) and features of the site, and appropriate detail images. A map showing photograph locations and view direction will be included. A photography log will be included containing photograph numbers, cardinal direction viewpoint, historic resource name and number (if applicable), street address (if applicable), city or town, county, state, and image description. The digital photography package will follow the National Park Service photography standards for the National Register of Historic Places:

[https://www.nps.gov/subjects/nationalregister/upload/Photo\\_Policy\\_update\\_2013\\_05\\_15\\_508.pdf](https://www.nps.gov/subjects/nationalregister/upload/Photo_Policy_update_2013_05_15_508.pdf)

Copies of the photography package on archival CD will be provided to NYSHPO, local Historic Preservation Board or Commission, and/or interested local or state repositories. One set of archivally produced, archivally labelled photographs will be provided to the NYSHPO.

#### 6.7.4 National Park Service Heritage Documentation (HABS/HAER/HALS)

Prior to implementation of the work necessitating implementation of Treatment Measures, the property subject to the work will be documented to National Park Service standards using the appropriate heritage documentation form: Historic American Building Survey (HABS), Historic American Engineering Record

(HAER), or Historic American Landscape Survey (HALS). Work will be completed by a Cultural Resource Specialist who meets or exceeds the Secretary of the Interior's Professional Qualification Standards. The appropriate level of documentation (Level I, Level II, Level III) will be selected based on the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation, as published in the Federal Register July 21, 2003: [https://www.NationalParkService.gov/hdp/standards/standards\\_regs.pdf](https://www.NationalParkService.gov/hdp/standards/standards_regs.pdf)

The Project will follow HABS/HAER/HALS Standards & Guidelines published by National Park Service Heritage Documentation Programs. The Project will coordinate with the National Park Service Northeast Region to obtain an applicable HABS/HAER/HALS. The Project will complete comment resolution with the National Park Service Northeast Region and submit final documentation for transmittal to the Library of Congress.

#### 6.7.5 Public Interpretation

Public interpretation will be designed and produced, which may include print or digital media, on-site or off-site signage, workshops or technical trainings, or other means of engaging and educating interested members of the public regarding historic properties. If the public interpretation involves physical signage, installation will require agreements from the landowner accepting the sign(s) including responsibility for maintenance.

Completion of public interpretation as a Treatment Measure will be executed independent of the commitment to provide \$5,000 in educational investment included in the CRMP (TRC 2021).

#### 6.8 Property Owner Requests

The Project may accommodate property owner requests, including privately and publicly held properties, that may exceed Project needs or requirements. If a property owner request accommodated by the Project escalates permitting, consultation, or Treatment Measure requirements, the subject property owner will assume responsibility for associated costs.

### 7 Archeological Monitoring Methodology

#### 7.1 Objective

The objective of the archeological monitoring is to identify and document archeological deposits that may be encountered in areas that were previously inaccessible for archeological survey or not considered during the initial resource assessment, specifically in those areas outside of the originally permitted route. The monitoring methodology is established to create an efficient and streamlined notification process and means to determine the potential eligibility of resources for inclusion on the National Register, and for the creation and adoption of timely and effective mitigation strategies.

#### 7.2 Monitoring

The Consulting Archeologist will observe the contractor's excavations within designated areas as indicated by station numbers in the Supplement CRMPs (Table 9). On the basis of such observations, the Consulting Archeologist may request a short-term cessation of work in the vicinity of a potential archeological site or find in order to record information or to evaluate exposed archeological deposits. Within the course of observation, the Consulting Archeologist may request from the on-site supervisor time to evaluate significant finds, deposits, or other archeological materials in an effort to assess their eligibility for the National Register.

The Consulting Archeologist may direct the Contractor's workers in the use of machinery on a very limited basis to assist in the exposure of material of archeological importance. This assistance will comprise work which would otherwise be done without archeological involvement, but where archeological direction can ensure that significant material is not disturbed.

The Consulting Archeologist will inspect excavation areas, soil profiles, backdirt piles, and will collect artifact and soil samples as appropriate. The Consulting Archeologist will map and document archeological deposits

using field notes, photography, and measured scale drawings. The locations of archeological deposits will be mapped with a submeter GPS unit.

Archeological monitoring and associated site or find evaluation time will vary depending on the type of site or find encountered. Typical stop-work requests to complete archeological evaluation will be accommodated within one hour or less, often within fifteen minutes. Stop-work will be limited to an area within 50 feet of the potential archeological find; work may continue outside the area of the potential archeological find provided work occurs in an area not subject to archeological monitoring or an additional archeologist is available to observe the work.

### **7.3 Notification**

For archeological finds that may be National Register-eligible but cannot be adequately recorded during a short cessation of work (typically one hour or less per find) and cannot be otherwise avoided, the Consulting Archeologist will notify the on-site Supervisor and request a halt to construction activities near the find. The Consulting Archeologist shall notify the Project Preservation Officer (PPO), who shall in turn notify the Certificate/Permit Holder (TDI/CHPE), NY SHPO, the US Army Corps of Engineers (USACE), DPS, other stakeholders and Tribal Nations, as appropriate within 24 hours of the initial reporting of the finds, per the Certificate Conditions 110 and 111 and USACE Permit NAN-2009-01089-M7, General Conditions C. During this time, work in the immediate vicinity of the find must halt and the area of concern fenced or otherwise protected from construction activities. Once the area is secured, activity adjacent to the find may continue during the consultation process. Per 36 CFR Part 800.13(b)(3), NY SHPO, other stakeholders and Tribal Nations will have 48 hours from the time of notification to respond.

### **7.4 Determination of Eligibility**

The NYSHPO will make a determination of eligibility for the archeological resource based on the information provided by the Archeological Monitor and PPO. The NYSHPO shall receive this information from electronic communications and respond within 48 hours, per 36 CFR Part 800.13(b)(3).

### **7.5 Determination of Effects, Mitigation Efforts and Dispute Resolution**

It is expected that potential archeological finds will be located within a relatively narrow construction corridor with limited means for avoidance. When a site is determined eligible for inclusion on the National Register, and avoidance is not possible, and continued construction requires disturbance of the site, the resulting Section 106 determination of effect will be Adverse Effect. Determinations of Adverse Effect require mitigation treatment to resolve; a separate Memorandum of Agreement will not be required when mitigation treatments contained within this document, or a CRMP associated with the area of the subject archeological site, is selected. Dispute resolution among the parties will be guided by the CRMP (TRC 2021).

#### **7.5.1 Data Recovery Mitigation Strategy**

Data recovery mitigation strategy will be outlined in a brief plan that provides guidance on the level of effort expected, square meters of excavation, sampling percentage, and number of anticipated feature excavations. The strategy will provide a schedule for the proposed recovery/documentation efforts, including options to expedite the process, which may include 10-hour working days and additional crew. The mitigation plan shall also include a protocol for artifact collection, processing, cataloging, analyses, and final curation of materials, as outlined in the CRMP (TRC 2021) Section 4.3. The data recovery plan will be provided to NYSHPO, Tribes, and other stakeholders prior to implementation; these parties will have up to 15 days to review and provide comment. Data Recovery can begin as soon as notification to proceed is provided from NYSHPO. The PPO will notify the NYSHPO, Tribes, and other stakeholders of the completion of the fieldwork and that portion of the Project shall be cleared to resume construction.

## 7.5.2 Alternative Archeological Mitigation

Alternative archeological mitigation efforts that contemplate non-traditional excavation and/or data recovery methods may be appropriate considering the circumstances. Numerous treatment methods may be selected, including but not limited to, off-site archeology, non-invasive archeology in the vicinity, and other appropriate strategies. Factors that may influence such decisions include the Project's constraints (in terms of construction corridor width and depth), weather and soil conditions, hazardous work environments, other health and safety concerns, and Project schedule.

Through the many moving parts of this Project, efficient and immediate contact and consultation will be vital. The Project contacts are listed in the table below:

Table 8. Project Contacts.

| Agency/Organization                                  | Role                         | Contact person                 | Contact information  |
|--|------------------------------|--------------------------------|--|
| Kiewit Corporation                                   | Project Preservation Officer | Ashley L. Bushey               | <a href="mailto:Ashley.Bushey@Kiewit.com">Ashley.Bushey@Kiewit.com</a><br>802.349.6388   |
| CHA Consulting, Inc.                                 | Consulting Engineer          | Chris Einstein                 | <a href="mailto:ceinstein@chacompanies.com">ceinstein@chacompanies.com</a><br>518.453.4505   |
| U.S. Department of Energy                            | Stakeholder                  | Melissa Pauley                 | <a href="mailto:melissa.pauley@hq.doe.gov">melissa.pauley@hq.doe.gov</a>   |
| U.S. Army Corps of Engineers                         | Stakeholder                  | Stephan Ryba                   | <a href="mailto:Stephan.a.ryba@usace.army.mil">Stephan.a.ryba@usace.army.mil</a>   |
| U.S. Army Corps of Engineers                         | Stakeholder                  | Christine Delorier             | <a href="mailto:Christine.delorier@usace.army.mil">Christine.delorier@usace.army.mil</a><br>518.266.6354   |
| New York State Historic Preservation Office (NYSHPO) | Stakeholder                  | Nancy Herter                   | <a href="mailto:Nancy.herter@parks.ny.gov">Nancy.herter@parks.ny.gov</a><br>518.268-2179   |
| New York DPS   | Stakeholder                  | Matthew Smith                  | <a href="mailto:matthew.smith@dps.ny.gov">matthew.smith@dps.ny.gov</a>   |
| Hartgen Archeological Associates                     | Consulting Archeologist      | Matthew Kirk                   | <a href="mailto:mkirk@hargen.com">mkirk@hargen.com</a><br>518.283.0534<br>518.300.5940   |
| Transmission Developers Inc.                         | Applicants/Owner             | Ayokunle "Kunle" Kafi, PE, CEM | <a href="mailto:Ayokunle.kafi@transmissiondevelopers.com">Ayokunle.kafi@transmissiondevelopers.com</a><br>347.920.6550   |
| Delaware Nation                                      | Tribal Nation                | Carissa Speck                  | (405) 247-2448, Ext. 1403<br><a href="mailto:cspeck@delawarenation-nsn.gov">cspeck@delawarenation-nsn.gov</a>  |
| Delaware Tribe of Indians                            | Tribal Nation                | Susan Bachor                   | 610.761.7452<br><a href="mailto:sbachor@delawaretribe.org">sbachor@delawaretribe.org</a>   |
| Shinnecock Nation                                    | Tribal Nation                | Jeremy Dennis                  | 631.283.6143<br><a href="mailto:adminoffice@shinnecock.org">adminoffice@shinnecock.org</a><br><a href="mailto:jeremynative@gmail.com">jeremynative@gmail.com</a> |
| St. Regis Mohawk Tribe                               | Tribal Nation                | Darren Bonaparte               | 518.358.2272, ext. 2163<br><a href="mailto:darren.bonaparte@srmt-nsn.gov">darren.bonaparte@srmt-nsn.gov</a>  |
| Stockbridge-Munsee Community                         | Tribal Nation                | Jeff Bendremer                 | 413.884.6029<br><a href="mailto:thpo@mohican-nsn.gov">thpo@mohican-nsn.gov</a>   |
| National Park Service                                | Stakeholder                  | Kathy Schlegel                 | 215.597.1726<br><a href="mailto:kathy_schlegel@nps.gov">kathy_schlegel@nps.gov</a>   |
| Advisory Council on Historic Preservation            | Stakeholder                  | Stephanie Stevens              | 202.354.2102<br><a href="mailto:stephanie_stephens@nps.gov">stephanie_stephens@nps.gov</a>   |

## 8 Deliverables

### 8.1 Periodic Updates

The PPO in coordination with and under the guidance of the CA will provide periodic (bimonthly) updates on the progress of cable installation via email to the stakeholders. The communication will include Project progress, discussion of unanticipated cultural resources, and the schedule for future work.

## **8.2 Annual Report**

The CA will provide an annual report detailing the activities completed under the CRMP (TRC 2021) to the DOE and NYSHPO for as long as the CRMP is in effect. This report will be completed and submitted on or before January 10<sup>th</sup> each year. This report will include a summary of all historic properties and archeological resources that may have been encountered during construction and how they were treated. Post construction reports will identify which cultural resources were monitored and provide a summary of resource conditions and whether forms of disturbance were noted.

### **Summary of Recommended Archeological Effort**

In Package 3 (Segment 4 and 5), various locations are recommended for additional archeological field testing/monitoring efforts or protection measures (Table 9). In some instances, these are overlap where the HDD work area, splice work area and excursions and/or access roads are all in the same area. For simplicity, each type of activity is called out in the table below.

## **9.1 Avoidance**

Ground disturbing activity on Rogers Island will be avoided via HDD, a location of very high archeological sensitivity associated with the encampments, a hospital, and other activities related to the colonial wars between 1750 and about 1799. Human remains are also known to exist on the island.

One other previously identified site was previously recommended to be avoided, that is currently proposed to be impacted by cable installation: CHPE Site 4, Gansevoort Shoe Shop (09114.000064). This site was identified by Hartgen and discussed in the 2012 Phase IB and II report, and referred to in the CRMP (TRC 2021) as to be avoided by construction. The site cannot be avoided and Phase III mitigation excavations will be undertaken, the DRP is attached as Appendix 3.

## **9.2 Monitoring under CRMP (TRC 2021) Protocols**

As specified in the CRMP (TRC 2021), monitoring will occur within the Fort Edward Railyard (Sta. 30065+00 to 30101+00). The monitoring will be conducted according to the methodologies outline in the CRMP (TRC 2021).

## **9.3 Testing or Monitoring under the Current Supplemental CRMP Protocols**

Testing or archeological monitoring is recommended for high archeological sensitivity areas that fall outside of the permitted route. By and large, the monitoring should be focused on the work areas that extend outside of the permitted route.

For HDDs, the drilled cable will not generally impact archeological or historical resources. The pits and associated work areas, however, may include ground disturbing activities outside of the permitted route.

Temporary Access roads will also be needed for the Project. Many of these extend outside of the permitted route. Small portions of several of the access road routes are on landforms which appear to retain integrity, and are also located in areas of high archeological sensitivity. Portions of access roads at Scout Road, Clinton Street, Tait Lane, and Saratoga Avenue are recommended for archeological monitoring or testing.

For the purposes of the EM&CP, 29 deviations, known as “Excursions,” have been identified, 17 in Package 4 (S4-1 to S4-17) and 12 in Package 5 (S5-1 to S5-12). Most of these are associated with HDD work areas, Splice locations, and/or access roads. As such, many have been previously addressed for cultural resources in the sections above. Archeological testing or monitoring is recommended for portions of 19 of these areas.

#### **9.4 Protective Measures**

Protective measures will be implemented for the Cady Cemetery, including temporary fencing, signage, and call-outs on construction plans. In addition, archeological monitoring will be conducted during HDD drilling.

Table 9. Summary of Archeological Recommendations for Segments 4 and 5, Package 3.

| Item                                    | Station Number           | Activity  | Notes/Recommendations  |
|---|--------------------------|---|--|
| Begin Package                           | 30015+00                 | -   | -  |
| Excursion S4-1                          | 30015+00 to 30066+50     | Some within farm fields, and other portions in railyard. Includes Splice 65.  | Test or Monitor* those portions of the access road in the farm fields (30015-30034)              |
| S4-2                                    | A-P3-5+75 to A-P3-9+50   | Cable installation.   | Test or Monitor* as per CRMP (TRC 2021).   |
| Splice 65                               | 30022+50                 | Work areas extend outside of permitted route in agricultural fields.  | Test or Monitor* work area.  |
| Fort Edward Railyard/ Splices 65 and 66 | 30065+00 to 30101+00     | Cable route and temporary parallel access road.   | Monitor in railyard as per CRMP (TRC 2021).  |
| HDD 24                                  | A-P3 33+20 to A-P3 74+15 | Long HDD under portion of village, Hudson River (eastern and western branches), and Rogers Island. Northern work area south of Center Street. Southern pit and work area are within the footprint of a former paper mill complex (c. 1980 to 2000), previously disturbed. | Test or Monitor* north work area.  |
| HDD 24A                                 | A-P3 83+85 to A-P3 92+70 | Under railroad tracks and West River Road. North pit and work area appears disturbed. Southern pit and work area partially outside permitted route.   | Test or Monitor* south pit and work area.  |
| HDD 25                                  | 30187+20 to 30204+45     | Crosses wetland and private rail crossing. Work area extends outside permitted route. Some slope at north work area.  | Test or Monitor* both work areas.  |
| S4-4                                    | 30199+50 to 30224+00     | Parallel access road. HDD 25 and 25A work area, and Splice 72.  | Test or Monitor* parallel access road. See also HDD 25, 25A and Splice 72.                       |
| HDD 25A                                 | 30213+80 to 30221+50     | Passes under an unnamed drainage and private rail crossing. North work area outside permitted route. South work area and access road are slightly outside permitted route.  | Test or Monitor* both work areas.  |
| Splice 72                               | 30208+07                 | Work area extends outside of permitted route.   | Test or Monitor* work area.  |
| Access from West River Road             | 30220+00                 | Existing gravel road.   | Will conduct assessment of effects per Programmatic Allowances. No monitoring recommended.       |
| S4-5                                    | 30224+00 to 30263+50     | Parallel access roads and work areas. Splice 73 and HDD 26 northern work area.  | Test or Monitor* parallel access in dry, level undisturbed areas. See also Splice 73 and HDD 26. |
| Splice 73                               | 30237+83                 | Work area extends outside permitted   | Test or Monitor* work  |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.



| Item               | Station Number       | Activity   | Notes/Recommendations  |
|--------------------|----------------------|--|--|
|                    |                      | route.   | area, where dry.   |
| Splice 74          | 30268+84             | Work area partially outside permitted route. Steep.  | None.  |
| Splice 75          | 30301+19             | Work area partially outside permitted route.   | Test or Monitor* work area.  |
| HDD 26             | 30240+55 to 30261+00 | Crosses a wetland, stays on west side of railroad. North and south HDD work areas partially outside permitted route.                               | Test or Monitor* both work areas.                                    |
| HDD 27             | 30280+75 to 30291+55 | Crosses Snook Kill north branch. North HDD work are outside permitted route. South HDD work areas also outside in agricultural field.              | Test or Monitor* both work areas.                                    |
| HDD 28             | 30318+70 to 30325+15 | Crosses Snook Kill south branch. North HDD work are outside permitted route. Both north and south work areas extend outside permitted route.       | Test or Monitor* both work areas.                                    |
| Splice 78          | 30381+39             | Work area partially outside permitted route.   | Test or Monitor* work area.  |
| S4-8               | 30389+20 to 30395+75 | Crosses a drainage. Both north and areas extend outside permitted route.   | Test or Monitor* work area. See HDD 30.                              |
| S4-9               | 30404+75 to 30415+50 | Crosses a drainage. South work areas extend outside permitted route. South work area same as Splice 79.  | Test or Monitor* work areas. See HDD and Splice 79.                  |
| HDD 30             | 30392+40 to 30411+60 | Crosses a drainage. Both north and south work areas extend outside permitted route. South work area same as Splice 79.                             | Test or Monitor* both HDD work areas.                                |
| Splice 79          | 30413+56             | Work area extends outside permitted route (same as the HDD 30 south work area).  | Test or Monitor* work area.  |
| Cable Installation | 30450+00 to 30452+00 | Cable to be placed through site.   | Phase III excavations will be conducted. DRP attached as Appendix 3. |
| S4-10              | 30475+00 to 30507+31 | Sloped. Farm fields. Town of Northumberland, portions previously tested (Hartgen Archeological Associates 2012).                                   | Test or Monitor* south of Splice 83 (Sta. 30488+00 to 30493+00)      |
| Splice 82          | 30484+15             | Mostly within permitted route, but work area and access road outside in agricultural field.  | Test or Monitor* work area.  |
| S4-11              | 30543+32 to 30559+98 | Crosses wetlands. South HDD work area extends outside permitted route (may be wet). Has a turnaround with Splice 84.                               | Test or Monitor* both HDD work areas. See HDD 31.                    |
| HDD 31             | 30545+45 to 30556+15 | Crosses wetlands. South HDD work area extends outside of permitted route. Has a turnaround and work area.  | Test or Monitor* both HDD work areas.                                |
| Splice 85          | 30574+33             | Work area partially outside permitted route.   | Test or Monitor* work area.  |
| S4-13              | 30616+50 to 30620+50 | Crosses Ballard Road and the railroad tracks – on northern end, cable route is west of the tracks. North HDD work area is outside permitted route. | Test or Monitor* work area. See HDD 32.                              |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Item               | Station Number       | Activity  | Notes/Recommendations   |
|--------------------|----------------------|---|---|
| HDD 32             | 30619+20 to 30627+90 | Crosses Ballard Road and the railroad tracks. North HDD work area is outside permitted route, on west side of railroad.   | Test or Monitor* north HDD work area.   |
| S4-14              | 30622+50 to 30669+00 | Crosses Ballard Road south end cable is on east side of the tracks. South HDD zone is outside permitted route but within a junkyard.                                | Test or Monitor* work area Splice 88 and HDD 32A south work area and 33 north work areas. |
| HDD 32A            | 30632+85 to 30639+15 | Under state lands. North and south HDD work areas outside of permitted route. Work area same as Splice 87.  | Test or Monitor* south HDD work area and turn around.                                     |
| Scout Road to rail | 30649+00             | Town of Wilton. Very short access road. Some slope, largely undisturbed.  | Test or Monitor*.   |
| Splice 88          | 30653+98             | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| S4-15              | 30672+00 to 30677+54 | Crosses beneath railroad and several wetlands. Southern pit shares work area with Splice 89.  | Test or Monitor* south work areas. See HDD 33.  |
| HDD 33             | 30656+65 to 30675+20 | Crosses beneath railroad and several wetlands. North HDD work area partially outside permitted route, southern nearly all within ROW                                | Test or Monitor* both work areas.   |
| S4-16              | 30716+00 to 30743+00 | Crosses a large wetland south of Edie Road. North and south work areas extend outside permitted route.  | Test or Monitor* both work areas south of Edie Road. See HDD 35.                          |
| HDD 35             | 30719+50 to 30745+40 | Crosses a large wetland south of Edie Road. North and south work areas extend outside permitted route.  | Test or Monitor* work areas.  |
| Splice 92          | 30748+06             | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| Splice 94          | 30804+62             | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| S4-17              | 30837+00 to 30848+50 | Crosses beneath both lanes of I-87 (Adirondack Northway) from northeast to southwest. Both HDD work areas are outside permitted route.                              | Test or Monitor* both work areas for HDD. See HDD 37.                                     |
| HDD 37             | 30839+30 to 30847+00 | Crosses beneath both lanes of I-87 (Adirondack Northway) from northeast to southwest. Both HDD work areas are outside permitted route.                              | Test or Monitor* both work areas.   |
| S5-1               | 30894+50 to 30913+00 | Under large utility corridor. North HDD work area at bottom of steep bank and within utility corridor. Both HDD work areas extend slightly outside permitted route. | Test or Monitor* work area for Splice 98.   |
| Splice 98          | 30911+56             | Work area extends outside permitted route.  | Test or Monitor* work area.   |
| HDD 39             | 30913+95 to 30920+00 | Crosses under Maple Avenue. North and south HDD work areas extend outside permitted route.  | Test or Monitor* both work areas.   |
| Clinton Street     | 30989+00 and         | Town of Greenfield. Parallel to   | Test or Monitor* for both   |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Item                   | Station Number       | Activity  | Notes/Recommendations  |
|------------------------|----------------------|---|--|
| access                 | 30999+00             | northeast side of Clinton Street and on fill from the street, but a 100 ft. segment in wooded area is outside fill.   | 100-ft segments.   |
| Splice 101             | 30998+78             | Work area extends outside permitted route.  | Test or Monitor* work area.  |
| HDD 41                 | 31043+15 to 31050+35 | Crosses under a small stream. North pit and work area on a berm adjacent to stream. South pit and work area extends into agricultural field.  | Test or Monitor* south HDD work areas.   |
| Splice 103             | 31055+43             | Work area extends outside permitted route.  | Test or Monitor* work area.  |
| HDD 42                 | 31058+50 to 31064+55 | Crosses under Church Street. South HDD partially outside permitted route.   | No archeological work.   |
| Tait Lane access       | 31063+00             | City of Saratoga Springs. Parallel to south side of Church Street. Approx. 200 feet of the access is an earthen track, not paved.   | Test or Monitor* for 200-ft segment.   |
| Splice 104             | 31066+76             | Fully within permitted route.   | None (site likely destroyed by water line).  |
| S5-6                   | 31157+00 to 31165+00 | Crosses beneath Geyser Road and the Cady Cemetery. South HDD partially outside permitted route.   | Archeological monitoring* during HDD installation. Protection measures for cemetery (see Section 4.6). |
| HDD 45                 | 31157+00 31163+10    | Crosses beneath Geyser Road and the Cady Cemetery. South HDD is partially outside permitted route.  | Monitoring during HDD installation. Protection measures for cemetery (see Section 4.6).                |
| S5-7                   | 31176+00 to 31212+00 | Crosses under stream and wetlands. North HDD work area extends outside permitted route, but steep and likely disturbed. South HDD pit and work area extend outside permitted route. | Test or Monitor* south pit and work area.  |
| HDD 46                 | 31176+55 to 31208+00 | Crosses under stream and wetlands. North HDD work area extends outside of permitted route, but steep and likely disturbed. South HDD work area extends outside permitted route.     | Test or Monitor* south HDD pit and work area.  |
| S5-9                   | 31238+00 to 31277+00 | Splice 111 and Splice 112 and connecting parallel access road.  | Test or Monitor* work areas and access road.   |
| Splice 111             | 31239+93             | Outside permitted route, off railroad and off Ballston Road berms.  | Test or Monitor* work area.  |
| Splice 112             | 31254+90             | Work area outside permitted route.  | Test or Monitor* work area.  |
| Splice 113             | 31282+80             | Work area is outside permitted route.   | Test or Monitor* and protect nearby stone bridge abutment. (see Section 6.4).                          |
| S5-10                  | 31288+00 to 31292+50 | Parallel access road.   | Test or Monitor*.  |
| Saratoga Avenue access | 31322+00             | Town of Milton and City of Saratoga Springs. Extends northeast from Saratoga Ave. to the railroad ROW.  | Test or Monitor* northeastern 70 feet.   |

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

| Item           | Station Number       | Activity  | Notes/Recommendations                                    |
|----------------|----------------------|---|--|
|                |                      | First 70 feet disturbed, northeastern most 70 feet undisturbed.   |  |
| HDD 49         | 31339+70 to 31359+00 | Crosses Kayaderosseras Creek and Malta Avenue. North HDD work area only 500 feet from creek, possibly on floodplain; south HDD work area outside permitted route.   | Test or Monitor* both pits and work areas.               |
| S5-12          | 31355+00 to 31362+00 | Crosses Kayaderosseras Creek and Malta Avenue. South HDD pit.   | Test or Monitor* southern pit and work area. See HDD 49. |
| HDD 50         | 31369+35 to 31376+40 | Crosses railroad tracks, from east side to west. northern HDD and work area within permitted route. Southern work area and turnaround extends outside of permitted route, appears undisturbed but may be wet. | Test or Monitor* south HDD work area and turnaround.     |
| End of Package | 31396+11             | Package 4A begins with 40000+00   | -  |

---

\* The area may be shovel-tested by a qualified archeologist prior to construction or monitored by a qualified archeologist during construction, see Sections 2.2 and 6, respectively.

## **10 Bibliography**

### Associated Press

- 2011 Report released on mysterious Rogers Island remains. *Post Star*. Glens Falls, New York.

### Hartgen Archeological Associates, Inc.

- 2006 Additional Phase IB Field Reconnaissance and Phase II Archeological Site Evaluations, Saratoga County Water Treatment and Transmission Facilities Project. HAA 3714, OPRHP 05PR01435.
- 2010 Phase IA Literature Review and Archeological Sensitivity Assessment, Champlain-Hudson Power Express.
- 2012 Phase IB Archeological Field Reconnaissance and Phase II Archeological Site Evaluations, Champlain-Hudson Power Express Canadian Pacific Railway Segment Whitehall to Rotterdam, Washington, Saratoga, and Schenectady Counties New York HAA 4268-21.

### New York Archaeological Council (NYAC)

- 1994 *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State*. NYAC, n.p.

Champlain Hudson Power Express, Saratoga County, NY

Supplemental Cultural Resources Management Plan, Package 3, Segments 4 & 5

*CONFIDENTIAL MATERIAL IN CASE 10-T-0139, NOT FOR DISCLOSURE/NOT SUBJECT TO FOIL*

**Appendix 1: Champlain Hudson Power Express Cultural Resources Management Plan  
(TRC 2021)**

**THIS DOCUMENT IS CONSIDERED PRIVILEGED AND CONFIDENTIAL AND NOT INCLUDED**

Champlain Hudson Power Express, Saratoga County, NY

Supplemental Cultural Resources Management Plan, Package 3, Segments 4 & 5

***CONFIDENTIAL MATERIAL IN CASE 10-T-0139, NOT FOR DISCLOSURE/NOT SUBJECT TO FOIL***

## **Appendix 2: SHPO Human Remains Protocol 2021**



**State Historic Preservation Office/  
New York State Office of Parks, Recreation and Historic Preservation  
Human Remains Discovery Protocol  
(January 2021)**

If human remains are encountered during construction or archaeological investigations, the New York State Historic Preservation Office (SHPO) recommends that the following protocol is implemented.

- Human remains shall be treated with dignity and respect. Should human remains or suspected human remains be encountered, work in the general area of the discovery shall stop immediately and the location shall be secured and protected from damage and disturbance.
- If skeletal remains are identified and the archaeologist is not able to conclusively determine if they are human, the remains and any associated materials shall be left in place. A qualified forensic anthropologist, bioarchaeologist or physical anthropologist shall assess the remains in situ to help determine if they are human.
- If the remains are determined to be human, law enforcement, the SHPO, the appropriate Indian Nations, and the involved state and federal agencies shall be notified immediately. If law enforcement determines that the burial site is not a criminal matter, no skeletal remains or associated materials shall be removed until appropriate consultation takes place.
- If human remains are determined to be Native American, they shall be left in place and protected from further disturbance until a plan for their avoidance or removal is developed. Please note that avoidance is the preferred option of the SHPO and the Indian Nations. The involved agency shall consult SHPO and the appropriate Indian Nations to develop a plan of action. Photographs of Native American human remains and associated materials should not be taken without consulting with the involved Indian Nations.
- If human remains are determined to be non-Native American, the remains shall be left in place and protected from further disturbance until a plan for their avoidance or removal is developed. Please note that avoidance is the preferred option of the SHPO. The involved agency shall consult SHPO and other appropriate parties to develop a plan of action.
- The SHPO recommends that burial information is not released to the public to protect burial sites from possible looting.

Champlain Hudson Power Express, Saratoga County, NY

Supplemental Cultural Resources Management Plan, Package 3, Segments 4 & 5

***CONFIDENTIAL MATERIAL IN CASE 10-T-0139, NOT FOR DISCLOSURE/NOT SUBJECT TO FOIL***

**Appendix 3: DRP for CHPE Site 4, Gansevoort Shoe Shop (09114.000064)**

**ATTACHMENT A**  
**PHASE III ARCHEOLOGICAL DATA RETRIEVAL PLAN**  
**Champlain Hudson Power Express**  
**CHPE Site 4 (Gansevoort Shoe Shop) (Site Number 09114.000064)**

Canadian Pacific Railway- Segments 4 & 5, Package 3  
Hamlet of Gansevoort, Town of Northumberland  
Saratoga County, New York

HAA 4268-51  
SHPO 09PR03910

**Submitted to:**  
KIEWIT ENGINEERING GROUP INC.  
10055 Trainstation Circle  
Lone Tree, CO 80124

**Prepared by:**  
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April 2023

## MANAGEMENT SUMMARY

SHPO Number: 09PR03910  
Involved Agencies: *Department of Energy, US Army Corps of Engineers,  
NYS Department of Public Services*  
Phase of survey: *Phase III archeological data retrieval plan*

## LOCATION INFORMATION

Municipality: *Town of Northumberland, Hamlet of Gansevoort*  
County: *Saratoga*

## SITE EVALUATION

Site Name: *CHPE Site 4, Gansevoort Shoe Shop (09114.000064)*  
Cultural Affiliation: *Historic, 19<sup>th</sup> century*  
Site Size: *38 m<sup>2</sup> (405 ft<sup>2</sup>, or .01 acres)*

## PROPOSED DATA RETRIEVAL EFFORT

Shovel Tests: *45 tests at 3 and 1-meter intervals*  
Trenches: *3 trenches, cumulative length 21 linear meters (10.5 square meters)*  
Units: *6-9 units, cumulative area 13 square meters*  
Total Area Proposed: *23.5 m<sup>2</sup> (252 ft<sup>2</sup>, or 0.005 acres)*

## SUMMARY

*A proposed effort of 23.5 square meters of hand excavation is proposed within the Area of Potential Effects (APE). The fieldwork will focus on documenting and recording a brick cistern, stone paving features, a mortared stone foundation, possible midden deposits, and buried topsoil levels. The foundations likely predate the construction of the adjacent railroad which was constructed in 1848.*

*Historic maps of the subject site indicate the presence of a shoe shop in the vicinity in 1866 —the archeological features may, or may not, be related. The Phase III effort aims to assist in the interpretation and dating of the previously identified features, and to locate and excavate additional features in the APE that can shed light on the evolution of the site relative to the construction and expansion of the railroad in the 19<sup>th</sup> century.*

Authors: *Matthew Kirk, MA, RPA*  
Date of Plan: *April 2023*

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Appendix 1: SHPO/NYS OPRHP Human Remains Discovery Protocol (January 2021)

Appendix 2: CHPE Site 4, OPRHP Site Form

## Figure List

Figure 1. Typical open trench (railroad) installation of the cable illustrated.

Figure 2. Aerial view of the CHPE Site 4 location outlined in orange. The cable route center point is in white with stations numbers shown. View north to the left of the image.

Figure 3. Excerpt from planning drawing C-131 with the limits of work (LOW) within CHPE 4 outlined in red. View with north to the left side of the image.

Figure 4. An 1856 county atlas provides numerous details about the emergent hamlet of Gansevoort with a hotel, two churches and a variety of businesses and merchants (Geil 1856).

Figure 5. A decade later another survey of the county was undertaken, here is an overview of the hamlet relative to the Saratoga & Whitehall railroad (Beers and Beers 1866).

Figure 6. The inset of the Beers and Beers map (1866) provides the best details of the hamlet, including the Mathis & Son (yellow) and Vanderwerker shoe shops (green).

Figure 7. The Phase I and Phase II field effort at CHPE Site 4, Gansevoort Shoe Shop from Hartgen 2012. The Phase III field work outlined in this DRP will be limited to the current APE (not shown).

## Photograph List

Photo 1. Archeologists working on Tests 5260 and 5259, from left to right, in Site 4 in Gansevoort. Two

Photo 2. A view inside the brick cistern identified during the Phase II excavations at CHPE Site 4 in 2012.

## PHASE III ARCHEOLOGICAL DATA RETRIEVAL PLAN

### 1 Introduction

The proposed Champlain Hudson Power Express (CHPE) (Project) entails the construction of underground and underwater transmission lines from Canada to New York City. A portion of the line will pass through the Town of Northumberland, Hamlet of Gansevoort, Saratoga County, New York (Map 1). Hartgen Archeological Associates, Inc. (Hartgen) previously conducted a Phase I archeological investigation (Hartgen 2012) and Phase II site evaluation (Hartgen 2012) for the Project to comply with Section 106 of the National Historic Preservation Act and identified a National Register-eligible archeological site known as CHPE Site 4: Gansevoort Sho Shop.

In correspondence dated July 18, 2012, the New York State Historic Preservation Officer (NYSHPO) determined that the Project would have an adverse effect upon CHPE Site 4, Gansevoort Shoe Shop (09114.000064), if the site could not be avoided. This Phase III Data Retrieval Plan (DRP) will be implemented to resolve the Project's adverse impact upon archeological resources.

Consistent with the CHPE's Cultural Resources Management Plan (CRMP) (TRC 2021), and the Supplemental CRMP (SCRMP) for Package 3 (Section 6.7), a separate Memorandum of Agreement (MOA) is not required to resolve adverse effects when a Treatment Measure listed in Section 6.7 is selected. Since Data Retrieval/Recovery is one of the Treatment Measures included, and that is the measure that has been selected, an MOA is not required of the applicant.

The area of potential effects (APE), which includes all portions of the property that will be directly altered by the proposed undertaking, encompasses 4,455 square feet (414 sq m), or 0.10 acre (135 by 33 feet). An HVDC transmission cable will be installed in a 3-foot-wide trench through CHPE Site 4, Gansevoort Shoe Shop (09114.000064).

The CHPE Site 4 has been estimated at 135 by 33 feet but is assumed to extend beyond the current APE (this DRP describes an archeological effort that will be limited to the APE as defined in the SCRMP). The site lies on the west side of the CP rail tracks and north of Wilton/Gansevoort Road (CR 32), and east of Leonard Street (Gansevoort Road) within the ROW of the railroad (Appendix 2, OPRHP Site Form).

This document provides a data retrieval plan of the site to mitigate adverse effects. The plan includes the proposed field effort, artifact inventory and analysis, proposed specialized analyses, documentation and report, public education effort, and curation of the assemblage and related materials.

The plan and proposed Phase II investigation is under the direction of Matthew Kirk, MA, RPA, Principal Investigator at Hartgen who meets the Secretary of the Interior's professional qualification standards outlined in *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines as Amended and Annotated*. The investigation will be conducted according to the New York Archaeological Council's *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* (1994).

#### 1.1 Project Details

The Project involves the construction of approximately 339 miles of a high voltage direct current underground and underwater transmission line, running from Montréal, Canada to Queens, New York. This transmission line will bring 1,250 megawatts of hydropower to replace the use of fossil fuels, reducing carbon emissions and helping achieve renewable and clean energy in New York State. This proposed project will provide enough power for more than 1 million homes throughout New York State. Installation of this transmission line will occur primarily beneath the ground within roadway and railroad Right-of-Ways (ROWs). Direct impacts to streams and waterbodies are avoided through means such as attaching to existing infrastructures (bridges and culverts) or incorporating the use of horizontal directional drilling (HDD).

The Project has received approvals by the U.S. Department of Energy (DOE) and the U.S. Army Corps of Engineers (USACE), with consultation from the NY State Historic Preservation Office (SHPO) and the New York Department of Public Service (DPS).

Several archeological reports by Hartgen and TRC examined and detailed the sensitivity and potential of the APE. In addition, a cultural resources management plan (TRC 2021) and supplemental cultural resources management plan for the Project's Package 3, Segments 4 & 5 (Hartgen 2023) have provided guidance with respect to changes in the APE and construction and installation of the cable.

For this portion of the Project, Hartgen's *Phase IB Archeological Field Reconnaissance and Phase II Archaeological Site Evaluation: Champlain Hudson Power Express, Canadian Pacific Railway Segment* (2012a) is the most relevant of the previous reports. The 2012 report details the initial discovery of the site during Phase IB shovel testing, and additional analysis of the site through reduced-interval tests and unit excavations. The report recommended the site as eligible for the National Register under Criterion D (Little, et al. 2000). At the time, the applicant proposed to avoid CHPE Site 4.

Due to engineering constraints, it has been determined that the site cannot be avoided. As stipulated in the Cultural Resources Management Plan (TRC 2021) and accepted by the DOE and NYSHPO: "If adverse effects cannot be avoided, the Permittee will minimize or mitigate the adverse effects to the extent practical in coordination and consultation with the NYSHPO" (TRC 2021:14). In particular, the plan specifies that CHPE Site 4 should be avoided or subject to additional archeological work (TRC 2021:11).

This Data Retrieval Plan (DRP) addresses the efforts that are proposed to mitigate the impacts to the National Register-eligible site. The field effort is guided by the relatively narrow HVDC cable trench, the construction plans (and relevant condition conditions) as approved by the New York Department of Public Service (DPS), and the data recovered from earlier archeological investigations. The DRP will be reviewed by NYSHPO.

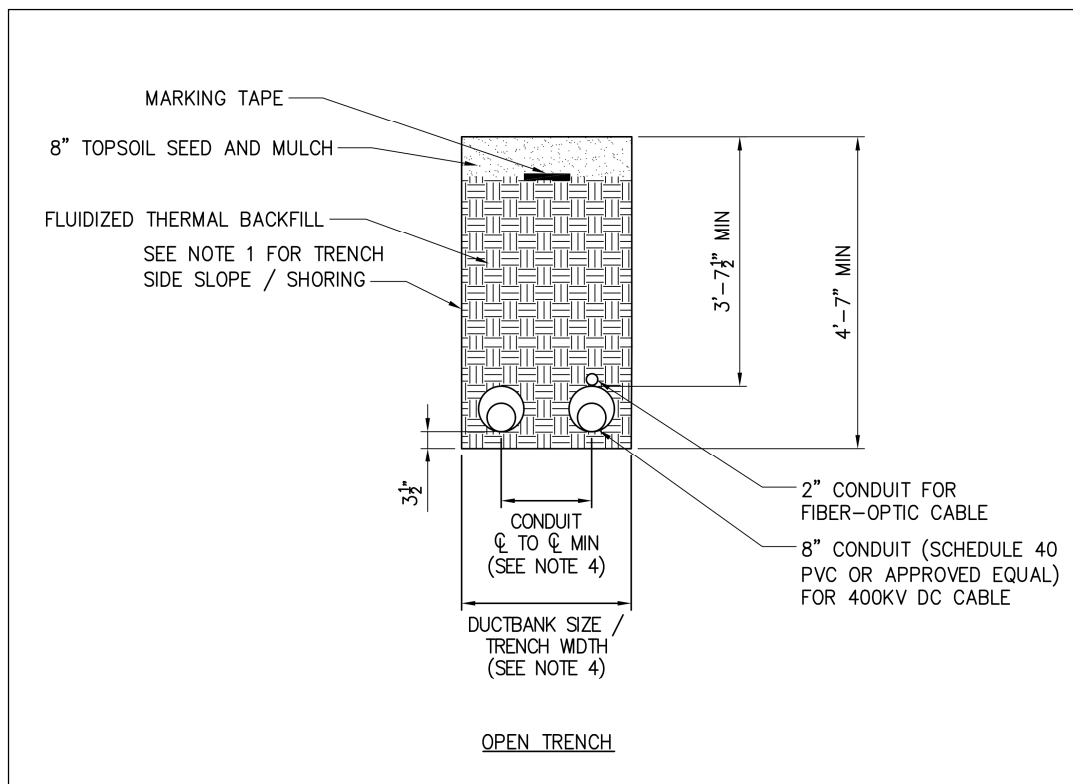


Figure 1. Typical open trench (railroad) installation of the cable illustrated.





Figure 2. Aerial view of the CHPE Site 4 location outlined in orange. The cable route center point is in white with stations numbers shown. View north to the left of the image.

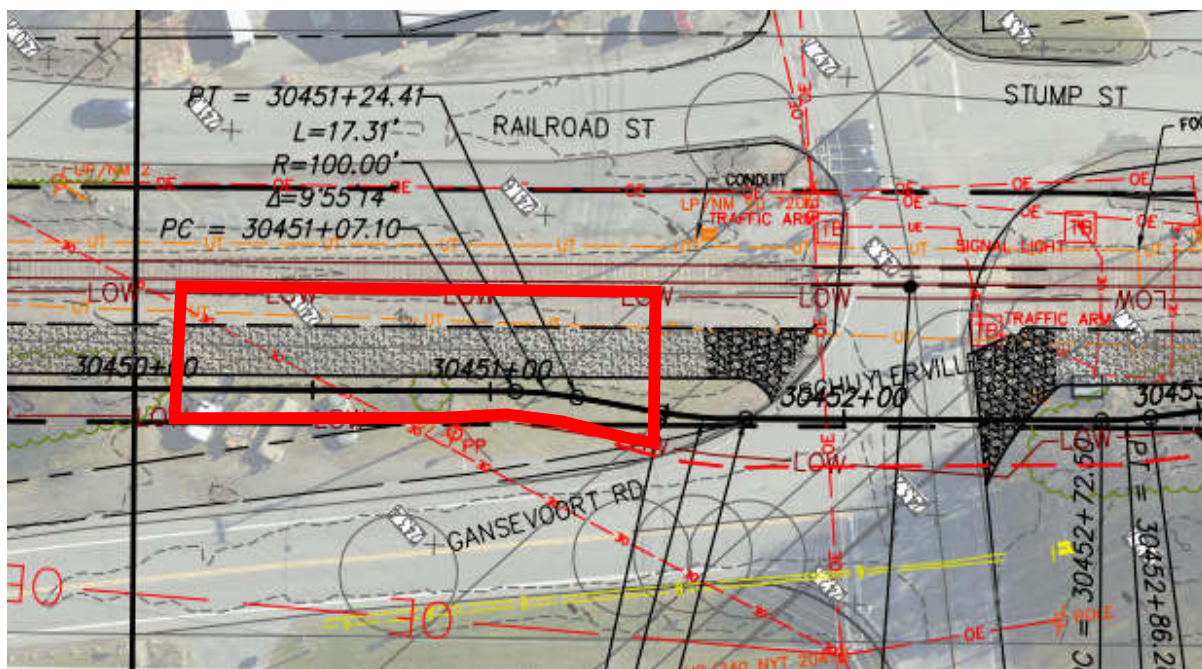


Figure 3. Excerpt from planning drawing C-131 with the limits of work (LOW) within CHPE 4 outlined in red. View with north to the left side of the image.

## 1.2 Site Specific Effects

The proposed HVDC cable will be installed via trench (Figure 1) through the site, and an associated temporary access road will be installed along the east side of the site, between the cable and the shoulder of the rail line (Figure 2 and Figure 3). Deep impacts from the temporary access road are not expected. The trench is expected to be about three feet wide and about 5 feet in depth. Archeological mitigation via data recovery will address the impacts from both the trench and the road.

## **2 Background**

There are no historical maps that conclusively link the archeological deposits of CHPE Site 4 with a landowner or activity. Based on the proximity of the archeological features and deposits to an 1860s cobbler, perhaps John Mathis, Sr., the site was named the Gansevoort Shoe Shop. A brief summary of the historic context is presented below, focusing on what is currently known about the shoe shop, the growth and decline of the hamlet of Gansevoort, and the impacts of the construction and expansion of the nearby railroad.

CHPE Site 4 is located in the unincorporated hamlet of Gansevoort, in the Town of Northumberland, on the west side of the railroad tracks. The site is north of Schuylerville Road, in a small strip of land between the railroad tracks and New York Route 32 (Gansevoort Street). A disturbed area is located to the south of the site. The commercial center of Gansevoort was close to CHPE Site 4 in the 19<sup>th</sup> century.

### **2.1 Gansevoort Village**

Before occupation of the Gansevoort area by colonists from Europe and Africa, the Saratoga region was occupied and utilized by Mohawk people. There is evidence that the Mohawks knew of the mineral springs in Saratoga; the area also had several water bodies and other water sources, which in turn attracted game and fish (Sylvester 1878).

In the late 18<sup>th</sup> century, Hugh Monro built a log home and a sawmill along the Snook Kill in the forest in what is now known as Gansevoort (Sylvester 1878). The sawmill was described as being near an unused woolen factory indicated on the 1866 map (Sylvester 1878). Monro sided with the British during the American Revolution and later fled to Canada. His property was confiscated, and later sold to General Peter Gansevoort who was famous for his defense of Fort Stanwix during the Revolutionary War. General Gansevoort is also the namesake of the village.

Peter Gansevoort later reconstructed the sawmill that was disassembled by Monro. Herman Gansevoort, Peter's son, constructed the Gansevoort Mansion which is still extant near CHPE Site 4 along Wilton /Gansevoort Road. The expansive house served largely as a summer residence and was just a small portion of the large parcels the family owned.

According to Sylvester (1878), the first commercial interests in the hamlet, besides the mill, were a law firm established in 1807/1808, and Morgan Lewis' general store opened about 1831. Eventually a hotel, railroad station, depot and freight house were also established in the village. Two churches were built, and a large public cemetery delineated. Local development was encouraged by the proximity to the railroad of the Snook Kill's excellent waterpower, which turned the wheels of several grist mills, sawmills, a woolen mill, and a cotton mill.

Historic maps from the years 1856 (Figure 4) and 1866 (Figure 5 and Figure 6) render changing road patterns as a result of the construction of the Saratoga & Washington Railroad. The 1866 map demonstrates the shoe shop directly along the railway at the principal road intersection. It is possible that the shoe shop predated the railroad, and was relocated in advance of its construction or remained until the railroad expansion. After the railroad was well established, the hamlet grew in size and population, spurred by commercial and passenger service. In addition to the shoe shop mentioned above, there was another shoe shop, as well as a stone mason, two wagon shops, and three blacksmith shops. These competing enterprises suggest that the hamlet was an important commercial center for local farmers, and a host to a significant number of railway passengers.

After the Civil War, the hamlet's population started to trend downwards. Businesses drifted away from the hamlet drawn to larger, nearby settlements in Fort Edward and Saratoga. By the 20<sup>th</sup> century, Gansevoort was principally a cluster of residential buildings largely without remaining commercial interests.

### **2.2 Railroad Evolution**

The Saratoga and Washington Railroad organized in 1834 as a passenger rail service and had difficulty constructing its line. In Gansevoort the rail line had been surveyed, and perhaps cleared, as early as 1834

(Vanderweker 1939:9). Numerous delays due to lack of funds stalled completion until 1848 (Delaware & Hudson Company 1923:116). Financial stress continued to plague the company due to restrictions on carrying freight. The company was sold under foreclosure and reorganized as the Saratoga and Whitehall Railroad in 1855, just after the line was granted permission to haul freight and provide passenger service by an act of the New York State Legislature (Delaware and Hudson Company 1923:173).

The newly formed company thrived for the next decade until its lines were leased to the expanding Rensselaer and Saratoga Railroad. The initial tracks of that railroad connected Troy and Ballston Spa in 1836, and it was one of the earliest active rail lines in the state. The company leased the rights to the Saratoga and Schenectady Railroad in 1860 to gain access to the tracks that extended into Saratoga proper. Obtaining trackage north of Saratoga was a logical next step for the company. Rensselaer and Saratoga expanded its services by signing leases with several local rail lines including the Saratoga and Whitehall Railroad in 1865 (New York Board of Railroad Commissioners 1885:662).

The Rensselaer and Saratoga grew from a modest 25 miles of trackage to over 180 making it truly regional in scale (Sylvester 1887). As part of what has become known as the “Great Railroad Expansion,” smaller regional lines were acquired by larger companies such as the Delaware & Hudson Canal Company (despite its name, the company’s focus had shifted primarily to rails from canals). The two companies reached an agreement in 1871, by which the Delaware & Hudson would lease the Rensselaer and Saratoga lines in perpetuity (Delaware & Hudson Company 1923:225). Expansion from a single track to double track occurred in Gansevoort about 1890 in anticipation of increased rail traffic (Vanderweker 1939:11).

Passenger service along the line dwindled throughout the first half of the 20<sup>th</sup> century. The rights to passenger service along the extensive Delaware & Hudson lines passed to Amtrak in 1971, which still operates along the line today. Freight service, being more lucrative, allowed the line to continue to operate into the 1980s when traffic along its route rapidly declined. After a period of bankruptcy and dormancy, the lines were purchased and revived by Canadian Pacific Railway in 1991, which operates on the tracks today in coordination with Amtrak.

### **2.3 Shoe Shop**

The 1870 federal census of industry strongly suggests the shoe shop was opened by John Mathis, Sr. whose house was only a short distance to the west (United States Census 1870b). Mathis and his family emigrated to the United States from Switzerland in about 1850. It is unclear what initially drew the Mathis family to the Saratoga area, but once settled, the family remained an integral part of the Gansevoort community for decades.

The bustling hamlet could support two cobblers by the third quarter of the 19<sup>th</sup> century. The 1866 map indicates that James Vanderwerker operated a shoe shop to the northwest of the hamlet center. The other shoe shop, the one located at the village’s principal intersection, was likely that of John Mathis and family.

Vanderwerker made boots and shoes of leather and calfskin, as well as providing soles and uppers to his customers who desired to repair their own footwear. For those inclined, he also offered a repair service that accounted for almost one quarter of his revenue. The other local shoe shop operated under the style “Mathes & Son.” The Mathis shop depended more on repairs, and less on retail sales, as Vanderwerker sold over 200 pairs while “Mathes & Son” sold less than 100 (United States Census 1870a).

Within the Town of Northumberland there were four shoe and boot makers listed in the 1860 federal census (United States Census 1860). Mathis (spelled Mathes in the census records) and perhaps Daniel Woodward (likely an employee of Vanderwerker) both operated in the hamlet.

John’s older son, John Jr., was his apprentice and is also listed as a “boot and shoemaker.” At the outbreak of the Civil War, John Jr. volunteered with the New York 14<sup>th</sup> Infantry as a private and eventually rose to the rank of Sergeant by the war’s close. Afterward, he returned to Gansevoort and worked alongside his father for the next four decades.



In the early 1870s, James H. Vanderwerker expanded his business to both shoemaking and jewelry, suggesting he catered to higher end clientele (Child 1871). The Mathis family continued their shoemaking tradition in Gansevoort well into the 1890s. The state census of 1892 indicated that the older Mathis was 76 years old, and his son 52 (New York State Census Bureau 1892). However, change was imminent as Mathis Sr. passed away in 1898 (*The Schuylerville Standard* 5 October 1898). John Mathis Jr. was still cobbling shoes in 1905 (New York State Census Bureau 1905). He appears to have died without any heirs in the early 20<sup>th</sup> century.

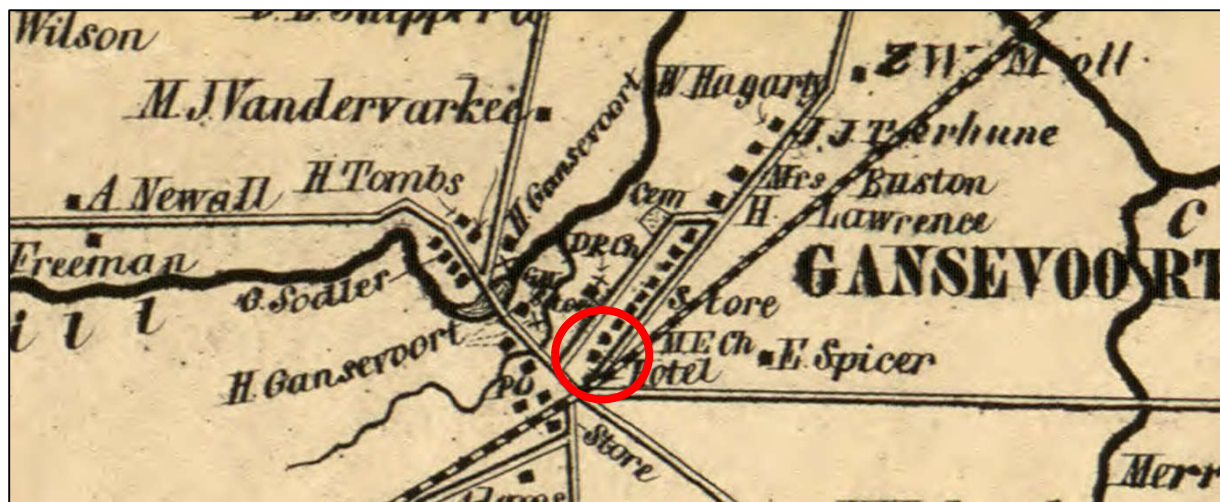


Figure 4. An 1856 county atlas provides numerous details about the emergent hamlet of Gansevoort with a hotel, two churches and a variety of businesses and merchants (Geil 1856).

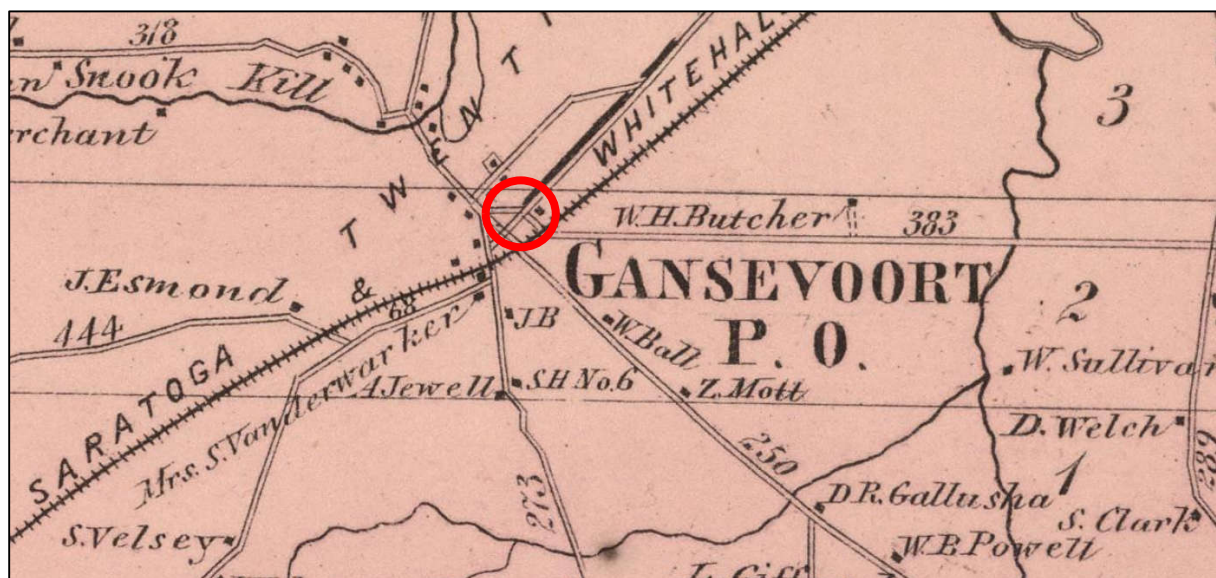


Figure 5. A decade later another survey of the county was undertaken, here is an overview of the hamlet relative to the Saratoga & Whitehall railroad (Beers and Beers 1866).

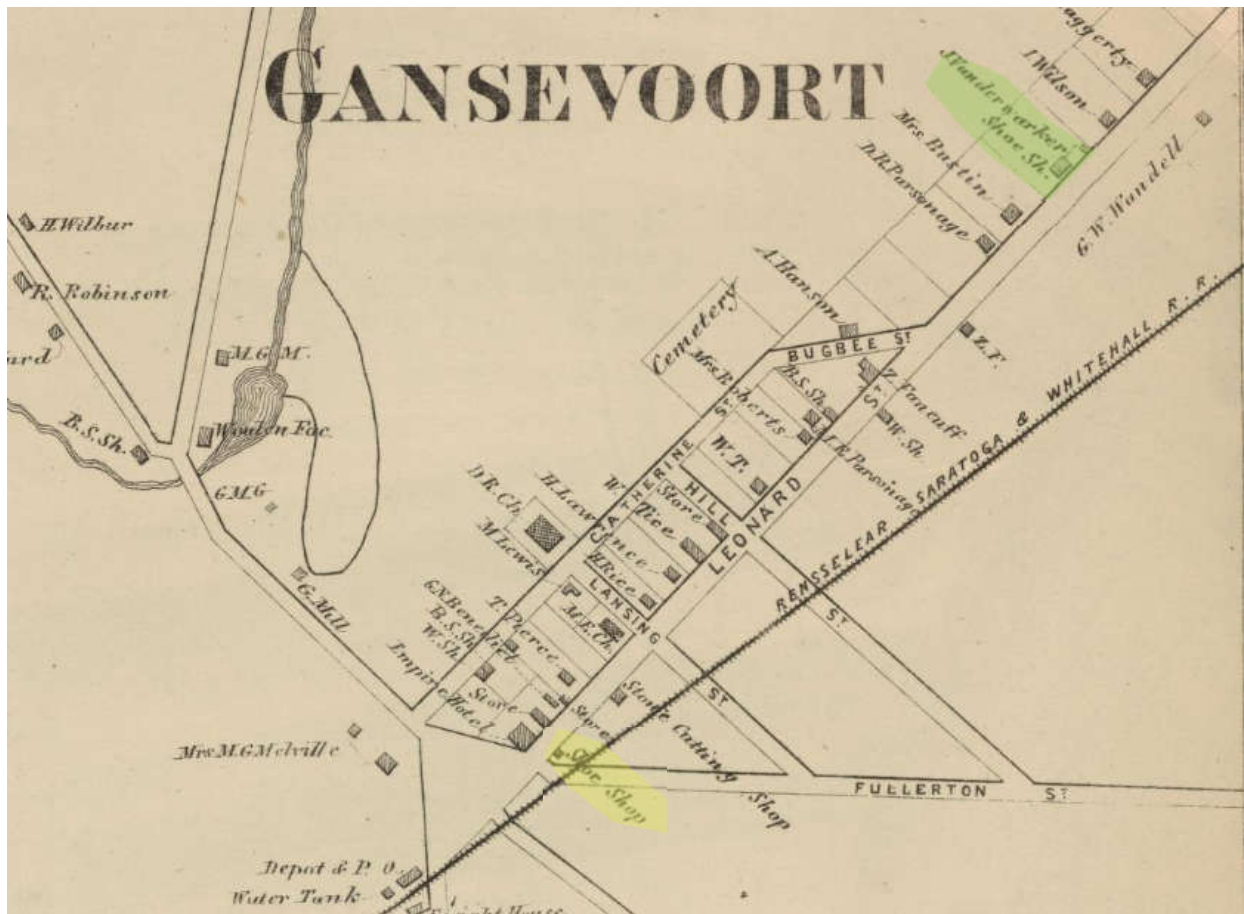


Figure 6. The inset of the Beers and Beers map (1866) provides the best details of the hamlet, including the Mathis & Son (yellow) and Vanderwerker shoe shops (green).

## 2.4 Review of Previous Archeological Investigations

The site was initially identified in 2010 during Phase IB testing along the proposed CP Rail portion of the CHPE Project. A single test located a subsurface stone foundation wall. Reduced-interval tests around the foundation produced a small assemblage of 19<sup>th</sup>-century artifacts in various layers of fill.

In 2012, additional testing was conducted during a Phase II survey (Figure 7). In all, 21 reduced-interval tests (2.5 meters apart) were excavated, as well as seven, 1x1 meter units. Two stone foundations and stone paving were unearthed during the unit excavations (Units 401 and 406) under clear layers of 20<sup>th</sup>-century fill. Units 402 and 403 further exposed the foundation and stone pavers to help ascertain site boundaries and overall integrity of the foundation. Units 404 and 407 found more of the stone foundation, as well as a brick cistern (used for storing water).

The walls encountered in the three units appear to be part of the same structure between 11.6 to 15.8 meters (38 to 52 ft) long. The wall was oriented at an angle to the railroad tracks (but parallel to Gansevoort Road), ranging 8.4 to 10 meters (27.5 to 33 ft) from the centerline of the railroad. If the structure fronted on Gansevoort Road, it would have been approximately 11 meters (36 ft) deep. This is a substantial size for a house, and even more so for a shoe shop. It is possible the foundation represents two separate structures joined on a common wall.

The stone paving appears to be a floor and could have been a courtyard. The courtyard floor may have sloped towards the cistern to receive runoff from the rear of the structure; this arrangement may have been needed because the nearby railroad may have acted to impound water on the west side of the tracks.

Based on artifacts recovered above the stone features, the features were covered or filled in during the 20<sup>th</sup> or late 19<sup>th</sup> centuries. The oldest ceramics above the features were salt-glazed stoneware and whiteware, and half of the nails were wire nails, not cut nails. Pearlware fragments and a high proportion of cut nails are found in contexts south and east of the stone features, indicate there was activity in the location during the middle of the 19<sup>th</sup> century or earlier. Also, the orientation of the stone foundation wall with reference to Gansevoort Road (and not the railroad tracks) suggests the structure was built before the railroad, or before c. 1848.

The brick cistern was covered over in the 20<sup>th</sup> century (fragments of plastic were found in Level II of Test 404, above the feature), and it appears to have been filled in earlier – out of 35 nails found in the cistern's fill, only three were of wire manufacture. Where the units extended deeply, below the stone features or the cistern, there was yellowish brown sand fill with cultural material as deep as 93 cm (37 in) below the ground surface (Unit 405, Level VI). Other yellowish brown sand levels below the fill were also identified in Units 403, 405, 406, and 407. Those levels were devoid of artifacts and interpreted as subsoil.

Artifacts included a wide array of tablewares including pearlware, stoneware, yellowware, and decorated whitewares all from the early to late 19<sup>th</sup> century. Personal items included a copper coin, numerous tobacco pipe stems and bowl fragments, and a pocketknife. Lamp chimney glass (from oil burning lamps) was common as were various glass vessel/bottle fragments. Architectural debris included bricks, nails (both cut and wire pulled), iron hardware, mortar, ceramic drainpipe fragments, and window glass.

The archeological features and deposits of CHPE Site 4 are associated with a largely undocumented shoe shop in the rural hamlet of Gansevoort in northern Saratoga County. From the Phase IB and Phase II studies, Hartgen recommended the site eligible for listing under Criterion D of the National Register of Historic Places, for its ability to contribute data about the local hamlet and regional traditions of hand-crafting shoes and boots (Hartgen Archeological Associates 2012b). NYSHPO concurred with this recommendation on July 18, 2012, officially making the site National Register eligible.



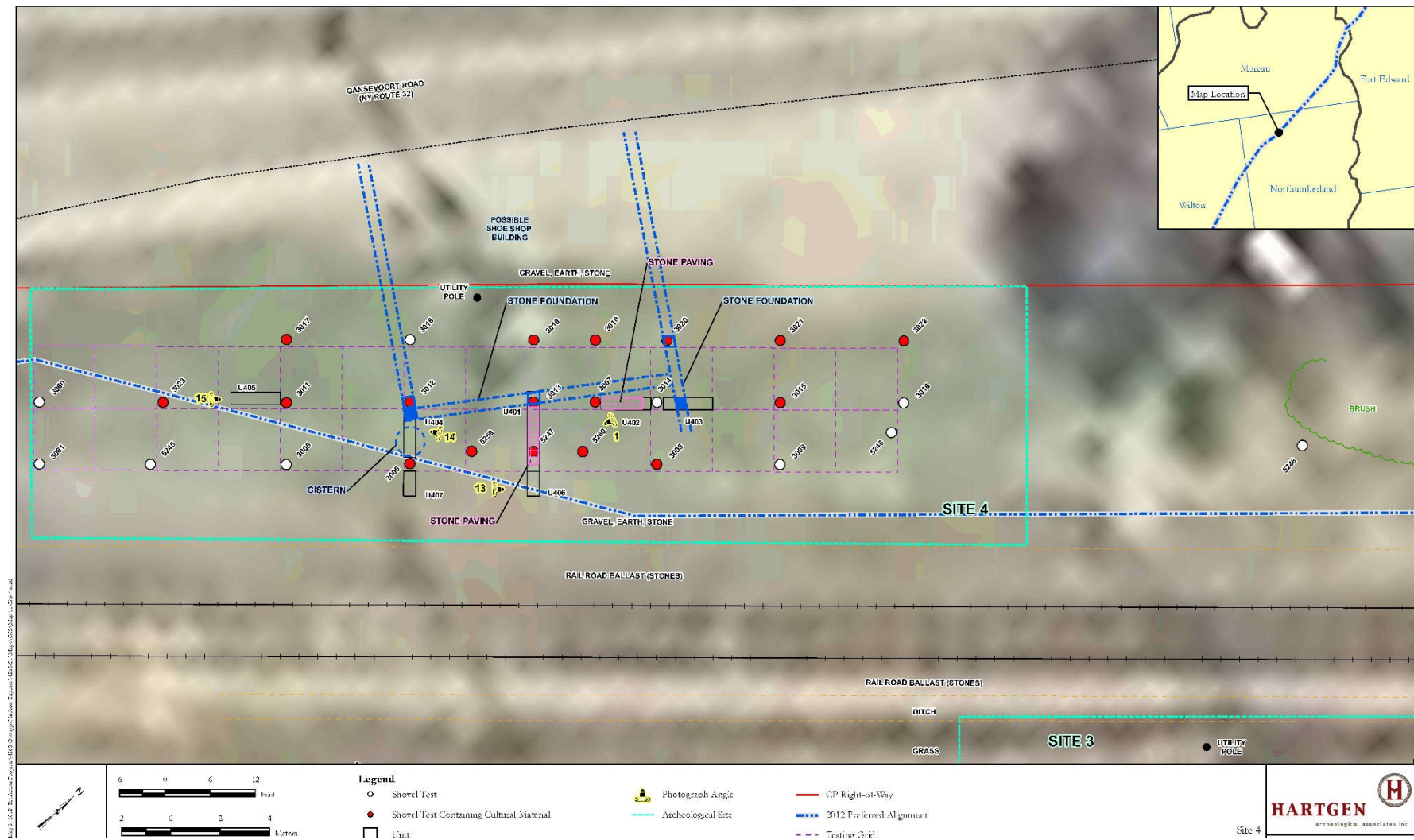


Figure 7. The Phase I and Phase II field effort at CHPE Site 4, Gansevoort Shoe Shop from Hartgen 2012. The Phase III field work outlined in this DRP will be limited to the current APE (not shown).

## 2.5 Research Questions

The following research questions provide a framework to complete the data retrieval of CHPE Site 4, Gansevoort Shoe Shop (09114.000064). It is not guaranteed that all of these will be answered, and the study may not be limited to the following questions:

- Are there features or deposits that can be directly tied to the cobbler shop?
- If so, what are those archeological expressions and what might they indicate about how long the shop was operating, who worked there, and what activity areas can be discerned?
- Are any of the deposits and features from before the railroad in 1834?
- Or, were these created after 1834, but before the 1890s rail expansion?
- What role, if any, did the railroad play in the construction or demolition of the structures represented by the foundation previously identified?
- When was the cistern constructed, and for what purpose?
- Why was the cistern eventually dismantled and filled?
- Do the domestic items in the deposits suggest it was also a living quarters, or are these deposits associated with nearby landowners, or even discarded from trains along the railroad?

## 3 Data Retrieval Work Scope

The data retrieval plan includes an extensive fieldwork program of hand-excavated shovel tests, units, and narrow trenches. The proposed work scope also includes artifact analysis, spatial analysis utilizing GIS, and various specialized analyses conducted by subconsultants to obtain a suite of data that will assist in site interpretation.

### 3.1 Field Effort

To address the above research questions, Hartgen will conduct the following data retrieval excavations (Table 1):

Table 1. Summary of the proposed Phase III field effort.

| Method                  | Estimated Quantity | Approach/Rationale   |
|-------------------------|--------------------|--|
| Shovel Testing          | 45 shovel tests    | • Reduced intervals to help identify features and deposits.  |
| Unit Excavation         | 13 square meters   | • Larger unit excavations on features (such as the cistern) and other potentially artifact-rich deposits.<br>• Locations to be determined based on previous work and additional shovel tests.              |
| Hand-excavated trenches | 21 linear meters   | • Narrow trenches to follow and define features (such as the stone foundations), and the distribution of artifact deposits, or fill layers to assist in understanding the landscape development over time. |

### 3.2 Artifacts and Laboratory

Precontact (Native American) cultural material identified during the fieldwork will be collected with the exception of fire-cracked rock, which may be counted, weighed, and sampled (however precontact materials are not anticipated). Significant historic artifacts such as glass, ceramics, food remains, hardware, and miscellaneous items will be collected. Coal, ash, cinder, brick, and modern materials will be noted. Artifacts collected will be placed in paper or plastic bags labeled by provenience and inventoried in a bag list. Bags will be numbered in the field and transported to Hartgen's laboratory for processing. Artifacts will be cleaned and cataloged in a database or spreadsheet, such as Microsoft Access or Excel. A copy of the complete catalog will be included in the report.



### 3.3 Specialized Analyses

The data retrieval effort will include the use of analytical techniques selected based on the potential to produce unique information. As such, soil and sediment samples will be collected and placed in gallon-sized plastic bags, with provenience information included, and returned to the lab for sorting, preparation, and temporary storage until provided to the specialized analyst.

The techniques and the quantity of samples selected for each study will depend on the types of artifacts and deposits recovered during the fieldwork. Examples of the types of analyses that may be conducted are listed below:

- Floral and pollen analysis to identify species present.
- Faunal analysis to identify species, cut, minimum number of individuals, and butchering methods.

Samples will be collected from temporally discrete deposits with the potential to contain dietary remnants. Standard techniques will be followed for collecting samples to assure they are not contaminated by soil from strata above or below. The following estimates serve to demonstrate the level of effort that will be devoted to analytical techniques; the actual techniques employed and the quantity of samples analyzed may differ.

- Floral analysis: 1 sample,
- Pollen analysis: 1 sample,
- Faunal analysis: 40 specimens.

### 3.4 Curation

A curation request will be submitted to the New York State Museum (NYSM) to provide permanent storage for the archeological collection where it will be available for future archeologists and other scholars to use. If the repository of choice does not accept the collection, Hartgen will work with NYSHPO to identify an alternative repository.

### 3.5 Deliverables

#### 3.5.1 End-of-Fieldwork Letter

Following completion of the Phase III data retrieval fieldwork, Hartgen will prepare an end-of-field work letter demonstrating that the fieldwork component of this DRP has been completed and summarizing the preliminary findings. This document will be submitted to NYSHPO with the recommendation that construction be permitted to proceed within the site area while the Phase III report is prepared.

#### 3.5.2 Report

Hartgen will author the Phase III report in accordance with this DRP, the CRMP (TRC 2021), the *State Historic Preservation Office (SHPO) Phase I Archaeological Report Format Requirements* (2005), and the New York Archaeological Council's *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* (1994). The data retrieval report will present a narrative interpretation of the information collected from the site as guided by the research questions. As appropriate, the report will contain text, tables, color maps and photographs, scale drawings. Supportive data, such as artifact inventory and specialized analyses will be appended.

#### 3.5.3 Public Information Plan

The NYAC standards require Phase III data retrieval studies to include an effort to publicly disseminate findings from the investigation. In fulfillment of this requirement, Hartgen will:

- Distribute full-color hard copies and electronic copies of the final Phase III report to Crandall Public Library in Glens Fall to ensure long-term accessibility of the information to the local community. The library is renowned for its collection of local history sources.
- Create a CHPE Site 4, Gansevoort Shoe Shop archeology resource in the Digital Archaeological Record (tDAR), an international digital repository for the digital records of archeological investigations. tDAR's use, development, and maintenance are governed by Digital Antiquity, an organization dedicated to ensuring the long-term preservation of irreplaceable archeological data and to broadening access to these data.

## **4 Field Methodology**

### **4.1 Shovel Testing**

Shovel tests will be excavated at close interval testing of 1 to 3-meters. Each shovel test will be 40 centimeters in diameter. Excavated soil will be passed through 0.25-inch hardware mesh and examined for both precontact (Native American) and historic artifacts. The stratigraphy of each test will be recorded including the depth, Munsell color, soil description, and artifact content (Munsell Color 2000). The location of each shovel test will be plotted on the project map.

### **4.2 Unit Excavation**

Units will vary in size from 50 x 50 centimeters, 1 x 1 meters and 1 x 2 meters. Soil levels will be excavated separately, and excavated soil will be passed through 0.25-inch hardware mesh and examined for both precontact (Native American) and historic artifacts. Soil depths, Munsell colors, textures, artifact content, and other relevant observations will be recorded (Munsell Color 2000). Profiles and plan views will be drawn when appropriate. The location of each unit will be mapped with a Trimble Geo 7X GPS unit. Unit excavation fieldwork and unit wall stratigraphy will be photographed.

### **4.3 Feature Excavation**

Features encountered during the unit excavations may be bisected, recorded, and excavated by stratigraphic levels and, where appropriate, 5- or 10-cm arbitrary levels. Feature soils and sediments will be sampled. Scale profile and plan drawings will be made as appropriate. The location of each unit will be mapped with a Trimble Geo 7X GPS unit. Feature excavation fieldwork will be photographed.

### **4.4 General Documentation of the Excavations**

Documentation of the excavations will include digital photography. General views of the site and the various phases of the investigation including all of the excavations will be recorded for inclusion in the final report.

### **4.5 Treatment of Human Remains**

If human remains are identified during the data retrieval excavations, the archeologists will stop work in the vicinity of the find and follow the protocol established in the CHPE CRMP (TRC 2021) and the current Package 3 Supplemental Cultural Resource Management Plan (SCRMP). Hartgen will secure the remains and associated artifacts and will implement the Human Remains Discovery Protocol (Appendix 1). This data retrieval plan does not address the study, storage, or re-interment of human remains beyond the Human Remains Discovery Protocol.

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## **Photographs**



Photo 1. Archeologists working on Tests 5260 and 5259, from left to right, in Site 4 in Gansevoort. Two out-of-place metal rails lie in the foreground. The red line indicates the approximate limits of Site 4. View facing south.



Photo 2. A view inside the brick cistern identified during the Phase II excavations at CHPE Site 4 in 2012.

## **Appendix 1: SHPO/NYS OPRHP Human Remains Discovery Protocol (January 2021)**

**State Historic Preservation Office/  
New York State Office of Parks, Recreation and Historic Preservation  
Human Remains Discovery Protocol  
(January 2021)**

If human remains are encountered during construction or archaeological investigations, the New York State Historic Preservation Office (SHPO) recommends that the following protocol is implemented.

- Human remains shall be treated with dignity and respect. Should human remains or suspected human remains be encountered, work in the general area of the discovery shall stop immediately and the location shall be secured and protected from damage and disturbance.
- If skeletal remains are identified and the archaeologist is not able to conclusively determine if they are human, the remains and any associated materials shall be left in place. A qualified forensic anthropologist, bioarchaeologist or physical anthropologist shall assess the remains in situ to help determine if they are human.
- If the remains are determined to be human, law enforcement, the SHPO, the appropriate Indian Nations, and the involved state and federal agencies shall be notified immediately. If law enforcement determines that the burial site is not a criminal matter, no skeletal remains or associated materials shall be removed until appropriate consultation takes place.
- If human remains are determined to be Native American, they shall be left in place and protected from further disturbance until a plan for their avoidance or removal is developed. Please note that avoidance is the preferred option of the SHPO and the Indian Nations. The involved agency shall consult SHPO and the appropriate Indian Nations to develop a plan of action. Photographs of Native American human remains and associated materials should not be taken without consulting with the involved Indian Nations.
- If human remains are determined to be non-Native American, the remains shall be left in place and protected from further disturbance until a plan for their avoidance or removal is developed. Please note that avoidance is the preferred option of the SHPO. The involved agency shall consult SHPO and other appropriate parties to develop a plan of action.
- The SHPO recommends that burial information is not released to the public to protect burial sites from possible looting.



## **Appendix 2: CHPE Site 4, OPRHP Site Form**

**THIS DOCUMENT IS CONSIDERED PRIVILEGED AND CONFIDENTIAL AND NOT INCLUDED**

Champlain Hudson Power Express, Saratoga County, NY

Supplemental Cultural Resources Management Plan, Package 3, Segments 4 & 5

***CONFIDENTIAL MATERIAL IN CASE 10-T-0139, NOT FOR DISCLOSURE/NOT SUBJECT TO FOIL***

#### **Appendix 4: OPRHP/NYSHPO Correspondence**



**New York State  
Parks, Recreation and  
Historic Preservation**

**KATHY HOCHUL**  
Governor

**ERIK KULLESEID**  
Commissioner

May 15, 2023

Sean Murphy  
Senior Project Manager  
VHB  
500 Southborough Drive  
Suite 105B  
South Portland, ME 04106-6928

Re: DOE  
Champlain Hudson Power Express/TDI/Underwater HVdc Transmission Line  
09PR03910

Dear Sean Murphy:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

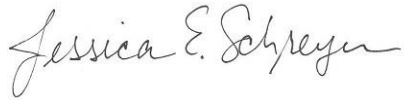
SHPO has reviewed the *Supplemental Cultural Resources Management Plan, Champlain Hudson Power Express HVDC Transmission Line Project, Fort Edward to Milton (Segments 4 & 5, Package 3), Lake Champlain to New York City, Washington and Saratoga Counties, New York*. We concur with the recommendations in this document, summarized below.

1. Our office supports the proposed plan to use Horizontal Directional Drilling (HDD) to avoid historic resources and cemeteries in Segments 4 and 5. We note that the Rogers Island/Fort Edward Historic District (11542.000398) is among the properties that will be avoided by HDD.
2. We concur that protective measures (temporary fencing, signage, construction plans call-outs) are warranted during HDD near the Cady Family Cemetery.
3. We concur with the recommendations for archaeological testing and monitoring for splice locations, HDD pits and work areas, access roads, and route excursions.
4. We concur with the Data Recovery Plan appended to the document entitled: *Attachment A, Phase III Archeological Data Retrieval Plan, Champlain Hudson Power Express, CHPE Site 4 (Gansevoort Shoe Shop) (Site Number 09114.000064), Canadian Pacific*

*Railway- Segments 4 & 5, Package 3 Hamlet of Gansevoort, Town of Northumberland  
Saratoga County, New York.*

If you have any questions, I can be reached at [Jessica.Schreyer@parks.ny.gov](mailto:Jessica.Schreyer@parks.ny.gov).

Sincerely,

A handwritten signature in cursive script that reads "Jessica E. Schreyer".

Jessica Schreyer  
Historic Preservation Program Analyst - Archaeologist