

APPENDIX I

Phase 1A Archeological Investigation





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PHASE IA ARCHEOLOGICAL INVESTIGATION

Former Oneida County Airport

FAA Land Release

Former Oneida County Airport
Towns of Westmoreland and Whitestone
Oneida County, New York

HAA # 4923-11

Submitted to:

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December 2015

MANAGEMENT SUMMARY

SHPO Project Review Number: *Not yet assigned*

Involved State and Federal Agencies: ***Federal Aviation Administration (FAA)***

Phase of Survey: ***Phase IA***

LOCATION INFORMATION

Municipality: ***Towns of Westmoreland and Whitestown***

County: ***Oneida***

SURVEY AREA

Length: ***8400 ft.***

Width: ***7800 ft.***

Acres: ***1,210***

RESULTS OF RESEARCH

Archeological sites within one mile: ***Nine***

Surveys in or adjacent: ***One***

NR/NRE sites in or adjacent: ***None***

Precontact Sensitivity: ***Moderate to High***

Historic Sensitivity: ***Moderate to High***

RECOMMENDATIONS

If impacts occur to the property, subsurface archeological testing is recommended for the 21 MDS locations and sections of the landscape overlooking nearby wetlands and seasonal drainages.

Report Authors: ***Jennifer Geraghty and Andre Krievs***

Date of Report: ***December 2015***

ABSTRACT

A Phase IA archeological investigation was completed for the former Oneida County Airport FAA Land Release project located in the Towns of Westmoreland and Whitestown, Oneida County New York. The project area includes three parcels (Parcel 1-3) totaling 1,210 acres. Sections of Parcels 1 and 2 are considered as having a moderate to high potential of containing precontact and historic cultural resources. The areas of highest archeological potential include the locations of the 21 map documented structures dating from 19th and early 20th centuries and sections of the landscape overlooking nearby wetlands and seasonal drainages.

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PHASE I CULTURAL RESOURCES SURVEY

1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted a Phase IA archeological investigation for the proposed FAA Land Release Project located at the former Oneida County Airport, Towns of Westmoreland and Whitestown, Oneida County, New York. The Project requires approvals by the Federal Aviation Administration (FAA).

This investigation was conducted to comply with Section 106 of the National Historic Preservation Act and will be reviewed by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The investigation was conducted 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. This report has been prepared according to OPRHP's *State Historic Preservation Office (SHPO) Phase I Archeological Report Format Requirements* (2005).

2 Project Information

A site visit was conducted by Andre Krievs on October 14, 2015 to observe and photograph existing conditions within the Project Area. The information gathered during the site visit is included in the relevant sections of the report.

2.1 Project Location

The project area is located on lands surrounding the former Oneida County Airport, Towns of Westmoreland and Whitestown, Oneida County, New York.

2.2 Description of the Project

The project will include the release of three parcels totaling 1210 acres by the FAA to the county (Map 2). Parcel 1 encompasses approximately 227 acres and is located at the northwestern end of the airport while Parcel 2 consists of approximately 944 acres and extends along the southern perimeter of the airport. Parcel 3 encompasses approximately 39 acres and is located northeast of the airport runway.

2.3 Description of the Area of Potential Effects (APE)

The area of potential effects (APE) includes all portions of the property that will be included in the proposed undertaking. The APE encompasses 1210 acres.

For the purpose of this study, the Project Area and APE are considered to be synonymous and the terms are used interchangeably.

3 Environmental Background

The environment of an area is significant for determining the sensitivity of the Project Area for archeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the Project Area that are more likely to contain archeological resources. In addition, bedrock formations may contain chert or other resources that may have been quarried by precontact groups. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.

3.1 Present Land Use and Current Conditions

Parcel 1 encompasses 227 acres and is located northwest of the airport property. The parcel is mostly wooded with areas of thick brush and saplings intermixed with open sections of tall grass indicating sections of the

parcel were cultivated in the past (Map 2: Photo 1). Southern and western sections of the parcel contain a large state and federally recognized wetland that is the headwaters to several small streams which drain north into the Mohawk River (Map 2).

Parcel 2 encompasses 944 acres and extends along the southwestern, southern, and southeastern sections of the airport property. The southeastern and southern sections of the parcel are a mixture of farmland separated by several wooded areas (Map 2; Photos 2, 3 and 4). The southwestern section of the parcel is mostly wooded with areas of thick brush and saplings separated by a series of small federally recognized wetlands (Map 2; Photos 5, 6 and 7).

Parcel 3 is located along the eastern perimeter of the airport and encompasses 39 acres. It contains several large office buildings separated by parking lots (Map 2; Photo 8). It is presently being utilized by New York State Homeland Security.

3.2 Soils

Soil surveys provide a general characterization of the types and depths of soils that are found in an area. This information is an important factor in determining the appropriate methodology if and when a field study is recommended. The soil type also informs the degree of artifact visibility and likely recovery rates. For example, artifacts are more visible and more easily recovered in sand than in stiff glacial clay, which will not pass through a screen easily. According to the USDA soil survey for Oneida County, the soils found within the project area are glacially derived deposits formed on upland till plains, hills and drumlins (United States Geological Survey (USGS) 2015). A brief description of the primary soil types found within the three parcels is provided below in Table 1 and presented on Map 3.

Table 1. Soils in Project Area

Symbol	Name	Depth	Textures	Slope	Drainage	Landform
136A	Kendaia silt loam	0-20 cm (0-8 in) 20-38 cm (8-15 in) 38-51 cm (15-20 in) 51-183 cm (20-72 in)	Si lo Si lo Gr si lo Gr lo	0-15%	Poorly drained	Till plains, hills and drumlins
146	Lyons silt loam	0-23 cm (0-9 in) 23-28 cm (9-11 in) 28-46 cm (11-18 in) 46-91 cm (18-36 in) 91-183 cm (36-72 in)	Si lo Si lo Si lo Gr lo Gr lo	0-5%	Poorly drained	Upland till plains
790B	Conesus silt loam	0-23 cm (0-9 in) 23-36 cm (9-14 in) 36-48 cm (14-19 in) 48-64 cm (19-25 in) 64-91 cm (25-36 in) 91-107 cm (36-42 in)	Gr si lo Gr si lo Gr si lo Gr si lo Gr si lo Gr lo	0-5%	Well drained	Till plains
115C	Chadakoin silt loam	0-10 cm (0-4 in) 10-33 cm (4-13 in) 33-61 cm (13-24 in) 61-109 cm (24-43 in) 109-183 cm (43-72 in)	Si lo Si lo Si lo Gr lo Gr lo	0-20%	Well drained	Glaciated uplands
126B	Lima silt loam	0-23 cm (0-9 in) 23-30 cm (9-12 in) 30-41 cm (12-16 in) 41-64 cm (16-25 in) 64-183 cm (25-72 in)	Lo Lo Lo Gr lo Gr lo	0-20%	Well drained	Till plains

Symbol	Name	Depth	Textures	Slope	Drainage	Landform
102D	Honeoye silt loam	0-20 cm (0-8 in) 20-25 cm (8-10 in) 25-36 cm (10-14 in) 36-58 cm (14-23 in) 58-74 cm (23-29 in) 74-183 cm (29-72 in)	Si lo Si lo Lo Lo Gr lo Gr lo	15-25%	Well drained	Upland till plains and drumlins
21	Udorthents	0-15 cm (0-6 in) 15-152 cm (6-60 in)	Gr si Gr si	0-3%	Well drained	Fill deposits

Key: Texture: Co-Coarse, Fi-Fine, Gv-Gravelly, Lo-Loam, Sa-Sand, Si-Silt, Vy-Very

3.3 Bedrock Geology

The underling bedrock is part of the Clinton Group consisting of Herkimer sandstone including Joslin Hill and Jordanville members (Fisher, et al. 1970). The bedrock is not chert bearing.

3.4 Physiography and Hydrology

Steeply sloped areas are considered largely unsuitable for human occupation. As such, the standards for archeological fieldwork in New York State generally exclude areas with a slope in excess of 12% from archeological testing (NYAC 1994). Exceptions to this rule include steep areas with bedrock outcrops, overhangs, and large boulders that may have been used by precontact people as quarries or rock-shelters. Such areas may still warrant a systematic field examination.

4 Documentary Research

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

4.1 Archeological Sites

An examination of CRIS identified nine reported archeological sites within one mile (1.6 km) of the Project (Table 2). Previously reported archeological sites provide an overview of both the types of sites that may be present in the Project Area and relation of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the Project Area.

Table 2. Archeological sites within one mile (1.6 km) of the Project

OPRHP Site No.	NYSM Site No.	Site Identifier	Description	Proximity to Project Area
06526.000006		Area E	19 th century occupation	3,500 ft east
06525.000003		Mrs. Graver's Residence Site	Late 18 th and 19 th century occupation	3,500 ft south
06525.000046	10311	E.W. Clark Site No. 3	Early to late 19 th century occupation with precontact component (chert flakes)	4,500 ft south
06525.000059		Westmoreland Precontact & Historic Site	Flakes and historic ceramics and glass	4,200 ft southwest
	10332	Jones		3,100 ft northwest
	10328	E.W. Clark No. 2		4,100 ft southwest
	10329	E.W. Clark No. 1		4,300 ft south
	10331	Parker		4,900 ft south
	10333	Petch		5,300 ft south

4.2 Historic Properties

An examination of CRIS identified no NR properties, no NRE properties, one property previously determined to be ineligible, and one property of undetermined status within the Project Area (Table 3).

Table 3. Inventoried properties within the Project Area

USN	Property Name	Status	Description	Location and Proximity to Project Area
06544.000080	Oneida County Airport	Not eligible	5900-6000 Airport Road; town of Whitestown; no form	Within
06525.000001	Brick House	Undetermined	East Carter Road, east side; town of Westmoreland	Adjacent

4.3 Previous Surveys

A review of CRIS identified one previous surveys within the immediate vicinity of the Project (Table 4).

Table 4 Relevant previous surveys within or adjacent to the Project

Project/Phase	Summary	Citation
NY Route 365 Water District Improvements, Phase IA and Phase IB	Several precontact and historic sites identified including the Cider Street Precontact Site near the intersection of Cider Street and Postal Road located within Parcel 2.	(Hartgen 2003, 2004)

A Phase I archeological investigation was conducted in 2003 and 2004 by Hartgen for the NY Route 365 water District Improvement project located in the Towns of Westmoreland and Whitestown, Oneida County, New York. A section of the water line parallels the north site of Cider Street which traverses the southern portion of Parcel 2. Shovel testing conducted near the intersection of Cider Street and Postal Road yielded several chert flakes and a triangular Levanna projectile. Avoidance or Phase II archeological investigation was recommended for the Cider Street Precontact Site.

5 Historical Map Review

To trace the development of the project area, a review of historical maps was conducted. The maps include 19th century landowner maps, and early to mid-20th –century topographic maps. The maps are geo-referenced and the project area has been superimposed on each map. The maps are discussed in chronological order.

The earliest 19th century landowner maps examined include the 1852 Rogerson *Map of Oneida County, New York*, and the 1858 French *Map of Oneida County, New York* (Maps 4 and 5) Nineteen (19) map documented structures (MDS 1-19) are indicated along the major roadways including a School House (MDS 7). It is likely that a majority of the structures are associated with small farmsteads spread across a rural landscape. Most of the development has occurred within Parcel 2 and no structures are indicated within Parcel 3.

The 1876 Beers *Atlas of Oneida County, New York*, shows a significant decline in the total number of MDS's from 19 to 13 with two additional buildings (MDS 20 and 21) appearing in Parcel 2 (Map 6). The 1907 Century *Map of Oneida County, New York* indicates a continued decline in the number of map documented structures from 11 to 8 (Map 7). Most of the structures extend across Parcel 2 and no structures are indicated within Parcel 3.

The 20th century topographic maps examined include the 1955 USGS *Oriskany and Rome 7.5' Topographic Quadrangle* and the 1978 NYSDOT *Oriskany and Rome 7.5' Topographic Quadrangle*. The Oneida County Airport is evident and four of the map documented structures (MDS 2, 12, 13, 18, 19 and 21) that appear on the earlier maps are present on the 1955 USGS map (Map 8). Three new structures (MDS 22, 23, 24 and 25) are shown within Parcel 2. No structures are indicated within Parcel 3.

The 1978 NYSDOT map show three structures (MDS 22, 23, and 24) that appear on the 1955 USGS map accompanied by a series of three large buildings (MDS 26, 27 and 28) within Parcel 3 (Map 9). A transmission line is shown traversing the southern portion of Parcel 2.

5.1 Map-Documented and Existing Structures

Each past or current structure within the Project Area is assigned a unique structure number. Map-documented structures—those structures that are depicted on one or more maps—are distinguished using the abbreviation “MDS” after the structure number (e.g. Structure 3 (MDS)).

Table 5. Summary of map-documented and existing structures within the Project Area/APE

Structure #	Map 4.	Map 5.	Map 6.	Map 7.	Map 8.	Map 9. (1978)	Map 2. (2013)	Extant
1	W. Rain	W. Rain	W. Rains	S. Bielby				
2	W. Rain	H. Tibbitts	G C		X			
3	Tibbitts							
4	J. Paul							
5	I. Trenhan	J. Trenham						
6	T. Hugle	T. Hugill	G C	Gardner				
7	10 S.H.	Schl #10	S.H.					
8	I. Lewis	T.F. Lewis	G C					
9	A. Tuttle							
10	Atkinson	I. Atkinson						
11	Saunders	J.B.Hunn		Mankelow				
12	R. Smith	J.G. Smith	S.G. Smith	X	X			
13	I. Fleming	Flemming	J. Fleming	X	X			
14	Owens	E. Owens	X					
15		X						
16		M. Hansen						
17		X						
18		J.L. Ashby	J.L. Ashby	J.L. Owens	X			
19		M. Hamson	Weatherill	Weatherell				
20			Mankelow					
21				P. Smith	X			
22					X	X		
23					X	X		
24					X	X		
25					X			
26						X	X	X
27						X	X	X
28						X	X	X

6 Architectural Discussion

There are three structures within the Project Area (Map 9). The buildings lie within Parcel 3. They were recently constructed and part of the airport complex.

7 Archeological Sensitivity Assessment

The New York Archaeological Council provides the following description of archeological sensitivity:

Archeologically sensitive areas contain one or more variables that make them likely locations for evidence of past human activities. Sensitive areas can include places near known prehistoric

sites that share the same valley or that occupy a similar landform (e.g., terrace above a river), areas where historic maps or photographs show that a building once stood but is now gone as well as the areas within the former yards around such structures, an environmental setting similar to settings that tend to contain cultural resources, and locations where Native Americans and published sources note sacred places, such as cemeteries or spots of spiritual importance (NYAC 1994:9).

7.1 Precontact Archeological Sensitivity

The precontact sensitivity of an area is based on proximity to previously documented precontact archeological sites, known precontact resources (e.g. chert outcrops), and physiographic characteristics such as topography and drainage. Generally, areas in the vicinity of streams and wetlands are considered to have elevated sensitivity for sites associated with Native American use or occupation because they presented potential food and water sources as well as transportation corridors.

A review of the site file data identified seven precontact archeological sites within a mile of the project area. One of the sites (Cider Road Precontact Site) is located near the intersection of Cider Road and Postal Road within Parcel 2. The six remaining sites are located south and southwest of the project area near Deans Creek, a major tributary to the Mohawk River. The Cider Creek Precontact Sites lies near the headwaters of a small seasonal drainage that empties into Deans Creek. Water bodies located adjacent to Parcel 1 include a large state and federally recognized wetland that is the headwaters to several small streams which drain north into the Mohawk River. The level to moderately sloping and dry sections of the project area that overlook nearby wetlands and seasonal streams are considered as having a moderate to high sensitivity for precontact cultural resources.

7.2 Historic Archeological Sensitivity

The historic sensitivity of an area is based primarily on proximity to previously documented historic archeological sites, map-documented structures, or other documented historical activities (e.g. battlefields).

The historical map review identified 21 map documented structures dating from the 19th to early 20th centuries within the project area. The structures lie mostly within Parcel 2 along the major roadways with a few additional structures located within the northeastern corner of Parcel 1. The structures are probably associated with small farmsteads that began to appear during the early to mid-19th century. By the end of the 19th century, many of the small farms were abandoned. The sections of the project area in the vicinity of the 21 map documented structures are considered as having a high sensitivity for historic cultural resources dating from the 19th century or earlier.

8 Archeological Potential

Archeological potential is the likelihood of locating intact archeological remains within an area. The consideration of archeological potential takes into account subsequent uses of an area and the impact those uses would likely have on archeological remains.

Parcel 1 is mostly wooded with areas of thick brush and saplings intermixed with open sections of tall grass. Parcel 2 is a mixture of farmland separated by several wooded areas accompanied by areas of thick brush, saplings and small federally recognized wetlands. Small seasonal drainages bisect the landscape and seven precontact sites have been identified in the general area. Prior impacts to the parcels were limited to agricultural practices. The level to moderately sloping and dry sections of Parcels 1 and 2, especially those areas overlooking nearby wetlands and seasonal drainages are considered as having a moderate to high potential for precontact cultural resources. Twenty-one (21) map documented structures dating from the 19th and early 20th centuries have been identified within Parcels 1 and 2. The map documented structure locations are considered as have a high potential for producing cultural material dating from the 19th century or earlier.

Parcel 3 has been impacted by airport construction including the recently constructed NYS Homeland Security facility. The parcel has a low potential for producing any intact precontact or historic cultural resources.

9 Recommendations

Sections of Parcels 1 and 2 are considered as having a moderate to high potential of containing precontact and historic cultural resources. The areas of highest archeological potential include the locations of the 21 map documented structures dating from 19th and early 20th centuries and sections of the landscape overlooking nearby wetlands and seasonal drainages.

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10 Bibliography

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2015 USGS The National Map Topo Base Map - Large Scale. USGSTopo (MapServer), The National Map Seamless Server, USGS, Sioux Falls, South Dakota, <http://services.nationalmap.gov/arcgis/rest/services/USGSTopoLarge/MapServer>.

Maps

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Map 1. Project Location (USGS 2015)

Map 2. Project Map (Esri Inc. 2015)

Map 3. Soil Map (United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) 2007)

Map 4. (Rogerson and Murphy 1852)

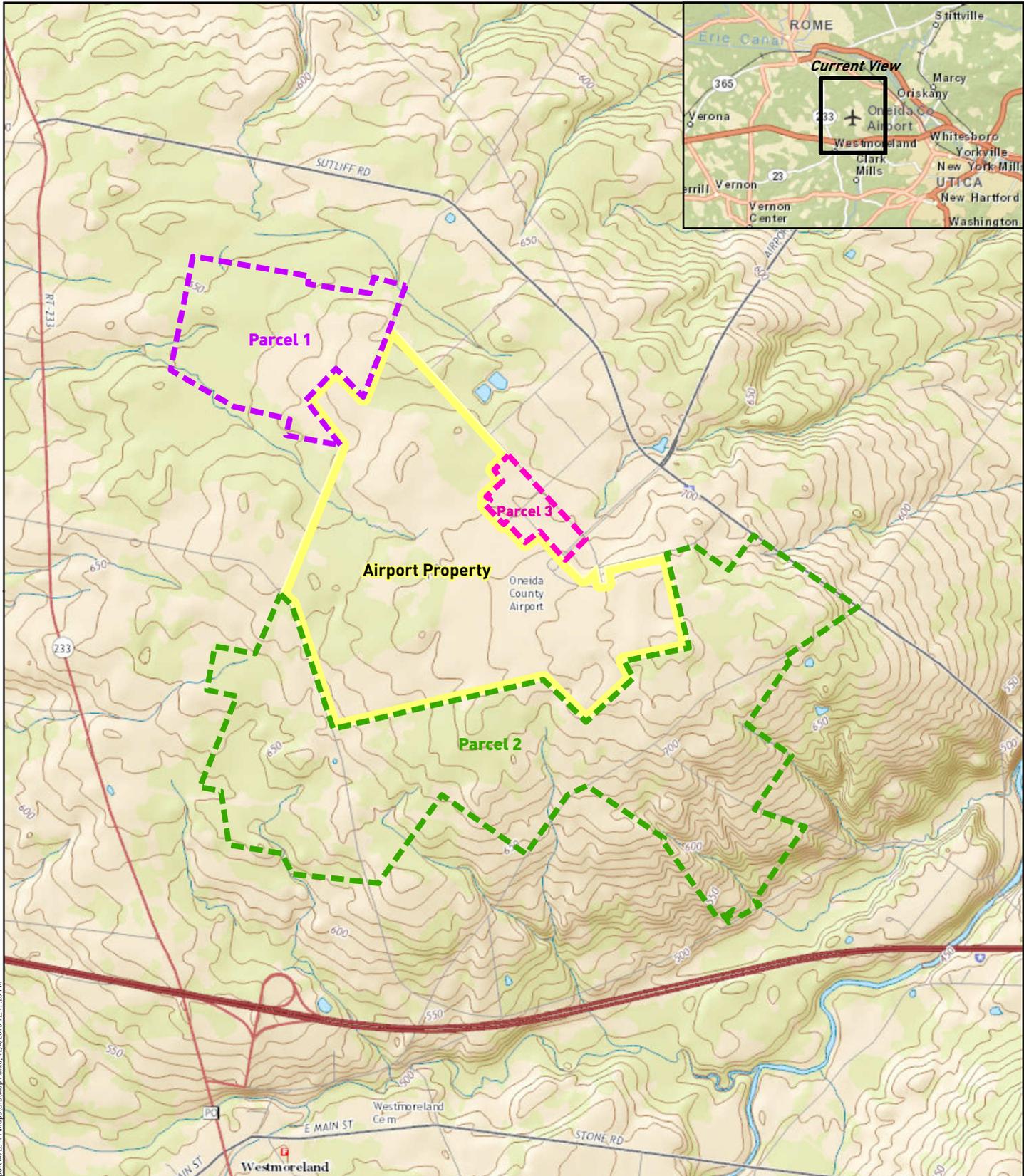
Map 5. (French 1858)

Map 6. (Beers 1874)

Map 7. (Century Map Company 1907)

Map 8. (United States Geological Survey (USGS) 1955)

Map 9. (New York State Department of Transportation (NYSDOT) 1978)



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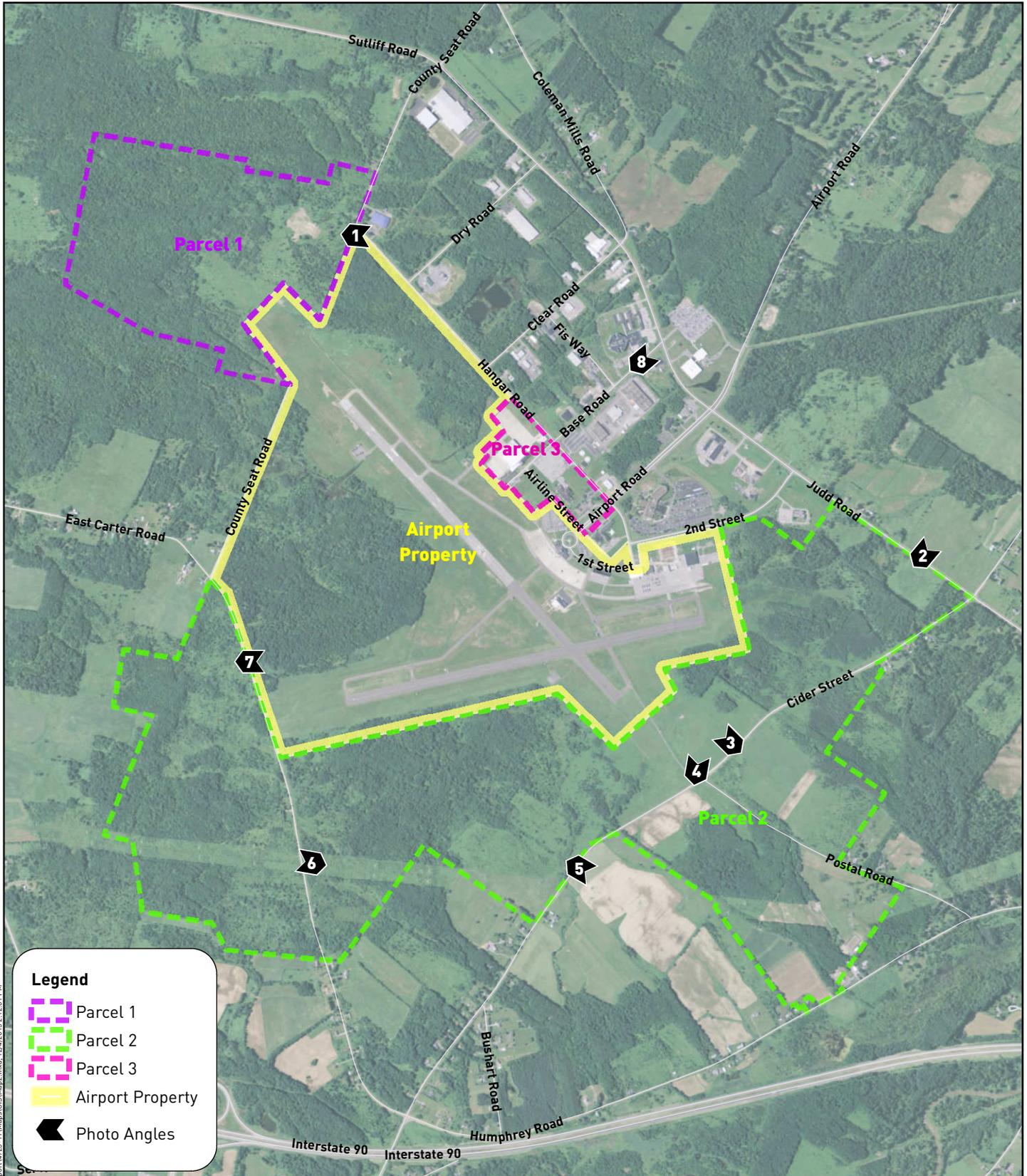


Note: Contour interval is 10 feet.

Project Location (USGS 2015)

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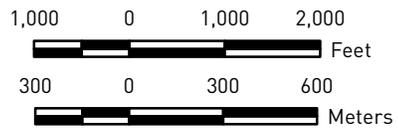
Map 1



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Legend

- ▬ Parcel 1
- ▬ Parcel 2
- ▬ Parcel 3
- ▬ Airport Property
- ◀ Photo Angles

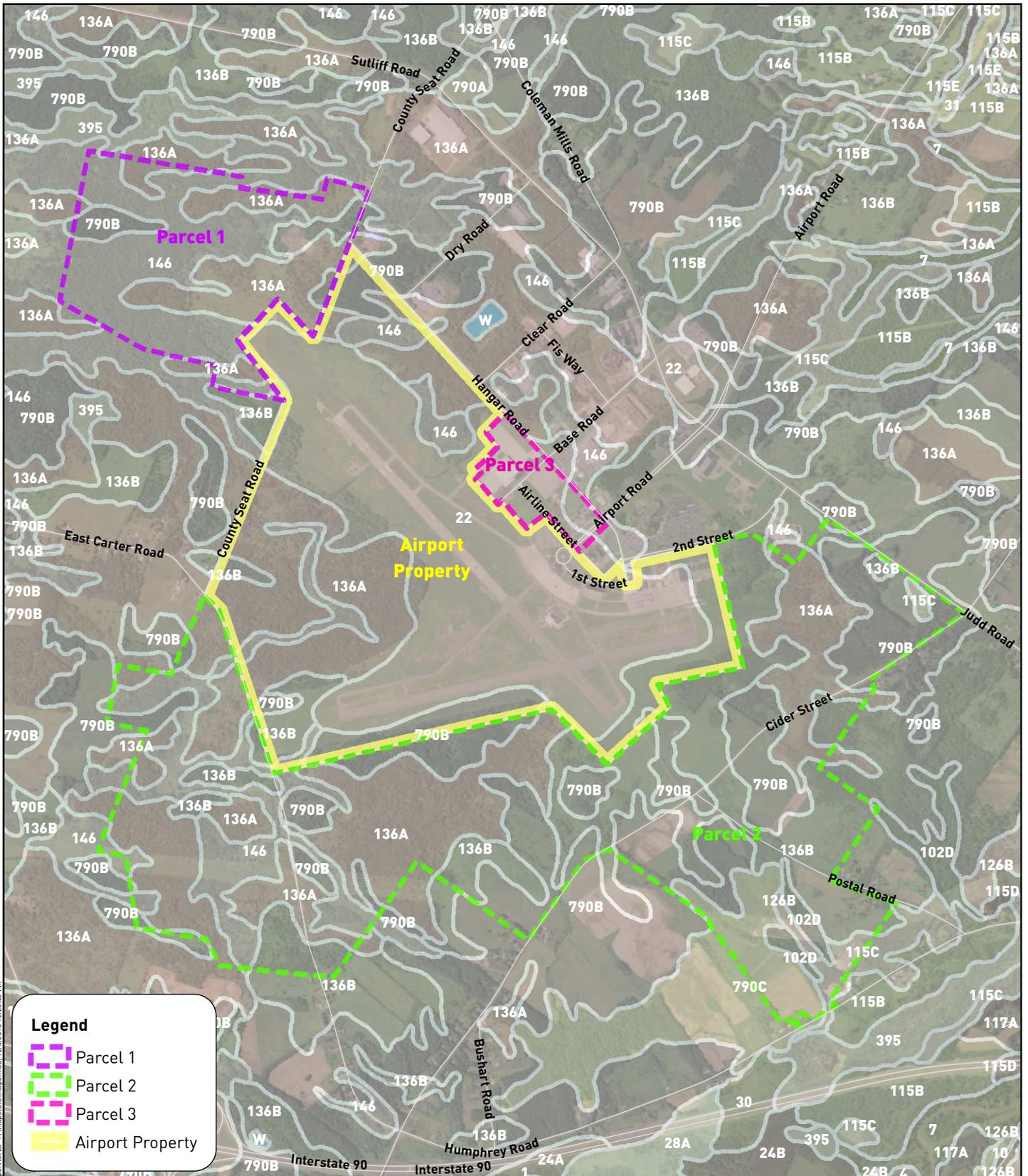


Project Map
 (C & S Engineers 2015; Esri Inc. 2015
 NYSITS 2015)



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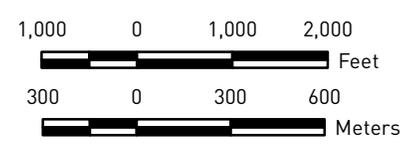
Map 2



Legend

- Parcel 1
- Parcel 2
- Parcel 3
- Airport Property

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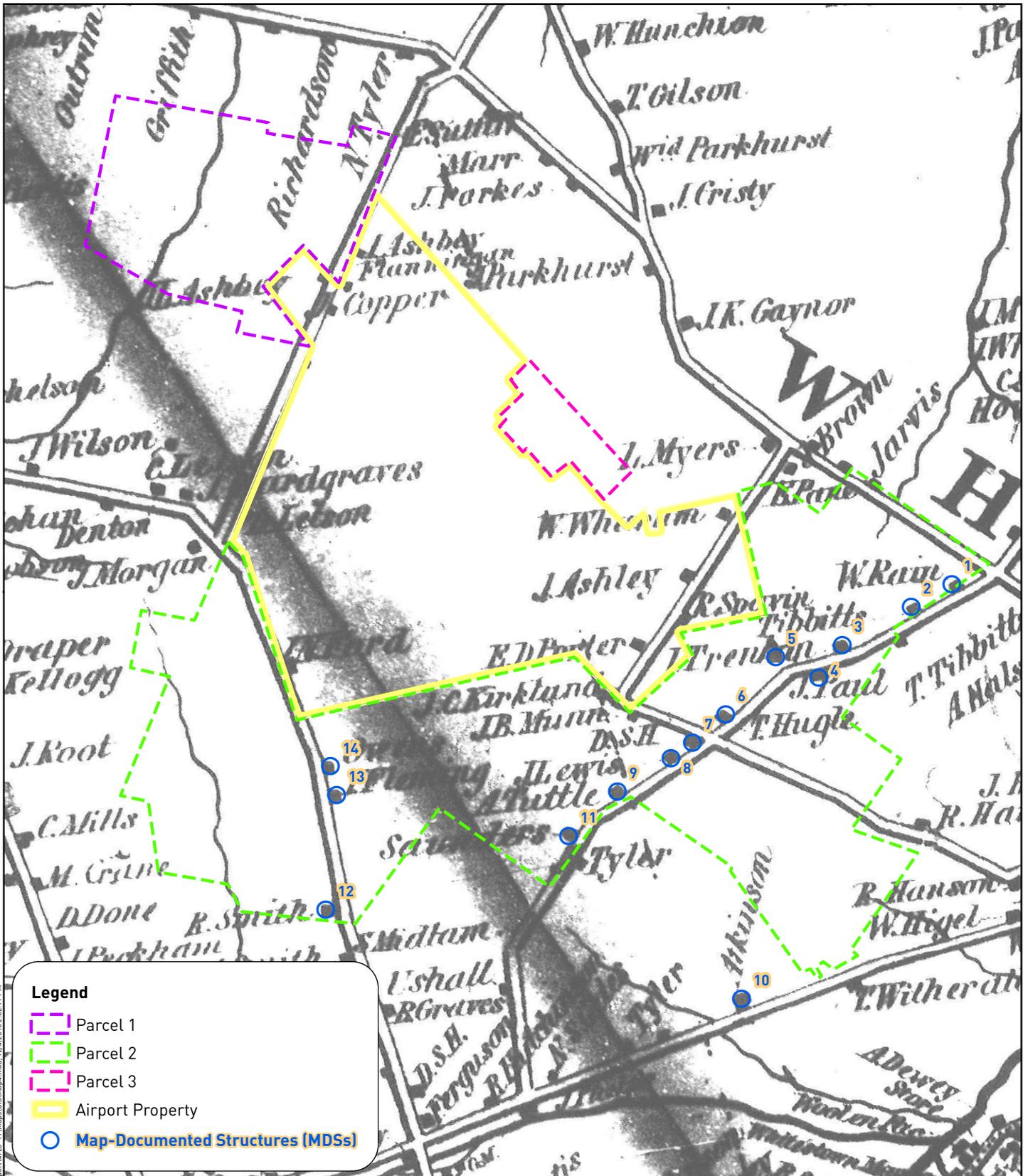


Soil Map
 (USDA NRCS 2006; Esri Inc. 2015)



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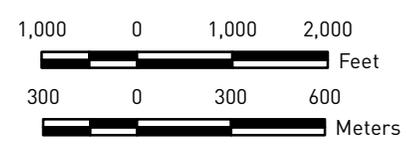
Map 2



Legend

- Parcel 1
- Parcel 2
- Parcel 3
- Airport Property
- Map-Documented Structures (MDSs)

R:\Active Projects\A223 Oneida County Airport\A223-11\Map\GIS\Map\map_12\2015_2_02_17 PM

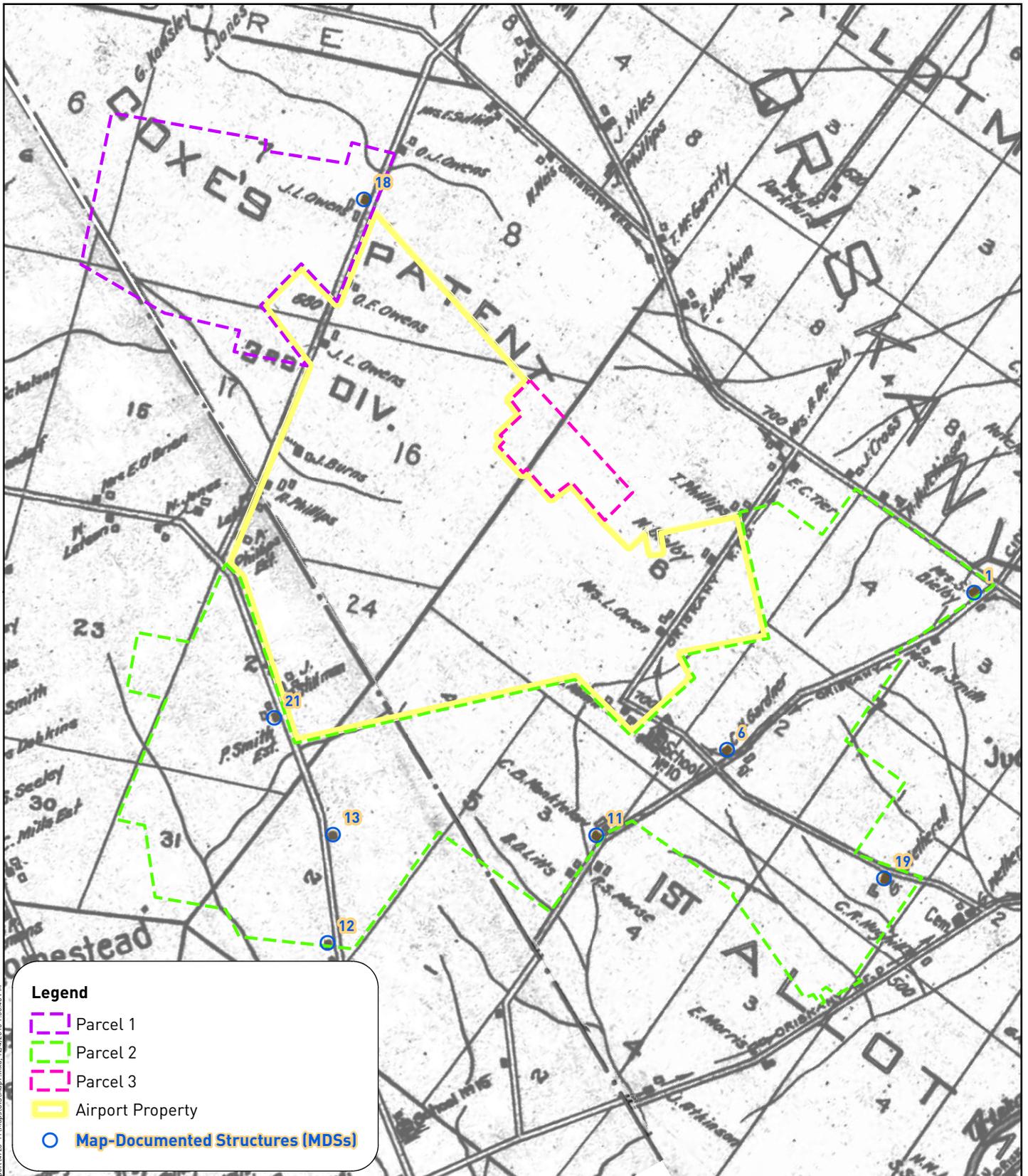




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Rogerson 1852

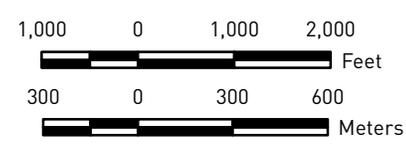
Map 4



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Legend

- Parcel 1
- Parcel 2
- Parcel 3
- Airport Property
- Map-Documented Structures (MDSs)

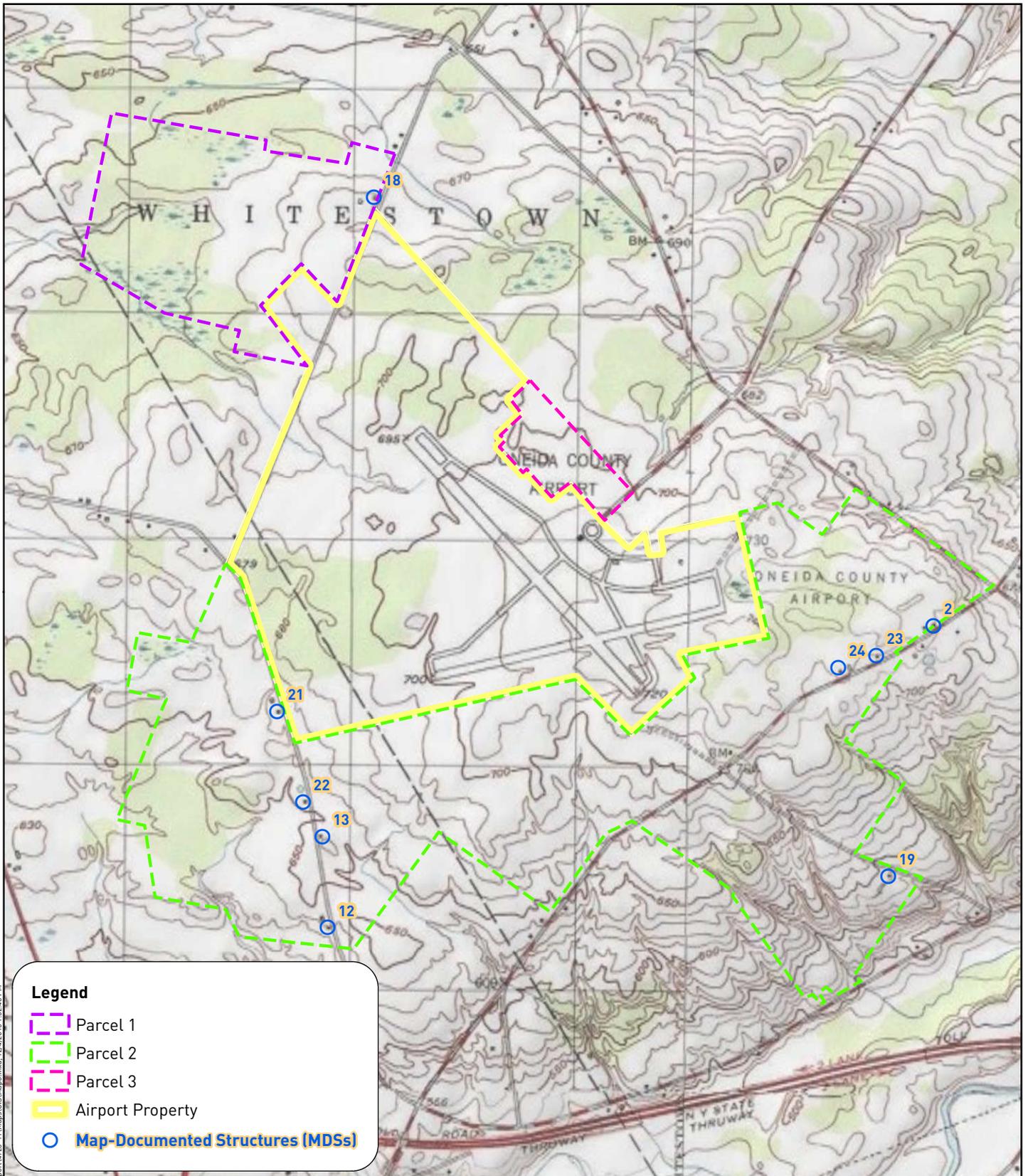




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Century 1907

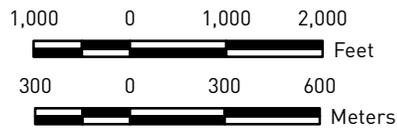
Map 7



Legend

- Parcel 1
- Parcel 2
- Parcel 3
- Airport Property
- Map-Documented Structures (MDSs)

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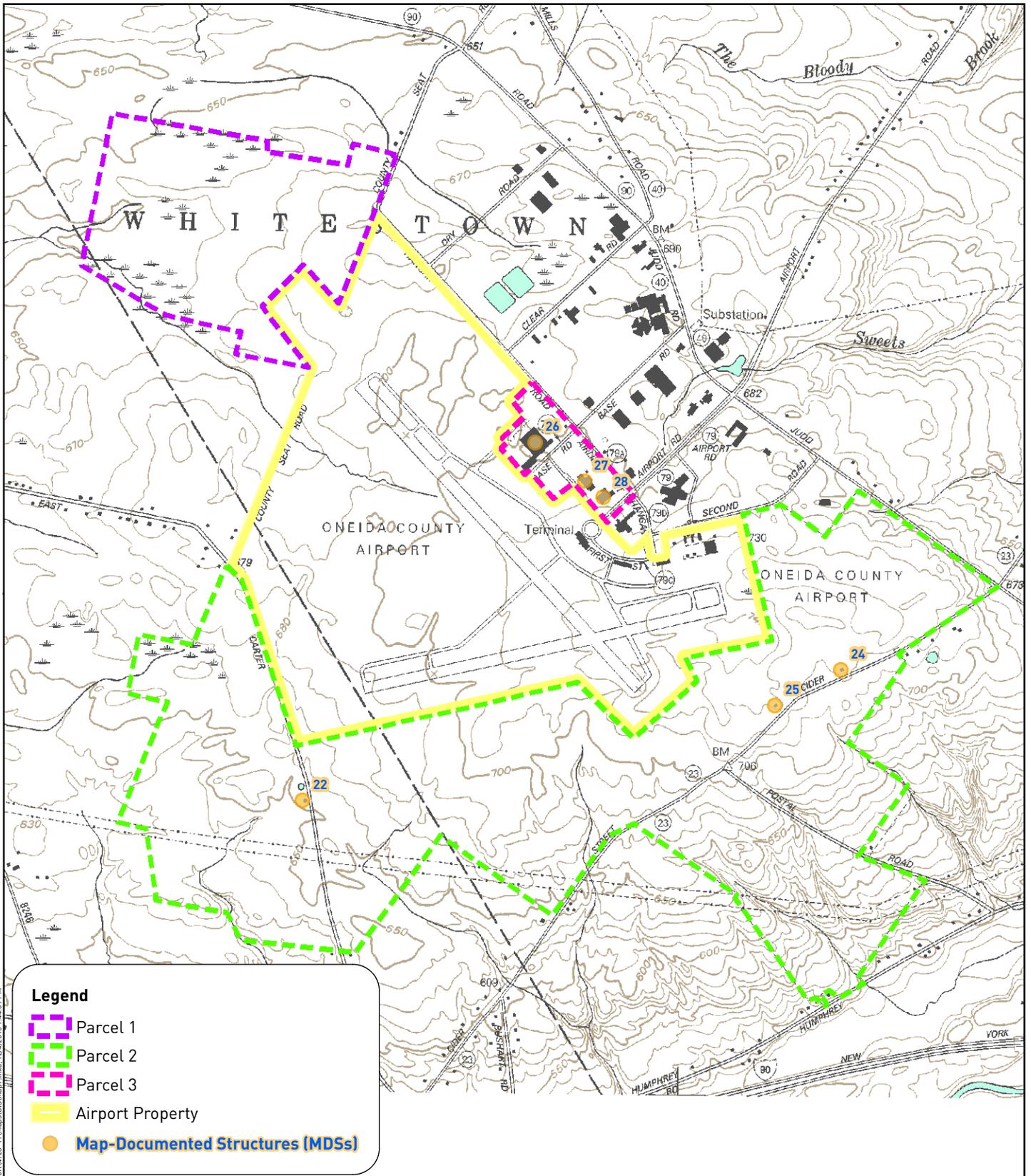


Note: Contour interval is 10 feet.

USGS 1955

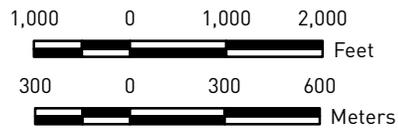


Map 8



Legend

-  Parcel 1
-  Parcel 2
-  Parcel 3
-  Airport Property
-  Map-Documented Structures (MDSs)



Note: Contour interval is 10 feet.



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NYS DOT 1978

Map 9

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Photographs

DRAFT



Photo 1. View west of the general surface conditions found within the east central portion of Parcel 1. The Parcel 1 contains a mixture of forest, saplings, thick brush, abandoned farmland, and wetlands.



Photo 2. View southwest of the eastern portion of Parcel 2. The area contains a mixture of farmland and forest.



Photo 3. View southwest of the south central portion of Parcel 2. The area contains a mixture of farmland and forest.



Photo 4. View south of the central portion of Parcel 2. The area contains a mixture of farmland and forest.



Photo 5. View northwest of the south central portion of Parcel 2. The area contains a mixture of forest, thick brush and farmland.



Photo 6. View east of the transmission line corridor that traverses the southwestern portion of Parcel 2. The lands surrounding the transmission line corridor contain a mixture of saplings, thick brush and forest.



Photo 7. View west of the northwestern portion of Parcel 2. The area contains a mixture of thick brush and saplings surrounding a wetland.



Photo 8. View southwest of Parcel 3. The area is part of the New York State Homeland Security facility.