APPENDIX E

Archaeological Surveys

A STAGE 1A ARCHAEOLOGICAL SURVEY

for the Proposed

LIPA SOUTHAMPTON TO BRIDGEHAMPTON

ELECTRICAL TRANSMISSION LINE

TOWN OF SOUTHAMPTON

SUFFOLK COUNTY, NEW YORK

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MANAGEMENT SUMMARY

SHPO Project Review Number	N/A
Involved State and Federal Agencies	N/A
Phase of Survey	Stage 1A, literature search and sensitivity assessment.
Location	Town of Southampton Minor Civil Division: 10309 County: Suffolk
Survey Area	Four proposed electrical transmission routes between the extant Southampton and Bridgehampton substations, a distance of roughly 13.5 kilometers (8.4 miles).
USGS 7.5 minute Quadrangle Maps	*Sag Harbor, New York* (1956) *Southampton, New York* (1956)
Recommendation	A Stage 1B archaeological survey is recommended. The extent of subsurface testing (entailing the excavation of shovel test pits) will vary based on the route(s) selected for development. In general, Route 1 (the existing line alternative) will require approximately 380 to 460 shovel tests, Route 2 (the direct route alternative), 855 to 1105 shovel tests, Route 3 (the Long Island Rail Road route alternative), 500 to 650 shovel tests, Route 4 (the Montauk Highway alternative), 765 to 1135 shovel tests, and the village underground option for all routes, an additional 85 to 125 shovel tests.
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Date of Report	November 2007

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INTRODUCTION

This report presents the results of a Stage 1A archaeological survey (literature search and sensitivity assessment) for the proposed Long Island Power Authority (LIPA) Southampton to Bridgehampton electrical transmission line in the Town of Southampton, Suffolk County, New York (Minor Civil Division [MCD] 10309; Figures 1 and 2). The survey was conducted by the Institute for Long Island Archaeology at the State University of New York at Stony Brook in the autumn of 2007.

The Long Island Power Authority is proposing to install a new 69kV electrical transmission line through the Town of Southampton. There are four proposed routes for the new transmission line running from the Southampton substation to the Bridgehampton substation: the existing line (called Route 1 in this report), the direct route (Route 2), the Long Island Rail Road (LIRR) route (Route 3), and the Montauk Highway (Route 4) alternatives. The purpose of this study is to determine the archaeological sensitivity of each of the four proposed routes and to provide recommendations for subsurface testing.

This archaeological survey was conducted in accordance with the guidelines outlined in the *Phase I Archaeological Report Format Requirements* issued by the New York State Historic Preservation Office (2005) and the *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* issued by the New York Archaeological Council and the New York State Office of Parks, Recreation, and Historic Preservation (1995). According to the 1995 guidelines:

> Phase IA investigations are intended to gather information concerning the environmental/physical setting of a specific project area as well as its cultural setting. It is the interrelationship of the physical environment and the cultural/historical setting that provides the basis for the sensitivity assessment.
>
> The information and the analyses performed should assist reviewers in understanding and evaluating the importance of environmental and cultural/historical resources within and surrounding the project area. Finally, it should also provide the rationale for developing the research design, the sensitivity assessment, and for selecting appropriate Phase IB field methodology as well as for evaluating project impacts.

ARCHAEOLOGICAL LITERATURE SEARCH AND SENSITIVITY ASSESSMENT

Project Description

The proposed LIPA Southampton to Bridgehampton electrical transmission line consists of four possible routes from the Southampton substation (located south of the Long Island Rail Road [LIRR] and west of North Sea Road) to the Bridgehampton substation (located west of Bridgehampton-Sag Harbor Turnpike), a distance of roughly 13.5 kilometers (8.4 miles) (Figures 1 and 2; Table 1). For the purposes of this report, the proposed routes are identified as follows:

Proposed Route 1 (the existing line alternative) follows the existing double overhead 69kV line. Beginning at the Southampton substation, the proposed line follows the LIRR east for approximately 150 meters (500 feet), then along the existing overhead transmission line north and east for roughly 4.2 kilometers (2.6 miles) to the Deerfield substation, and continues east 8.3 kilometers (5.2 miles) to the terminus, the Bridgehampton substation on Bridgehampton-Sag Harbor Turnpike (Figure 2). Another option at the western terminus of Route 1 (also called the Wiltshire Street or village underground option) has the proposed transmission line running underground north along North Sea Road and east along Wiltshire Street to the existing line, a distance of roughly 890 meters (2920 feet).

Route 2 (the direct route alternative) begins at the Southampton substation, and travels east along the LIRR for approximately 1.4 kilometers (0.9 mile), then north along David Whites Lane for 0.7 kilometer (0.4 mile). Next the proposed corridor heads east along Seven Ponds Road for one kilometer (0.6 mile), east on Lower Seven Ponds Road (0.8 kilometer [0.5 mile]), and continues northeast on Head of Pond Road/Scuttlehole Road/Huntington Path/ Scuttlehole Road to Bridgehampton-Sag Harbor Turnpike for roughly 8.7 kilometers (5.4 miles). At the turnpike the route travels north for approximately 0.8 kilometer (0.5 mile) until the terminus at the Bridgehampton substation (Figure 2). Like Route 1, there is a village underground option for the western terminus of Route 2, where the proposed line runs from the Southampton substation, along North Sea Road, east on Wiltshire Street and North Road (County Route 39) to David Whites Lane, a distance of 1.2 kilometers (4050 feet).

Proposed Route 3 (the LIRR route) begins at the Southampton substation and abuts the railroad for about ten kilometers (6.2 miles) until it intersects with Bridgehampton-Sag Harbor Turnpike. It then follows the turnpike north for three kilometers (1.9 miles) to the Bridgehampton substation (Figure 2). Again, there is a village underground option, which runs from the Southampton substation, north along North Sea Road, and east along Wiltshire Street and North Road to the railroad, roughly 2.4 kilometers (1.5 miles).

Proposed Route 4 (the Montauk Highway alternative) also has a village underground option that begins at the Southampton substation, then follows North Sea Road to Wiltshire Street and North Road east to the LIRR, a distance of approximately 2.4 kilometers (1.5 miles). The other option for the western terminus of Route 4 is to exit the Southampton substation, run east along the railroad, then southeast on North Road to Montauk Highway (New York State Route 27), roughly 2.4 kilometers (1.5 miles). Starting from the junction of North Road and Montauk Highway, the proposed route runs east for 7.6 kilometers (4.7 miles) along Montauk Highway, and travels north at Bridgehampton-Sag Harbor Turnpike for 3.9 kilometers (2.4 miles). The Bridgehampton substation on Bridgehampton-Sag Harbor Turnpike is the eastern terminus of the route (Figure 2).

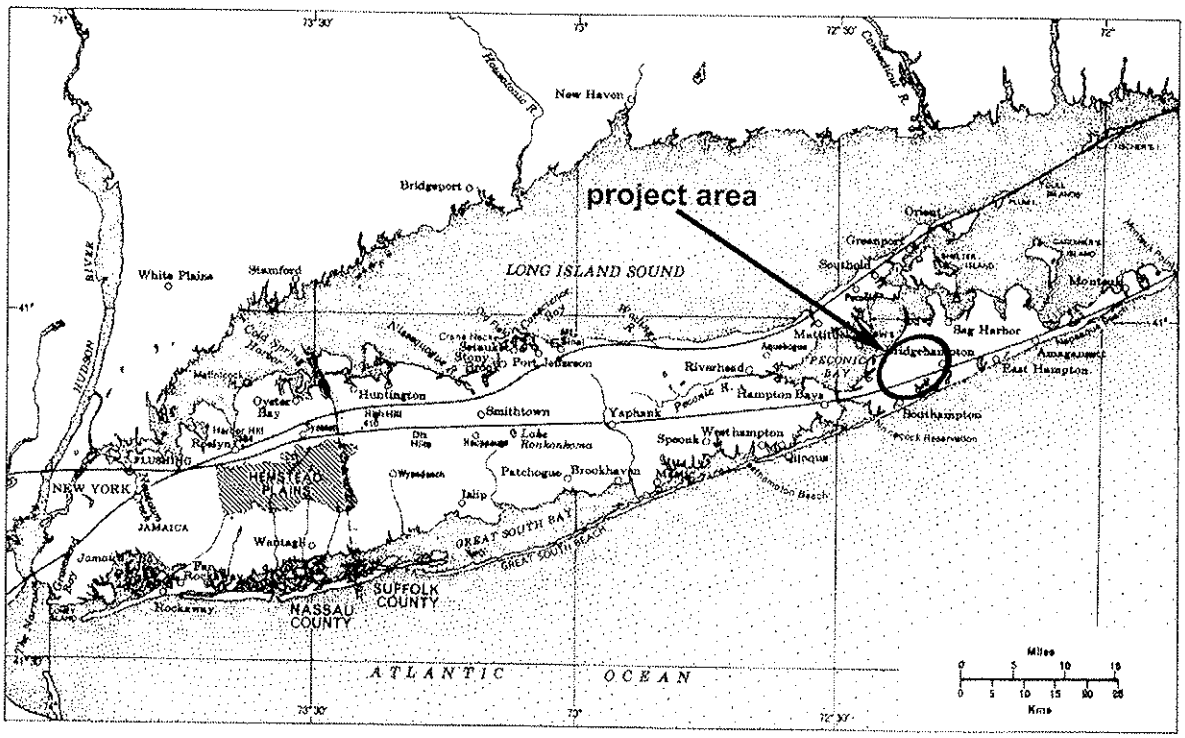

Figure 1. Map of Long Island showing the location of the project area.

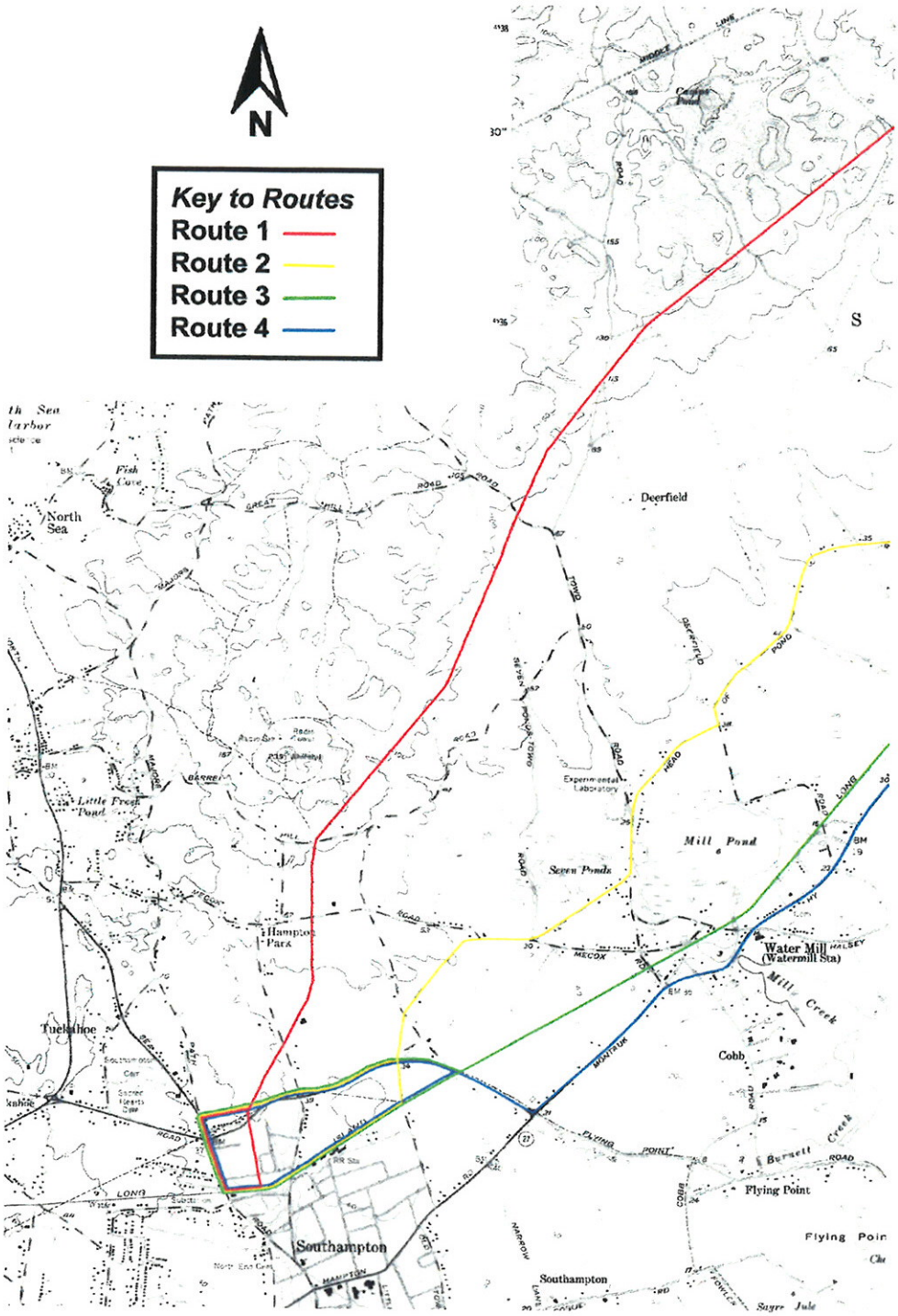

Figure 2. 1956 USGS topographic maps (7.5 minute series), *Sag Harbor, New York* and *Southampton, New York* showing the location of the project area.

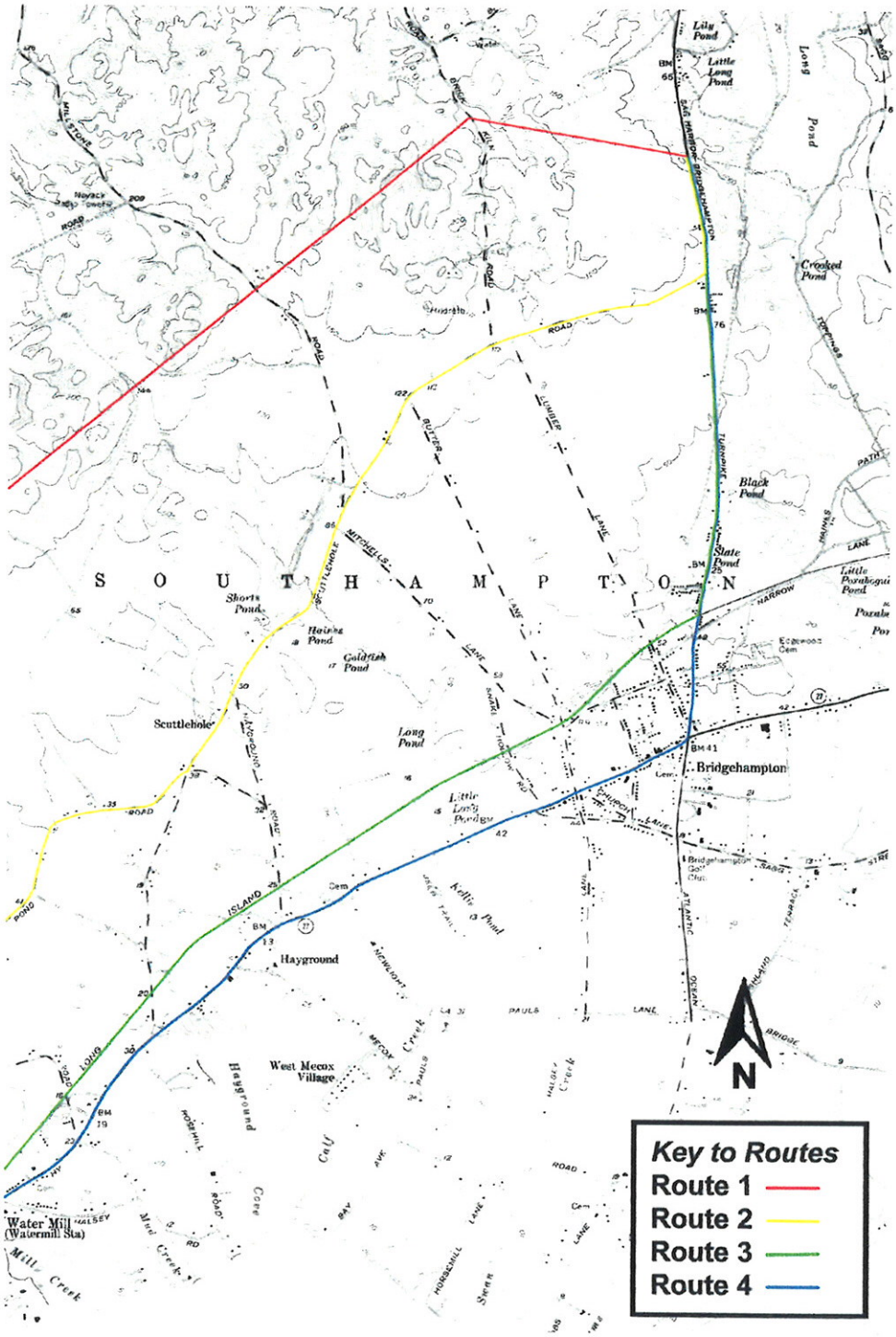

Figure 2. 1956 USGS topographic maps, continued.

Table 1. Proposed Routes 1 through 4 of the new LIPA transmission line.

Route	*Location*	*Construction*	*Length*
1/Existing Line Alternative	LIRR from Southampton substation to overhead transmission line	overhead	150 m (500 ft)
	Village Underground Option: Southampton substation to North Sea Rd to Wiltshire St to overhead line	underground	890 m (2910 ft)
	overhead transmission line from LIRR to Deerfield substation	underground	4.2 km (2.6 mi)
	overhead transmission line from Deerfield substation to Bridgehampton substation	underground	8.3 km (5.2 mi)
2/Direct Route Alternative	LIRR from Southampton substation to David Whites Ln	overhead or underground	1.4 km (0.9 mi)
	Village Underground Option: Southampton substation to North Sea Rd to Wiltshire St to North Rd (County Rt 39) to David Whites Ln	underground	1.2 km (0.7 mi)
	David Whites Ln from LIRR to Seven Ponds Rd	overhead or underground	0.7 km (0.4 mi)
	Seven Ponds Ln from David Whites Ln to Lower Seven Ponds Rd	overhead or underground	1 km (0.6 mi)
	Lower Seven Ponds Rd from Seven Ponds Ln to Head of Pond Rd	overhead or underground	0.8 km (0.5 mi)
	Head of Pond Rd/Scuttlehole Rd/Huntington Path from Lower Seven Ponds Rd to Bridgehampton-Sag Harbor Tpk	overhead or underground	8.7 km (5.4 mi)
	Bridgehampton-Sag Harbor Tpk from Scuttlehole Rd to Bridgehampton substation	overhead or underground	0.8 km (0.5 mi)
3/LIRR Route Alternative	LIRR from Southampton substation to Bridgehampton-Sag Harbor Tpk	overhead	10 km (6.2 mi)
	Village Underground Option: Southampton substation to North Sea Rd to Wiltshire St to North Rd to LIRR	underground	2.4 km (1.5 mi)
	Bridgehampton-Sag Harbor Tpk from LIRR to Bridgehampton substation	overhead or underground	3 km (5.2 mi)
4/Montauk Highway Alternative	Village Underground Option: Southampton substation to North Sea Rd to Wiltshire St to North Rd to LIRR	underground	2.4 km (1.5 mi)
	LIRR from Southampton substation to North Rd	overhead	1.8 km (1.1 mi)
	North Rd from LIRR to Montauk Hwy	overhead	0.6 km (0.4 mi)
	Montauk Hwy from North Rd to Bridgehampton-Sag Harbor Tpk	overhead	7.6 km (4.7 mi)
	Bridgehampton-Sag Harbor Tpk from Montauk Hwy to Bridgehampton substation	overhead or underground	3.9 km (2.4 mi)

Background Research

Environmental Setting. The project corridors are located in the Town of Southampton on the South Fork of eastern Long Island (Figures 1 and 2). The Southampton substation, which serves as the western terminus of proposed Routes 1 through 4, is on the outwash plain located south of the terminal moraine, a geological feature formed over 18,000 years ago during the final stages of the Wisconsinan glacial advance (Sirkin 1995). Elevation is approximately 12 meters (40 feet) above mean sea level, and one fresh water pond is mapped roughly (2000 feet) to the southwest. The Bridgehampton substation, located at the eastern terminus of the proposed routes, is situated near the southern edge of the terminal moraine (Sirkin 1995). Elevation is roughly 27 meters (89 feet) above mean sea level. There are several sources of fresh water located nearby, including a chain of ponds located approximately 762 meters (2500 feet) to the east (Figure 2).

Route 1 (Existing Line Alternative). This corridor is located on the southern edge of the terminal moraine. As is typical of the moraine, topography is undulating, with elevations that range from 15 to 76 meters (50 to 250 feet) above mean sea level. Several small kettle ponds are located within 305 meters (1000 feet) of the corridor between Towd Road and Bridgehampton-Sag Harbor Turnpike.

Most of the western portion of Route 1 will cross agricultural fields and rolling lawns (Photograph 1). Vegetation in the remainder of the corridor consists of mixed woods, often with a dense understory of poison ivy, cat briar, and perennial vines and grasses (Photograph 2). Disturbances caused by earth-moving activities associated with the Long Island Rail Road are present in the western portion of the corridor. A significant portion of Route 1 has been disturbed by the previous installation of existing overhead power lines.

Soils in the project corridor include Bridgehampton silt loam (0-2 and 2-6% slopes), Carver and Plymouth soils (3-8, 8-15% slopes), Haven loam (0-2, 2-6, and 6-12% slopes), Montauk fine sandy loam (3-8% slopes), Montauk silt loam (3-8% slopes), and Riverhead sandy loam (0-3, 3-8, and 8-15% slopes) (Table 2). These soils are well to excessively drained with low natural fertility (Warner et al. 1975).

Photograph 1. Looking west at LIPA right-of-way east of Noyac Path (proposed Route 1).

Photograph 2. Eastern view of LIPA right-of-way at Edge of Woods Road (proposed Route 1).

Route 2 (Direct Route Alternative). This proposed corridor is situated on the outwash plain south of the terminal moraine. Elevations range from approximately 9 to 30 meters (30 to 100 feet) above mean sea level. Several bodies of fresh water are situated adjacent to the project corridor, including Seven Ponds, Mill Pond, Shorts Pond, and Haines Pond (Figure 2). This proposed route crosses rolling lawns and agricultural fields (Photograph 3). Disturbances resulting from roadway and commercial construction are present in the western portion of the project area along North Road (Photograph 4).

Soils in the project corridor include Bridgehampton silt loam (0-2% slopes, 2-6% slopes, and graded), Carver and Plymouth sands (0-3, 3-15, and 15-35% slopes), Haven loam (0-2% slopes, 2-6% slopes, and thick surface), Plymouth loamy sand (0-3, 3-8, and 8-15% slopes), Raynham loam, Riverhead sandy loam (0-3 and 3-8% slopes), and Wareham loamy sand (Table 2). Cut and fill land, gently sloping is mapped in the western portion of the corridor (Table 2). Cut and fill land is characterized by extensive grading for purposes other than farming. Cuts are often made deep into the substratum, making soil identification by series often impossible in these areas (Warner et al. 1975:68).

Photograph 3. Looking east at farm fields along Seven Ponds Road (proposed Route 2).

Photograph 4. Southwest view of commercial development at northwest corner of David Whites Lane and North Road (proposed Route 2).

Route 3 (LIRR Route Alternative). This route, which generally follows the Long Island Rail Road to Bridgehampton-Sag Harbor Turnpike, is heavily disturbed by construction and maintenance of the Long Island Rail Road (Photograph 5). It is situated on the outwash plain south of the terminal moraine. Elevations range from roughly 9 to 30 meters (30 to 100 feet) above mean sea level. Several fresh water sources are situated adjacent to the corridor, including Mill Pond, Long Pond, Little Long Pond, and Slate Pond (Figure 2). Mixed woods and grass lawns comprise the vegetation along Bridgehampton-Sag Harbor Turnpike, which is occupied mostly by scattered residences (Photograph 6). Disturbances in this portion of the corridor are primarily the result of road construction and lawn maintenance.

Soils in the project corridor include Atsion sand, Berryland mucky sand, Carver and Plymouth sands (0-3, 3-15% slopes), Cut and fill land (gently sloping), Deerfield sand, Haven loam (0-2, 2-6, and 6-12% slopes; thick surface layer), Plymouth loamy sand (0-3, 3-8, and 8-15% slopes; silty substratum, 0-3% slopes; gravelly 8-15% slope, eroded), Raynham loam, Riverhead sandy loam (0-3 and 3-8% slopes), and Riverhead and Haven soils (graded) (Table 2).

Photograph 5. Western view of disturbance from construction of the LIRR at Hayground Road (proposed Route 3).

Photograph 6. Looking north at Bridgehampton-Sag Harbor Turnpike in the eastern portion of proposed Route 3.

Route 4 (Montauk Highway Alternative). This proposed corridor is also situated on the outwash plain south of the terminal moraine. Elevations range from 9 to 30 meters (30 to 100 feet) above mean sea level. Several bodies of water are situated adjacent to the project corridor, including Mill Creek, Mill Pond, Hayground Cove, Little Long Pond, Kellis Pond, and Slate Pond (Figure 2). Disturbances resulting from roadway and commercial construction are present along North Road (Photograph 7) and Montauk Highway (Photograph 8).

Soils in the project corridor include Atsion sand, Bridgehampton silt loam (0-2 and 2-6% slopes), Carver and Plymouth sands (0-3, 3-15, and 15-35% slopes), Cut and fill land (gently sloping), Haven loam (0-2, 2-6, and 6-12% slopes, and thick surface), Plymouth loamy sand (0-3, 3-8% slopes), Riverhead sandy loam (0-3, 3-8, and 8-15% slopes), Riverhead and Haven soils (graded) and Sudbury sandy loam (Table 2).

Village Underground Option, Routes 1-4. As discussed above, each of the four proposed routes includes an option to place the transmission line underground near the western terminus of the project area. In general, the village underground option (also called the Wiltshire Street alternative) runs along North Sea Road, Wiltshire Street and North Road (County Route 39). Much of this area has been disturbed by road and building construction, along with grading and paving for parking lots and driveways and the installation of below-ground utilities. Elevation is roughly 12 meters (40 feet) above mean sea level. Soils are dominated by Haven loam, 0-2% slopes, and Bridgehampton silt loam, 0-2% slopes (Table 2).

Photograph 7. Disturbance resulting from road construction and commercial development along the west side of North Road at the LIRR (proposed Route 4). View is south.

Photograph 8. Eastern view of disturbance from suburban development along north side of Montauk Highway in Bridgehampton (proposed Route 4).

Table 2. Project area soils

Name	*Soil Horizon Depth*	*Color*	*Texture*	*Slope %*	*Drainage*
Atsion sand	A0/A1: 0-2.5 cm (0-1 in) A2: 2.5-25 cm (1-10 in) B1: 25-38 cm (10-15 in) B2: 38-68 cm (15-27 in)	very dark gray (light) gray dark red brown dark brown	sand sand loamy sand sand	N/A	poor
Berryland mucky sand	A0/A1: 0-2.5 cm (0-1 in) A2: 2.5-13 cm (1-5 in) B1: 13-25 cm (5-10 in) B2: 25-50 cm (10-20 in) B3: 50-76 cm (20-30 in)	black gray brown very dark gray brown (dark) brown gray brown	mucky sand sand sand sand sand	N/A	poor
Bridgehampton silt loam	Ap: 0-28 cm (0-11 in) B1: 28-48 cm (11-19 in) B2: 48-58 cm (19-23 in)	dark brown yellow brown light olive brown	silt loam silt loam silt loam	0-2; 2-6; graded	well
Carver and Plymouth sands	A0/A1: 0-7.6 cm (0-3 in) A2: 7.6-20 cm (3-8 in) B1: 20-35 cm (8-14 in) B2: 35-56 cm (14-22 in)	dark gray (light) gray brown orange brown	sand sand sand sand	0-3; 3-15; 15-35	excessive
Cut and fill land	N/A	N/A	N/A	gently sloping	N/A
Deerfield sand	A0/A1: 0-15 cm (0-6 in) B1: 15-20 cm (6-8 in) B2: 20-38 cm (8-15 in) B3: 38-63 cm (15-25 in)	gray brown olive yellow light yellow brown	sand sand sand sand	N/A	well
Haven loam	A0/A1: 0-7.6 cm (0-3 in) B1: 7.6-25 cm (3-10 in) B2: 25-48 cm (10-19 in) B3: 48-71 cm (19-28 in)	dark gray brown (dark) brown orange brown yellow brown	loam loam loam loam w/gravel	0-2; 2-6; 6-12; thick surface	well
Montauk fine sandy loam; Montauk silt loam	A0/A1: 0-5 cm (0-2 in) B1: 5-43 cm (2-17 in) B2: 43-68 cm (17-27 in)	dark brown yellow brown yellow brown	fine sandy loam fine sandy loam fine sandy loam	3-8	well

Table 2. Continued.

Name	*Soil Horizon Depth*	*Color*	*Texture*	*Slope %*	*Drainage*
Montauk fine sandy loam; Montauk silt loam	A0/A1: 0-5 cm (0-2 in) B1: 5-43 cm (2-17 in) B2: 43-68 cm (17-27 in)	dark brown yellow brown yellow brown	fine sandy loam fine sandy loam fine sandy loam	3-8	well
Plymouth loamy sand; Plymouth gravelly loamy sand	A0/A1: 0-10 cm (0-4 in) B1: 10-25 cm (4-10 in) B2: 25-43 cm (10-17 in) B3: 43-68 cm (17-27 in)	dark gray brown yellow brown yellow brown brown	loamy sand loamy sand loamy sand loamy sand	0-3; 3-8; 8-15; silty substratum, 0-3; 8-15, eroded	excessive
Raynham loam	A0/A1: 0-2.5 cm (0-1 in) B: 2.5-13 cm (1-5 in) B1: 13-25 cm (5-10 in) B2: 25-50 cm (10-20 in) B3: 50-101 cm (20-40 in)	very dark gray (light) gray light gray light gray (light) gray	loam loam loam silt loam silt loam	N/A	poor
Riverhead and Haven soils, graded	see profiles for Riverhead and Haven soils series	N/A	N/A	0-8	well
Riverhead sandy loam	Ap: 0-30 cm (0-12 in) B2: 30-68 cm (12-27 in)	(dark) brown orange brown	sandy loam sandy loam	0-3; 3-8; 8-15	well
Sudbury sandy loam	A0/A1: 0-2.5 cm (0-1 in) B1: 205-33 cm (1-13in) B2: 33-61 cm (13-24 in)	dark gray light olive brown light olive brown	sandy loam sandy loam sandy loam	N/A	moderately well

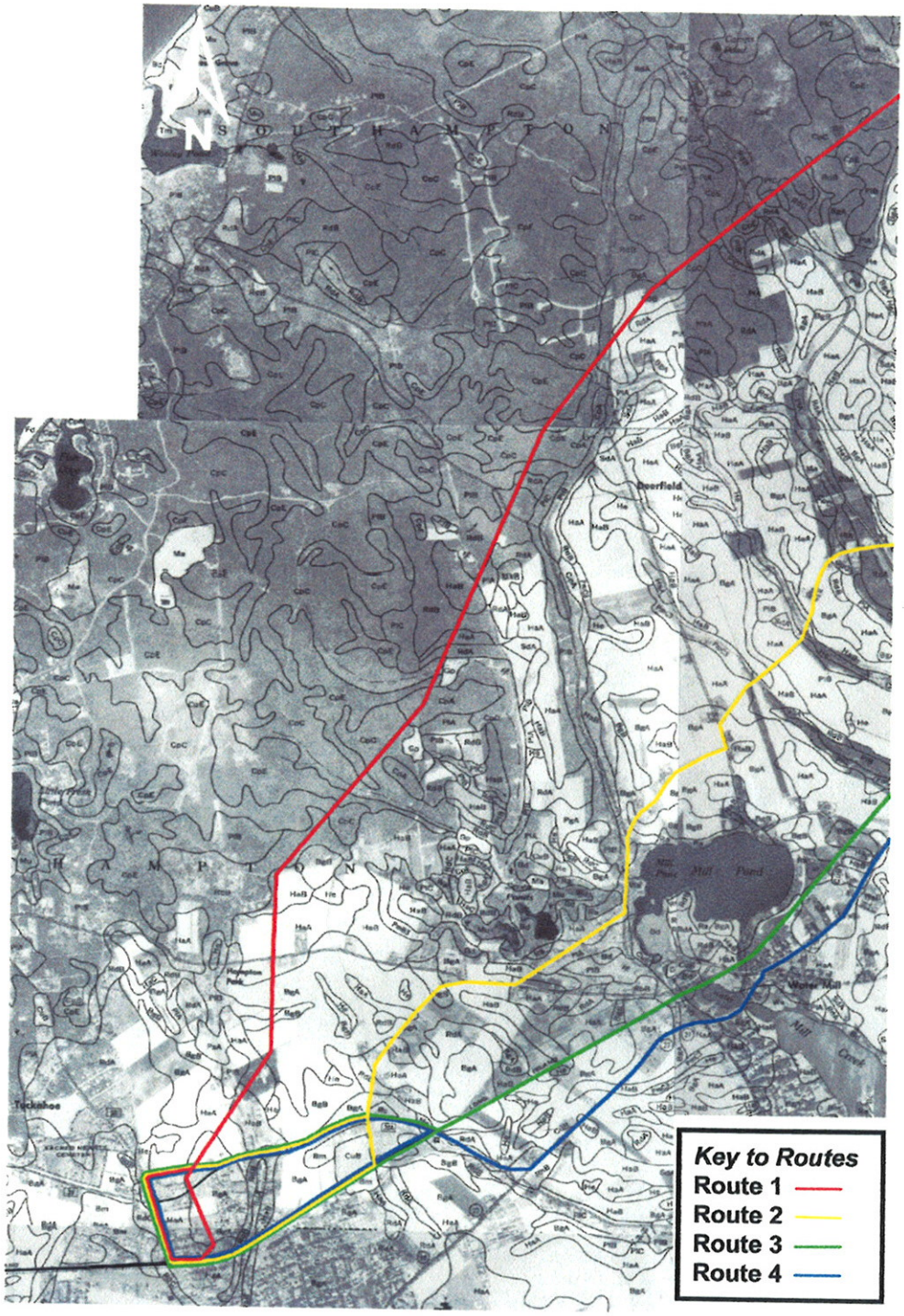

Figure 3. 1975 USDA Soil Map showing the location of the project area.

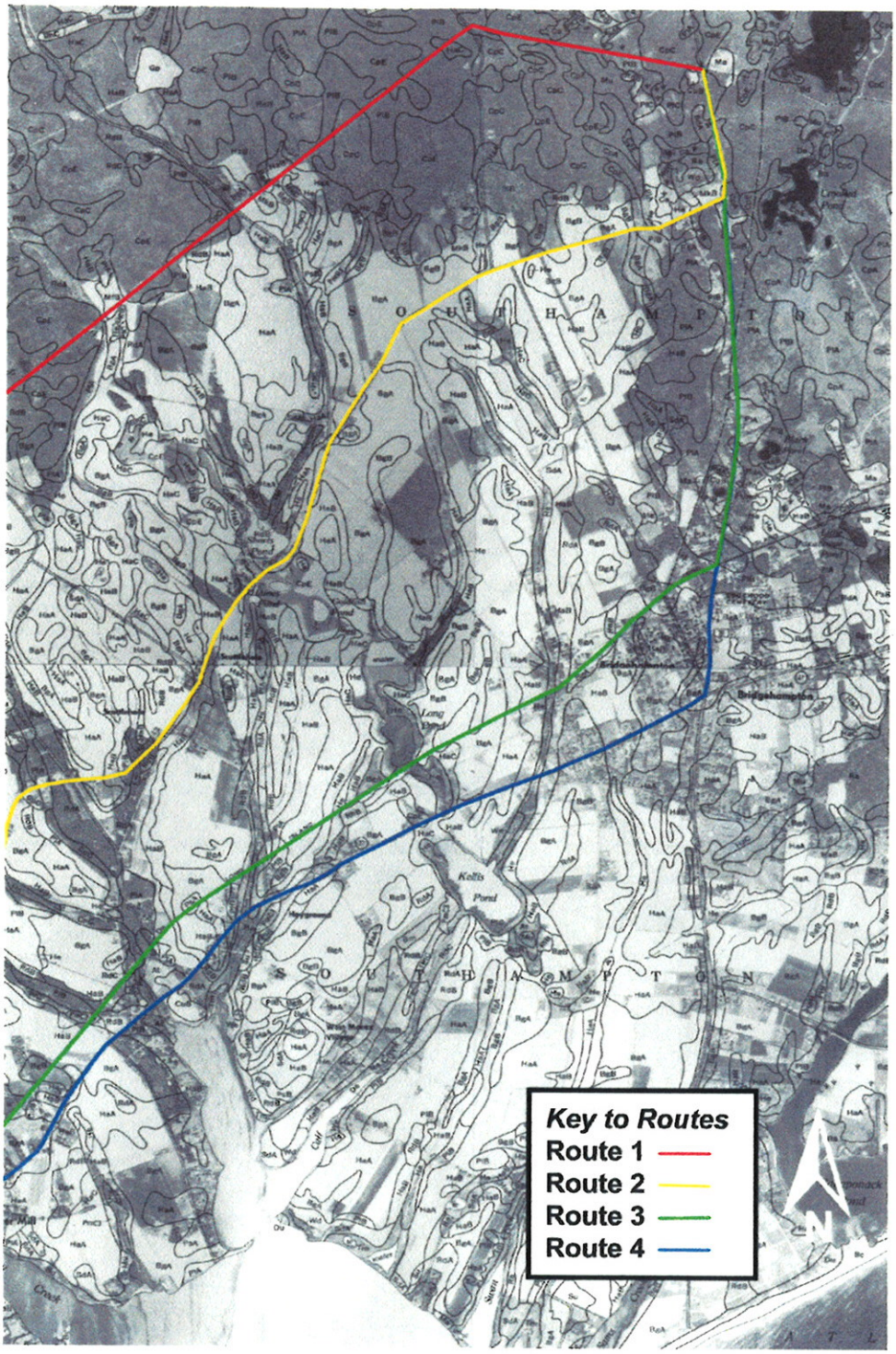

Figure 3. 1975 USDA Soil Map, continued.

Site File Search. The files of the New York State Museum (NYSM), the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), Suffolk County Archaeological Association (SCAA), and the Institute for Long Island Archaeology (ILIA) document 16 prehistoric sites, one site with prehistoric and historic (Native American and European) components, one historic Native American site, and three historic period Euro-American archaeological sites within a 1.6 kilometer (one mile) radius of the proposed routes (Table 3). One of these sites, the James and Klugh site (located adjacent to proposed Route 4), is eligible for listing on the National Register of Historic Places (Table 3).

There are no State or National Register of Historic Places listed or previously determined eligible properties within or adjacent to proposed Route 1 (Table 3). Approximately 305 meters (1000 feet) of Routes 2 and 3 are situated within and adjacent to the National Register listed North Main Street Historic District (90NR1918). Three National Register listed structures (Windmill at Water Mill, Water Mill, and the Nathaniel Rogers House) are identified adjacent to proposed Route 4. The Water Mill (90NR01890; also adjacent to Route 3) dates to the seventeenth century, and the Windmill at Water Mill (90NR01888) was constructed around 1800. The Nathaniel Rogers House (04NR05267) is a circa 1840s Greek Revival house located in Bridgehampton. In addition, there are two National Register eligible buildings adjacent to Route 4, the nineteenth century William Corwith House (02NR01914) and the Bridgehampton Presbyterian Church (10309.00002).

Table 3. Known archaeological sites within 1.6 kilometers (one mile) of the proposed routes.

Site Identifier	*Site Name*	*Age/Cultural Affiliation*	*Comments*
A10309.000084	James and Klugh	prehistoric	NRE Late Woodland period camp site with Levanna projectile points, pottery, quartz debitage, bone, shell, and features (including large midden deposit) on Hayground Cove east of the project area (Bernstein and Merwin 2005; Clover Archaeological Services, Inc. 1990).
A10309.000093	Hayground Cove site	prehistoric	Late Archaic period stray finds of two Bare Island and two Squibnocket triangle projectile points.
A10309.000062, NYSM 5529, SCAA 816	Elliston	Archaic, Transitional, Woodland, and historic	Quartz artifacts (projectile points, drills, scrapers) found during plowing. Artifacts evident of trade include a keyhole pendant, projectile point of grey slate, jasper projectile point, piece of calcedony, piece of chert, and Euro-American trade items (SCAA files).
A10309.000208, NYSM 5531, SCAA 821, NCM 120	Long Pond site	prehistoric	Two quartz points and additional debitage recovered near Long Pond (SCAA files).
A10309.000064, NYSM 7888, SCAA 818	Poxabogue Pond	prehistoric	"Sites around the pond" (SCAA files).
A10309.000684	Sayre Isolates	prehistoric	Two quartz flakes recovered during archaeological survey (Tracker Archaeological Services 2003).
A10309.000215	Millar	prehistoric	Six quartz flakes and one broken quartz biface recovered during archaeological survey (Bernstein and Merwin 1998).

Table 3. Continued.

Site Identifier	*Site Name*	*Age/Cultural Affiliation*	*Comments*
A10309.000063, NYSM 8341, SCAA 817	Kellis Pond sites	prehistoric	Quartz debitage recovered during archaeological survey. Site was identified in SCAA files prior to archaeological survey (Greenhouse Consultants Inc. 1999).
NYSM 4910	ACP SUFK 41	prehistoric	Village site (Parker 1920).
NYSM 4926	ACP SUFK	prehistoric	Village site (Parker 1920).
NYSM 4927	ACP SUFK	prehistoric	"Traces of occupation" (Parker 1920).
NYSM 4928	ACP SUFK	prehistoric	"Traces of occupation" (Parker 1920).
NYSM 7614	ACP SUFK	prehistoric	"Traces of occupation" (Parker 1920).
NYSM 7889, SCAA 819	Sagaponack Lake sites	prehistoric	Sites around pond (SCAA files).
NYSM 8328	Calf Creek Farm	prehistoric	Prehistoric quartz stray finds (Barber 1991).
NYSM 8329	Leonard	prehistoric	Prehistoric site associated with 3 glacial erratics identified during archaeological survey (Bernstein 1990).
NYSM 8343	Bridgehampton 1	prehistoric?	No information available.
NYSM 5534, SCAA 824, NCM 18	Round Pond	historic Native American	Historic "wigwams" (SCAA files).
A10357.000421	Mill Hill Mill	historic	Location of 18th century windmill, which was moved in the late 19th century.
A10309.000087	John Cook House site	historic	Domestic and architectural artifacts found at late seventeenth century house site.
A10309.000221	Kellis Pond historic	historic	Late 19th-early 20th century artifacts recovered near Kellis Pond (Greenhouse Consultants Inc. 1998).

Historic Maps. Trends in development and land use patterns can be discerned through a study of historic period maps. The 1797 Anonymous *Survey of the Town of Southampton* (Figure 4) shows a linear settlement pattern along the main roads (including North Sea Road, Montauk Highway, and Scuttlehole Road) throughout the Town of Southampton. The "Bull head road to Sag Harbor" (present-day Bridgehampton-Sag Harbor Turnpike) serves as the eastern terminus for each of the proposed corridors. Although houses are illustrated on this map in the vicinity of each of the proposed routes (Tables 4 through 8), no information regarding property ownership is provided. The presence of the structures suggests an early linear settlement pattern in the Village of Southampton, at Water Mill, and at Scuttlehole. The buildings shown along North Sea Road are probably all south of the Southampton substation, and beyond the project area's village underground option. Moving east along the project corridor, Mill Pond is prominently illustrated between Montauk Highway and Scuttlehole Road, and structures are situated around

the pond (adjacent to proposed Routes 2, 3, and 4; Tables 5 through 7). A small settlement, named Water Mill, was established here in the late seventeenth century. Several mills operated in this location, including a late seventeenth century grist mill that was relocated in the eighteenth century. Another early settlement was established at Scuttlehole, and several houses are illustrated along Scuttlehole Road (adjacent to proposed Route 2; Table 5). In addition, a few structures are depicted along Montauk Highway (adjacent to Route 4; Table 7) including a house near Kellis Pond, the Bulls Head Inn (at the northwest corner of Montauk Highway and Bridgehampton-Sag Harbor Turnpike), and Colonel John Hulbert's house (northeast corner of Montauk Highway and Bridgehampton-Sag Harbor Turnpike; Adams 1916:168).

By the time of the 1858 Chace *Map of Suffolk County* (Figure 5), residential development had expanded in all directions from the original seventeenth century communities, and substantial settlements are shown at Southampton and Bridgehampton. Settlement during this period is shown mostly along Montauk Highway and Scuttlehole Road (there are 19 structures shown adjacent to proposed Route 2 [Table 5], and 60 structures adjacent to proposed Route 4 [Table 7]). Proposed Route 3 is shown north of Montauk Highway, with approximately nine structures shown adjacent to the corridor (Table 6). Very few structures are depicted throughout the interior portions of the Town of Southampton (adjacent to proposed Route 1; Table 4).

The 1873 Beers *Atlas of Long Island* (Figure 6) shows a similar land use pattern. Dense settlement is shown throughout Bridgehampton, especially adjacent to proposed Route 4 (along Montauk Highway; Table 7). Settlements remain visible around Water Mill and Scuttlehole (Table 5), although they are not nearly as dense as along Montauk Highway. By this time, the railroad had reached the Town of Southampton, and the route (proposed Route 3; Table 6) is visible north of Montauk Highway. Only five structures are adjacent to proposed Route 1, as few settlements were yet established in the interior reaches of the town. The village underground option near the western terminus of the project area was similarly lightly settled during the nineteenth century (Table 8).

By 1904, many roads were established throughout the interior of the Town of Southampton. However, only two structures are shown adjacent to proposed Route 1 on the 1904 USGS topographic map of *Sag Harbor, New York* (Figure 7). Many residential structures are identified adjacent to proposed Routes 2 and 4 (Tables 5 and 7), while commercial activity is illustrated adjacent to proposed Routes 3 and 4 (Tables 6 and 7).

In addition to the nearly two hundred buildings illustrated on historic maps, there are three cemeteries adjacent to the project area (all along Montauk Highway on Route 4). The Water Mill Cemetery (731 Montauk Highway) was established in the eighteenth century, and contains gravestones for members of the Corwith, Rose, Cook, and Halsey families. The Hayground Cemetery (100 Windmill Lane) includes eighteenth century gravestones and a marker to commemorate the burials of Revolutionary War soldiers. The Bridgehampton Cemetery (32 Hull Lane) was also established in the late eighteenth century.

In summary, the survey of historic maps illustrates the rapid population growth in the Town of Southampton in the nineteenth century. By the end of the eighteenth century, villages were established along Montauk Highway at Southampton and Bridgehampton, and the smaller settlements of Water Mill and Scuttlehole were present along Scuttlehole Road. By the end of the nineteenth century, Montauk Highway was booming with residential and commercial activity. The presence of the railroad facilitated settlement and economic growth, and this is illustrated adjacent to proposed Routes 2, 3, 4, and the village underground option for all routes. The interior reaches of the town, however, remained minimally developed into the twentieth century, as few structures are depicted adjacent to proposed Route 1. There are seven map documented structures adjacent to Route 1, 52 adjacent to Route 2, 37 adjacent to Route 3, 100 adjacent to Route 4, and five adjacent to the village underground option (Tables 4-8).

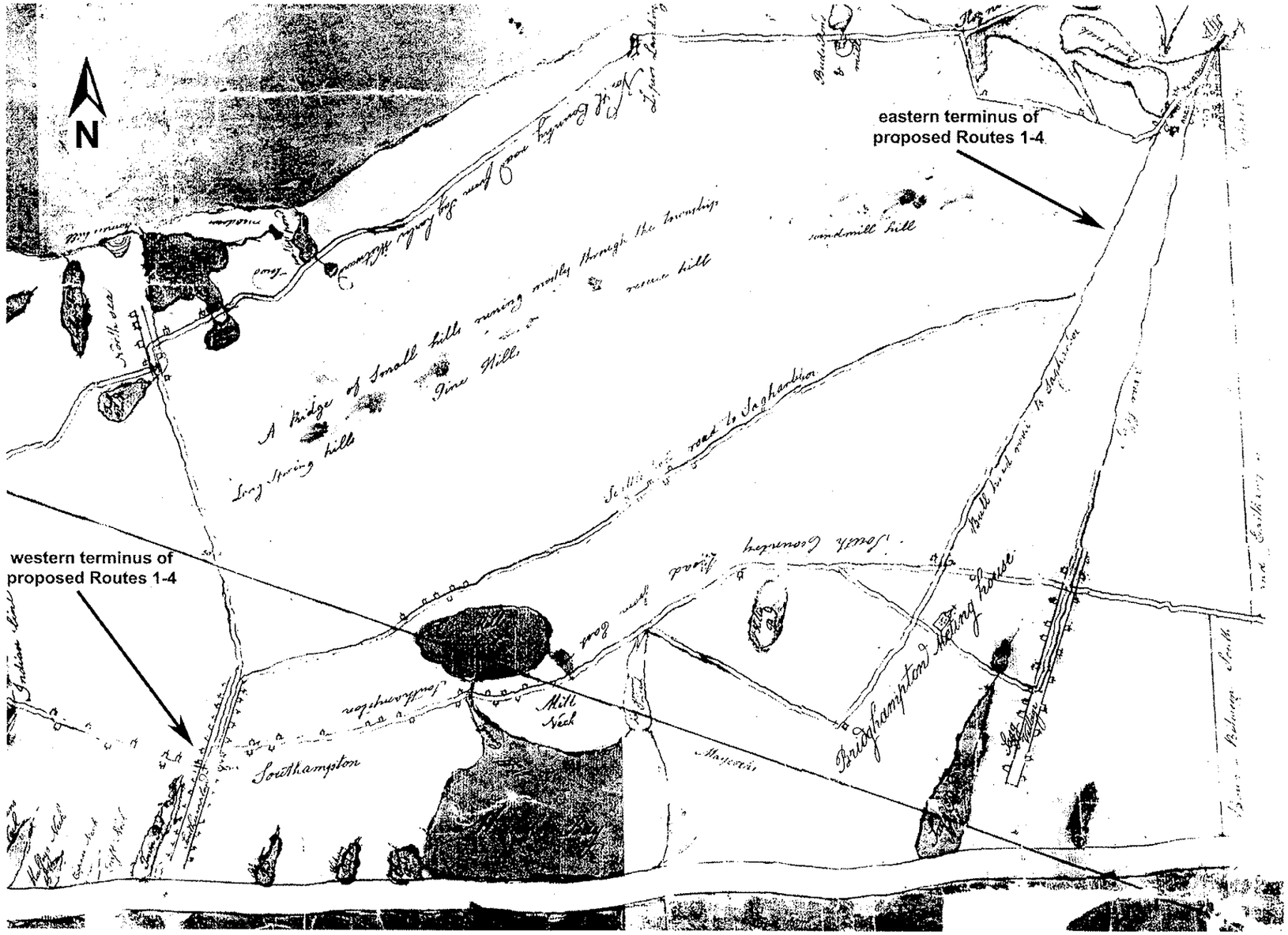

Figure 4. Anonymous 1797 *Survey of the Town of Southampton.* This map demonstrates a linear settlement pattern along the early roads in the Town of Southampton. The few landmarks and absence of property ownership prohibit the identification of specific early structures. However, the illustrations of houses along the roads serves to signify early Euro-American settlement patterns.

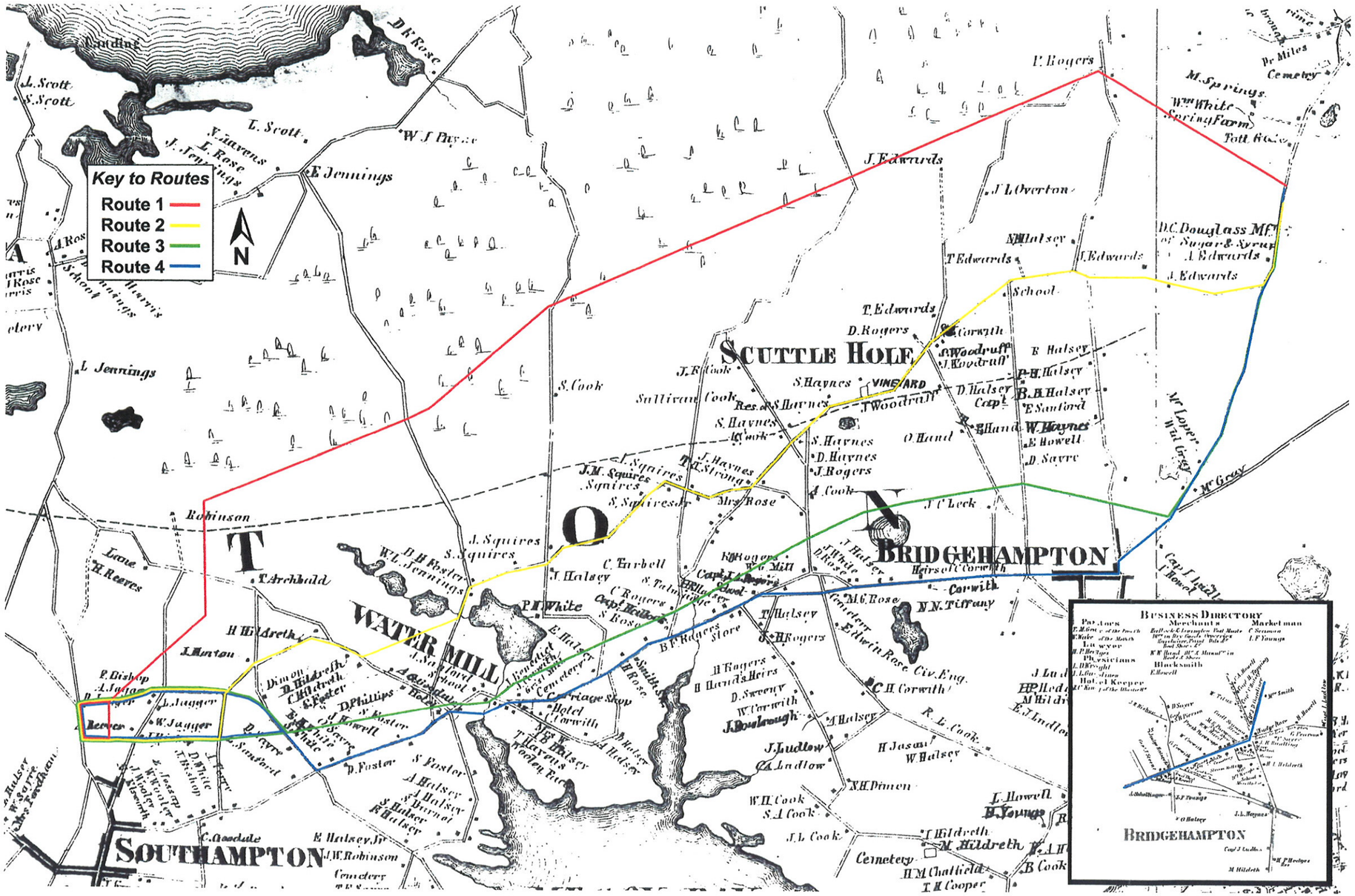

Figure 5. Chace 1858 *Map of Suffolk County.* Villages were established at Southampton and Bridgehampton, and settlements grew along Montauk Highway and Scuttlehole Road.

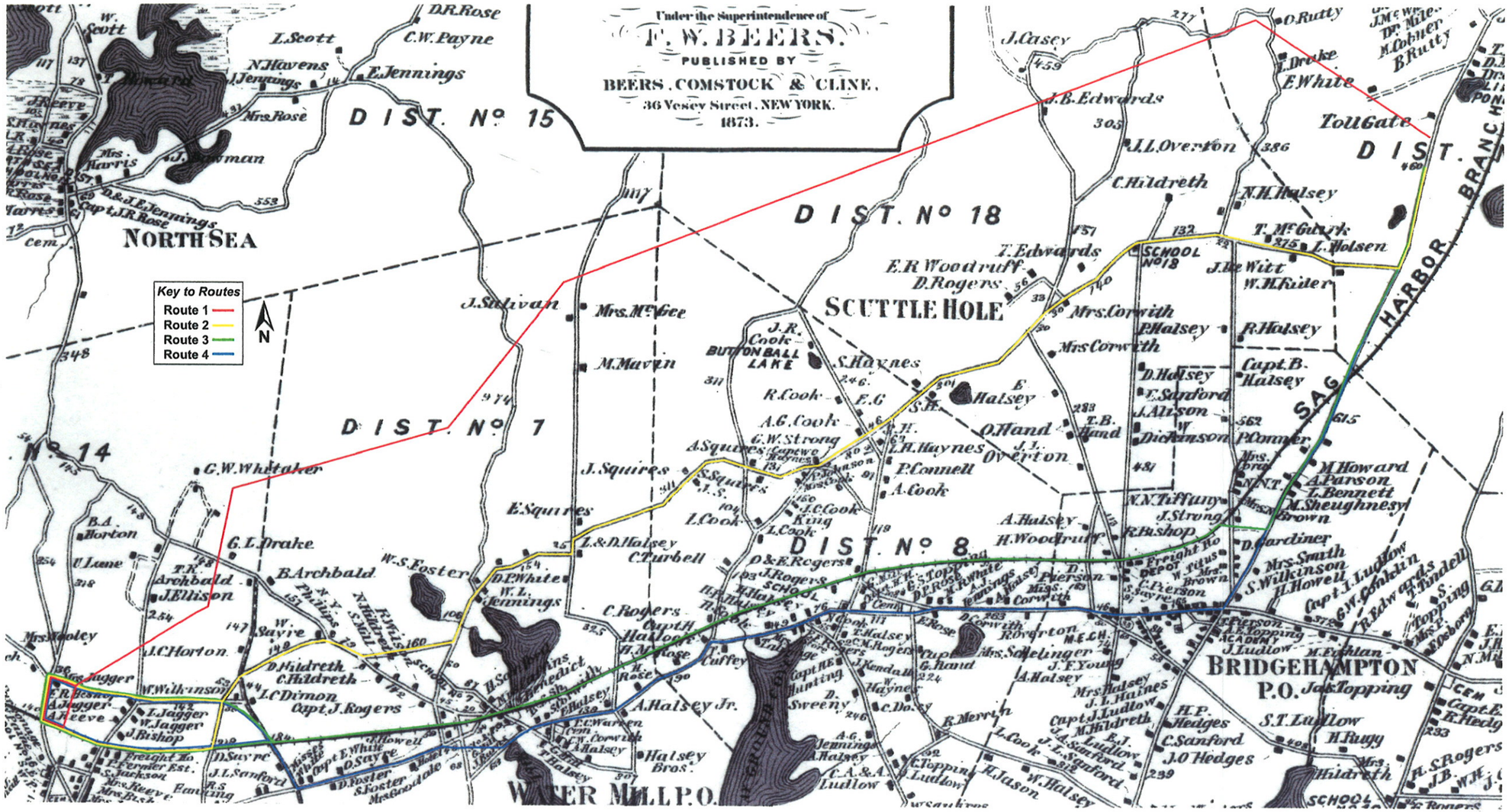

Figure 6. Beers 1873 *Atlas of Long Island* showing dense settlement along the main roads near the south shore of the Town of Southampton. By this time the railroad was running north of Montauk Highway.

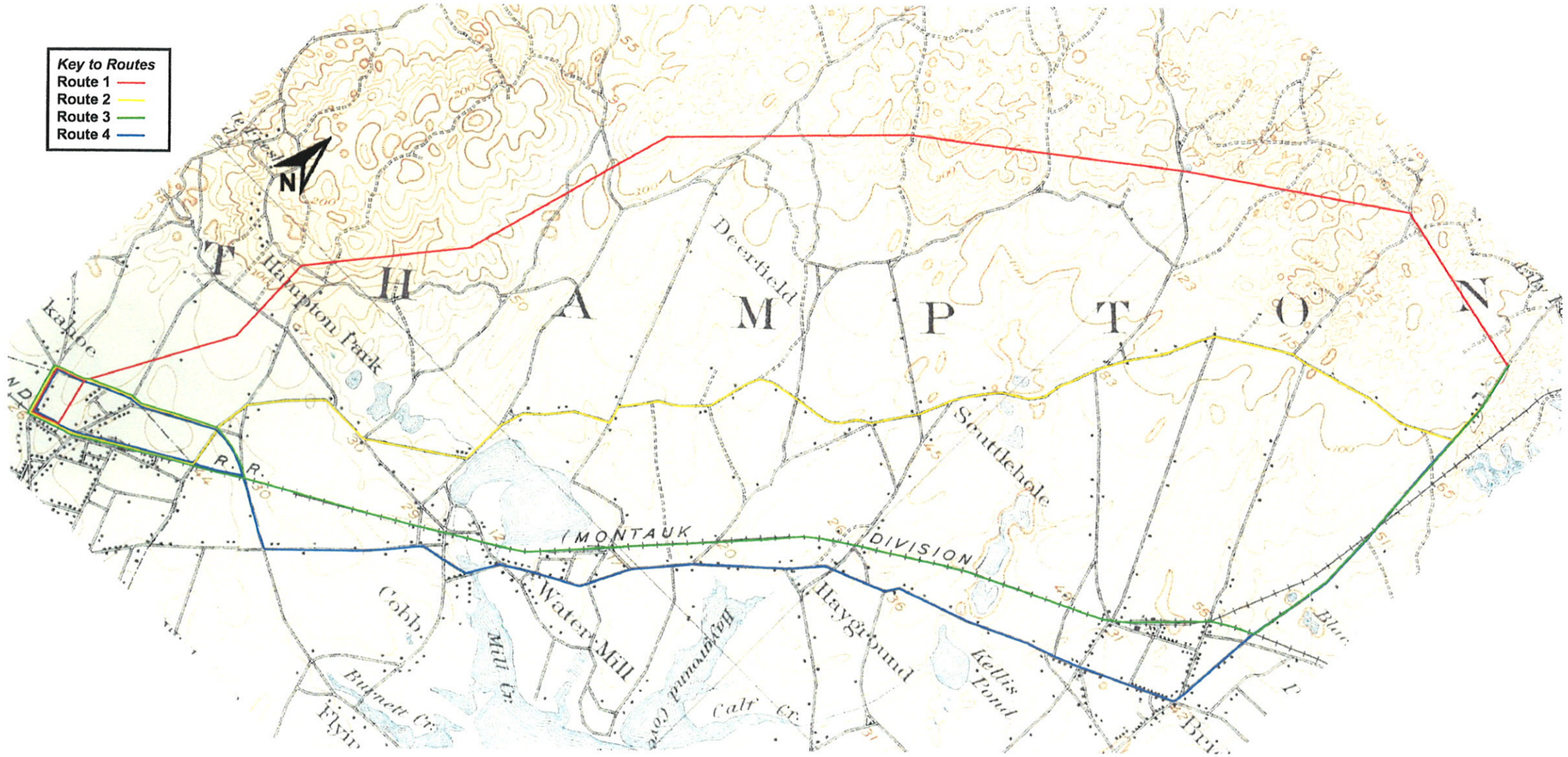

Figure 7. 1904 USGS topographic map, *Sag Harbor, New York*, 15 minute series. Although dense residential and commercial activity is illustrated near the south shore, the interior reaches of the town remain minimally developed.

Table 4. Map documented structures (west to east) located adjacent to proposed Route 1 (Existing Line).

Location	*1797*	*1858*	*1873*	*1904*
south of LIRR, east of North Sea Rd				shown
south of corridor, east of Main St				shown
northeast corner of Long Springs Rd and Edge of Woods Rd			shown	
south of corridor, east of Millstone Rd			J.B. Edwards	
north of corridor, east of Brick Kiln Rd		P. Rogers	O. Rutty	
south of corridor, east of Brick Kiln Rd		shown	L. Drake	
east of corridor, north of Clay Pit Rd			E. White	

Table 5. Map documented structures (west to east) located adjacent to proposed Route 2 (Direct Route).

Location	*1797*	*1858*	*1873*	*1904*
south of LIRR, east of North Sea Rd				shown
south of LIRR, west of North Main St			shown	
north of LIRR, east of North Main St		J. Bishop	J. Bishop	
south of LIRR, east of North Main St			shown	
south of LIRR, east of North Main St			Freight House	shown
south of LIRR, east of Maple St				shown
south of LIRR at Elm St				shown (Station?)
south of LIRR, west of Plant Ln				shown
south of LIRR, west of Plant Ln				shown
northwest corner of Seven Ponds Rd and David Whites Ln		L. Bunton		
northwest corner of Seven Ponds Rd and Mecox Rd		H. Hildreth	W. Sayre	shown
northeast corner of Seven Ponds Rd and Mecox Rd			N.Y. Phillips	shown
north of Seven Ponds Rd, west of Seven Ponds Towd Rd				shown
north of Lower Sevens Pond Rd, west of Water Mill Towd Rd				shown

Table 5. Route 2, continued.

Location	*1797*	*1858*	*1873*	*1904*
north of Lower Sevens Pond Rd, west of Water Mill Towd Rd				shown
northwest corner of Lower Seven Ponds Rd and Water Mill Towd Rd				shown
west of Water Mill Towd Rd, north of Lower Seven Ponds Rd				shown
south of Head of Pond Rd, at Water Mill Towd Rd		W. L. Jennings	W. L. Jennings	
southeast corner of Head of Pond Rd, and Water Mill Towd Rd			W. L. Jennings	shown
northeast corner of Head of Pond Rd, and Water Mill Towd Rd	shown	B. H. Foster	W. S. Foster	shown
north of Head of Pond Rd, east of Town Rd	shown		shown	shown
north of Head of Pond Rd, between Water Towd Rd and Deerfield Rd	shown	S. Squires	shown	shown
south of Head of Pond Rd near Mill Pond	shown			
north of Head of Pond Rd near Mill Pond	shown			
north of Head of Pond Rd near Mill Pond	shown			
east of Deerfield Rd at Head of Pond Rd		J. Halsey	L.&D. Halsey	shown
north of Head of Pond Rd, west of Noyac Path		Squires	J. Squires	shown
south of Head of Pond Rd, east of Deerfield Rd		J. M. Squire	J. S.	shown
south of Head of Pond Rd, east of Deerfield Rd				shown
northeast corner of Head of Pond Rd and Noyac Path		A. Squires	A. Squires	shown
south side of Head of Pond Rd, east of Noyac Path		S. Squires	S. Squires	shown
north of Scuttlehole Rd, west of Cooks Ln		T. A. Strong	G. W. Strong	shown
south of Scuttlehole Rd, east of Strongs Ln				shown
northwest corner of Scuttlehole Rd and Cooks Ln	shown	A. G. Cook	A. G. Cook	shown
south of Scuttlehole Rd, east of Cooks Ln	shown	S. Haynes	S. H.	
north of Scuttlehole Rd, east of Cooks Ln	shown	Residence of S. Haynes	S. Haynes	shown

Table 5. Route 2, continued.

Location	*1797*	*1858*	*1873*	*1904*
south of Scuttlehole Rd	shown			
north of Scuttlehole Rd	shown			
south of Scuttlehole Rd	shown			
south of Scuttlehole Rd, east of Cooks Ln			S. H.	shown
south of Scuttlehole Rd at Guyer Rd		Mrs. Corwith	Mrs. Corwith	shown
southwest corner of Scuttlehole Rd and Butter Ln		School	School No. 18	
north of Scuttlehole Rd at Butter Ln				shown (Church?)
north of Scuttlehole Rd, east of Lumber Ln		J. Edwards	T. McGuirk	
south of Scuttlehole Rd, east of Lumber Ln			J. DeWitt	shown
north of Scuttlehole Rd, east of Lumber Ln			L. Holsen	shown
south of Scuttlehole Rd, west of Bridgehampton-Sag Harbor Tpk			W. H. Rider	shown
east of Bridgehampton-Sag Harbor Tpk, north of Scuttlehole Rd				shown
west of Bridgehampton-Sag Harbor Tpk, north of Scuttlehole Rd		A. Edwards		shown
east of Bridgehampton-Sag Harbor Tpk				shown
west of Bridgehampton-Sag Harbor Tpk				shown
west of Bridgehampton-Sag Harbor Tpk				shown

Table 6. Map documented structures (west to east) located adjacent to proposed Route 3 (LIRR Route).

Location	*1797*	*1858*	*1873*	*1904*
south of LIRR, east of North Sea Rd				shown
south of LIRR, west of North Main St			shown	
north of LIRR, east of North Main St		J. Bishop	J. Bishop	
south of LIRR, east of North Main St			shown	
south of LIRR, east of North Main St			Freight House	shown
south of LIRR, east of Maple St				shown

Table 6. Route 3, continued.

Location	*1797*	*1858*	*1873*	*1904*
south of LIRR at Elm St				shown (Station?)
south of LIRR, west of Plant Ln				shown
south of LIRR, west of Plant Ln				shown
south of LIRR, west of David Whites Ln				shown
north of LIRR, west of Old Mill Rd		shown	Miss Caffins	shown
south of LIRR, west of Old Mill Rd		shown	L.M. Benedict	shown
south of LIRR, east of Old Mill Rd				shown
south of LIRR, west of Scuttlehole Rd			Capt. H. Hallock	
north of LIRR, west of Scuttlehole Rd		C. Rogers	C. Rogers	shown
south of LIRR, west of Hayground Rd		K. Rogers	J. Rogers	
north of LIRR, west of Hayground Rd			shown	
south of LIRR, east of Hayground Rd				shown
north of LIRR, west of Mitchells Ln			H. Woodruff	shown
south of LIRR, east of Butter Ln			Depot	shown
south of LIRR, east of Butter Ln			Freight House	shown
north of LIRR, east of Butter Ln				shown
south of LIRR, west of Corwith Avenue				shown
south of LIRR, east of Corwith Avenue				shown
south of LIRR, west of Lumber Ln				shown
south of LIRR, east of Lumber Ln			J. Strong	shown
east of Bridgehampton-Sag Harbor Tpk			M. Sheughnesy	shown
east of Bridgehampton-Sag Harbor Tpk		M. Grey	L. Bennet	
west of Bridgehampton-Sag Harbor Tpk		Wm. Grey	A. Parson	shown
east of Bridgehampton-Sag Harbor Tpk			M. Howard	
west of Bridgehampton-Sag Harbor Tpk		Mr. Loper	P. Connor	
east of Bridgehampton-Sag Harbor Tpk			shown	shown

Table 6. Route 3, continued.

Location	*1797*	*1858*	*1873*	*1904*
east of Bridgehampton-Sag Harbor Tpk, north of Scuttlehole Rd				shown
west of Bridgehampton-Sag Harbor Tpk, north of Scuttlehole Rd		A. Edwards		shown
east of Bridgehampton-Sag Harbor Tpk				shown
west of Bridgehampton-Sag Harbor Tpk				shown
west of Bridgehampton-Sag Harbor Tpk				shown

Table 7. Map documented structures (west to east) located adjacent to proposed Route 4 (Montauk Highway Route).

Location	*1797*	*1858*	*1873*	*1904*
east of North Sea Rd, north of LIRR				shown
west of North Rd (County Rt 39), south of LIRR		D. Sayre	D. Sayre	shown
northeast corner of Montauk Hwy (New York State Rt 27) and North Rd		S. White	Misses White	shown
north of Montauk Hwy, east of North Rd		E. B. White	Capt. E. White	shown
south of Montauk Hwy, east of North Rd		D. Foster	D. Foster	shown
north of Montauk Hwy, east of North Rd		O. Sayre	D. Sayre	shown
north of Montauk Hwy, south of LIRR		J. Howell	J. Howell	shown
south of Montauk Hwy, west of Head of Pond Rd		S. Foster	S. Foster	shown
north of Montauk Hwy, west of Head of Pond Rd				shown
south of Montauk Hwy, west of Head of Pond Rd	shown			shown
northwest corner of Montauk Hwy and Head of Pond Rd	shown			shown
northeast corner of Montauk Hwy and Head of Pond Rd	shown	A.G. Goodale	Mrs. Goodale	shown?
north of Montauk Hwy, west of Old Mill Rd	shown			shown
northwest corner of Montauk Hwy and Old Mill Rd	shown	J. Corwith	J. Burns	shown
north of Montauk Hwy, east of Old Mill Rd				shown
north of Montauk Hwy, east of Old Mill Rd				shown

Table 7. Route 4, continued.

Location	*1797*	*1858*	*1873*	*1904*
north of Montauk Hwy, east of Old Mill Rd				shown
north of Montauk Hwy, east of Old Mill Rd	shown	J. Sanford	shown	shown
north of Montauk Hwy, east of Old Mill Rd	shown	J. Corwith	S. Corwith	shown
south of Montauk Hwy, east of Proprietors Ln		cemetery	cemetery	shown (Church?)
north of Montauk Hwy, east of Proprietors Ln	shown	Grist Mill		
south of Montauk Hwy, east of Proprietors Ln			L.C. Warren	shown
south of Montauk Hwy, east of Proprietors Ln		Hotel		
north of Montauk Hwy, east of Proprietors Ln				shown
north of Montauk Hwy, east of Proprietors Ln				shown
northwest corner of Montauk Hwy and Deerfield Rd		E. Halsey	E. Halsey	shown
southeast corner of Montauk Hwy and Deerfield Rd			A. Halsey Jr.	shown
north of Montauk Hwy, east of Deerfield Rd		H. Rose	H. Rose	shown
north of Montauk Hwy, east of Deerfield Rd				shown
south of Montauk Hwy, east of Deerfield Rd		Smith Shop		shown
north of Montauk Hwy, west of Scuttlehole Rd		S. Rose	H. M. Rose	shown
north of Montauk Hwy, west of Scuttlehole Rd		Capt. Hallock	Capt. H. Hallock	shown
southeast corner of Montauk Hwy and Scuttlehole Rd			T. Cuffy	shown
northeast corner of Montauk Hwy and Scuttlehole Rd				shown
south of Montauk Hwy, north of Hayground Cove			Mrs. Talmage	
north of Montauk Hwy, east of Scuttlehole Rd			H. Cook	
south of Montauk Hwy, north of Hayground Cove				shown
south of Montauk Hwy, north of Hayground Cove				shown
south of Montauk Hwy, west of Mecox Rd		B.F. Rogers	store	shown
south of Montauk Hwy, west side of Mecox Rd		Store	B.F. Rogers	shown

Table 7. Route 4, continued.

Location	*1797*	*1858*	*1873*	*1904*
north of Montauk Hwy, west of Mecox Rd		H. R. Halsey	H. R. Halsey	shown
north of Montauk Hwy, west of Mecox Rd			H. Halsey	shown
southeast corner of Montauk Hwy and Mecox Rd			N. Cook	shown
northwest corner of Montauk Hwy and Hayground Rd		school	school	
north of Montauk Hwy, east of Hayground Rd			Capt. H.H. Rogers	shown
south of Montauk Hwy, west of Windmill Ln		Capt. Rogers		
north of Montauk Hwy, west of Windmill Ln		cemetery	cemetery	
south of Montauk Hwy, east of Windmill Ln		M. G. Rose	E. Rose	shown
south of Montauk Hwy, east of Windmill Ln		D. Rose	E. R. Rose	shown
north of Montauk Hwy, east of Windmill Ln		J. White	M. R. White	shown
north of Montauk Hwy, east of Windmill Ln			shown	shown
north of Montauk Hwy, east of Windmill Ln			A .J. Jennings	
north of Montauk Hwy, midway between Windmill Ln and Snake Hollow Rd		J. Halsey	A. Halsey	shown
north of Montauk Hwy, west of Snake Hollow Rd	shown	Heirs of Corwith		shown
south of Montauk Hwy, midway between Windmill Ln and Snake Hollow Rd		Corwith	D. Corwith	shown
north of Montauk Hwy, west of Snake Hollow Rd			Miss Corwith	shown
southwest corner of Montauk Hwy and Hildreth Ln			R. Overton	shown
south of Montauk Hwy, east of Hildreth Ln				shown
south of Montauk Hwy, east of Hildreth Ln		R. Bugg	shown	shown
north of Montauk Hwy, east of Hildreth Ln		Capt. J. Steene		
south of Montauk Hwy, east of Hildreth Ln		Capt. E. Howell	shown	shown
north of Montauk Hwy, west of Butter Ln		shown	shown	shown
south of Montauk Hwy, west of Butter Ln		Smith Shop	shown	shown
northwest corner of Montauk Hwy and Butter Ln		Judge Halsey Jr	shown	shown

Table 7. Route 4, continued.

Location	*1797*	*1858*	*1873*	*1904*
northeast corner of Montauk Hwy and Butter Ln			shown	shown
southeast corner of Montauk Hwy and Butter Ln		Carriage Shop	shown	shown
south of Montauk Hwy, east of Butter Ln		W. Fordham	shown	
north of Montauk Hwy, east of Butter Ln		G. Corwith	shown	
north of Montauk Hwy, east of Butter Ln		W. Corwith	shown	
north of Montauk Hwy, west of Hull Ln		Presb. Parsonage	shown	shown
north of Montauk Hwy, west of Bridgehampton-Sag Harbor Tpk		W. W. Hard	shown	shown
south of Montauk Hwy, west of Hull Ln		Cemetery		
south of Montauk Hwy, west of Hull Ln		Presb. Ch.	shown	shown
north of Montauk Hwy, west of Hull Ln		Shoe Shop	S. Sayre	shown
north of Montauk Hwy at Hull Ln			shown	shown
northeast corner of Montauk Hwy and Hull Ln		M. E. Parsonage	shown	shown
south of Montauk Hwy, east of Hull Ln		Atlantic House	shown	shown
north of Montauk Hwy, east of Hull Ln		Store	shown	shown
south of Montauk Hwy, midway between Hull Ln and Bridgehampton-Sag Harbor Tpk		M. E. Ch.	shown	shown
south of Montauk Hwy, west of Bridgehampton-Sag Harbor Tpk		shown	shown	shown
north of Montauk Hwy, west of Bridgehampton-Sag Harbor Tpk				shown
north of Montauk Hwy, west of Bridgehampton-Sag Harbor Tpk	shown	Store	shown	shown
southwest corner of Montauk Hwy and Bridgehampton-Sag Harbor Tpk		Store	shown	shown
southeast corner of Montauk Hwy and Bridgehampton-Sag Harbor Tpk		J. R. Hunting	shown	shown
northwest corner of Montauk Hwy and Bridgehampton-Sag Harbor Tpk		Carll Seuman	shown	shown

Table 7. Route 4, continued.

Location	*1797*	*1858*	*1873*	*1904*
northeast corner of Montauk Hwy and Bridgehampton-Sag Harbor Tpk	shown	Judge Rose		
east of Bridgehampton-Sag Harbor Tpk/Lumber Ln			S. Wilkinson	shown
northeast corner of Bridgehampton-Sag Harbor Tpk and Lumber Ln		Dr. J. D. Gardiner		
east of Bridgehampton-Sag Harbor Tpk, north of Lumber Ln			Mrs. Smith	shown
east of Bridgehampton-Sag Harbor Tpk			M. Sheughnesy	shown
east of Bridgehampton-Sag Harbor Tpk, north of Lumber Ln		M. Gray	L. Bennett	
west of Bridgehampton-Sag Harbor Tpk, north of Lumber Ln		Wm. Gray	A. Parson	
east of Bridgehampton-Sag Harbor Tpk			M. Howard	
west of Bridgehampton-Sag Harbor Tpk		Mr. Loper	P. Conner	
east of Bridgehampton-Sag Harbor Tpk			shown	shown
east of Bridgehampton-Sag Harbor Tpk, north of Scuttlehole Rd				shown
west of Bridgehampton Sag Harbor Tpk, north of Scuttlehole Rd		A. Edwards		shown
east of Bridgehampton-Sag Harbor Tpk				shown
west of Bridgehampton-Sag Harbor Tpk				shown
west of Bridgehampton-Sag Harbor Tpk				shown

Table 8. Map documented structures (west to east) located adjacent to the village underground option.

Location	*1797*	*1858*	*1873*	*1904*
east of North Sea Rd. north of LIRR				shown
east of North Sea Rd, north of LIRR				shown
east of North Sea Rd, north of LIRR				shown
east side of North Sea Rd, south of Wiltshire St	shown	D. Jagger	Mrs. Jagger	shown
south of Wiltshire St, west of North Main St		F. Bishop	F. R. Bishop	shown

Sensitivity Assessment

Prehistoric Context. As discussed above, the site files document 16 prehistoric sites, one site with both prehistoric and historic period components, and one historic period Native American site within 1.6 kilometers (one mile) of the various proposed LIPA routes (Table 3). These sites range in size from "traces of occupation" to large camps or villages. An examination of the locations of archaeological sites on the South Fork suggest that certain environmental features, especially the presence of fresh water, are strong predictors for the presence of prehistoric deposits. The results of some preliminary studies suggest that many sites located away from the coast are "short duration camps or procurement stations" (Lightfoot 1988:38). These are sites where a limited range of activities were performed (such as hunting, nut collecting, or lithic raw material procurement), and their archaeological assemblages frequently contain a low diversity of artifactual remains. Nonetheless, the location of both interior and coastal prehistoric sites appears to be strongly influenced by the proximity of fresh water as these areas would have provided abundant natural resources, and thus acted as focal points for human activity (Bernstein et al. 1996). The Southampton region would have been attractive to prehistoric peoples, as marine resources such as fish, water fowl, and shellfish for prehistoric inhabitants were available nearby, and upland areas contained game and edible plants.

Based on the results of the site file search and a consideration of environmental features, the project area has variable sensitivity for the presence of prehistoric remains based on the proximity of known sites and favorable environmental conditions. Undisturbed areas near fresh water resources and sections of the proposed routes near known archaeological sites have a high sensitivity. The remaining undisturbed portions that are not near known sites or fresh water resources have a lower potential for the presence of prehistoric deposits (Table 9). If present, expected site types might include small manifestations of prehistoric activity (with few artifacts) that may represent hunting or tool repair incidents which occurred away from the larger camps (Bernstein et al. 1996:127).

Historic Context. The project corridors run between the hamlets of Southampton and Bridgehampton in the Town of Southampton. Permanent settlement of Southampton by the English began in 1640, when a group of colonists from Lynn, Massachusetts landed at North Sea (Hazelton 1925:733). The English colonists carried a warrant from the Earl of Sterling granting them about 64 square miles of land, stretching from Shinnecock to Sagaponack (Stone 1983).

At the time of contact, Southampton was occupied by the Shinnecock Indians, speakers of the Mohegan-Pequot-Montauk Algonquian language (Salwen 1978). One of the earliest recorded land transactions between the English and Shinnecock dates to 1640, when colonists confirmed the Sterling grant with a payment of sixteen coats and sixty bushels of Indian corn. It was also agreed that the English would defend the Shinnecock Indians against "the unlawful and unjust attacks of any other Indian who might assail them" (Stone 1983:67).

The first town meeting of Southampton was held in 1641 for the purpose of designating family lots within the village. At this meeting each household received fifty acres for a home, cultivation, and grazing, while shares were held for the common woodland north of the village (Keene 1983). The western terminus of all of the proposed LIPA routes is located north of the old village core.

Colonial settlements were also established east and west of Sagg (Sagaponack) Pond, at Mecox to the west and Sagg to the east. Shortly thereafter the settlers constructed a bridge over the pond to connect the two communities. The construction of the bridge has historically been linked to the naming of the hamlet of Bridgehampton. The eastern terminus of all of the proposed routes is located north of the historic village of Bridgehampton.

Interaction between the Indian and Euro-American populations was marked by agreements (and later arguments) concerning land use. In 1687 "a lease for a nominal rent" of forty shillings a year was given to the Indians (Stone 1983:104). A 1698 census records an Indian population of 152 in the area (Keene 1983:4). The 1687 accord was updated in 1703 with a "thousand year lease," in which the Indians paid a rent of one ear of corn each year in place of the forty shillings. By the terms of this lease, the Indians were permitted land for cultivation

and timber, and access to "such grass as they usually make their mats and houses of, and to dig ground nuts" (Bayles 1874:326). The colonists reserved a right to "meadows, marshes, grass, herbage, feeding and pasturage, timber, stone, and convenient highways" (Bayles 1874:326).

Though agriculture provided the subsistence base for the colonists, coastal resources (waterfowl, fish, shellfish) were also heavily utilized. Whaling played a vital role in the economy of early Southampton. The value of whale oil and bone as trade goods spawned the local industry which was active from 1640 until the middle of the nineteenth century.

Most of eastern Long Island was affected by British occupation during the American Revolution. Wharves, vessels, and naval stores were commandeered or destroyed in Suffolk County to halt American shipping, and the British fleet stationed in Gardiners Bay was provisioned with East Hampton crops, wood, and livestock, seriously depleting local resources (Luke and Venables 1976). Pre-war economic patterns gradually resumed during the early nineteenth century, facilitated by waterborne trade.

Bridgehampton was developed during the eighteenth century as a center intermediate between the village of Southampton and the main port at Sag Harbor. By the late nineteenth century, the community of Bridgehampton included a school, several mills, a post office, hotels, and a number of stores along Montauk Highway (Bayles 1874).

Around 1870, the Sag Harbor branch of the Long Island Rail Road was constructed north of Montauk Highway. The coming of the railroad greatly facilitated the movement of New York City businessmen and their families to country retreats, and marked the start of a thriving summer tourist industry on the south shore of Suffolk County. The railroad fostered the development of Southampton as a summer resort, and soon summer cottages and hotels lined the streets and shores of the community. The establishment of golf clubs, private clubs, bathing stations, and large estates continued until World War I (Keene 1983:7).

Following the war, Southampton experienced another real estate boom, especially in outlying areas. Growth slowed dramatically during the 1930s and 1940s with the Great Depression and World War II, but the second half of the twentieth century witnessed renewed economic growth (especially in the 1950s and, more recently, the 1990s). The Hamptons today host booming vacation and summer home industries.

Based on the results of the site file search, information concerning early settlement, and the historic map overview, the potential for the presence of historic period archaeological sites within the project area (Table 9) is relatively low, but moderate to high in the immediate vicinity of pre-1957 buildings (most of which are adjacent to Routes 2 and 4 [Tables 5 and 7]) and three cemeteries along Route 4.

Disturbance

As mentioned above, portions of each of the proposed routes have been previously disturbed by human activity.

Route 1 (Existing Line Alternative). Disturbances caused by earth-moving activities associated with road and building construction are present in the western portion of this corridor (Photograph 1, Appendix: Sheet 1). A significant portion of proposed Route 1 has been disturbed by previous installation of the existing overhead power lines (Photographs 1 and 2). This involved the installation of towers and maintenance/access through the LIPA right-of-way (Appendix: Sheets 3, 7-9, 15, 16, 21, 22, 24-26).

Route 2 (Direct Route Alternative). Disturbances resulting from roadway and commercial construction are present in the western portion of this project area along North Road (County Route 39) (Photograph 4, Appendix: Sheets 1 and 2). Most of this proposed route (east of and including David Whites Lane) will cross agricultural fields and residential lawns. Disturbances resulting from landscaping activities are expected in this portion of the corridor (Photograph 3, Appendix: Sheets 2, 5, 6, 10, 13, 14, 17, 19, 20, 23, and 24).

Route 3 (LIRR Route Alternative). This route, which follows the Long Island Rail Road to Bridgehampton-Sag Harbor Turnpike, is heavily disturbed by construction and maintenance of the Long Island Rail Road (Photograph 5, Appendix: Sheets 1, 2, 4, 5, 11-13, and 18). Mixed woods and grass lawns comprise the vegetation along Bridgehampton-Sag Harbor Turnpike, which is occupied mostly by scattered residences. Disturbances in this portion of the corridor are the result of road construction and lawn maintenance (Photograph 6, Appendix: Sheets 18, 19, 23, and 24).

Route 4 (Montauk Highway Alternative). The western end of this alternative also follows the Long Island Rail Road, where ground has been disturbed by construction and maintenance of the tracks. Disturbances resulting from the construction of roadways, side walks, parking lots, and other commercial activity are present along North Road (Photograph 7), Montauk Highway (Photograph 8), and Bridgehampton-Sag Harbor Turnpike (Appendix: Sheets 1, 2, 4, 5, 11-13, 18, 19, 23, and 24).

Village Underground Option, Routes 1-4. Disturbance from excavation and grading for road and building construction is present in much of this alternative, especially near homes and commercial properties along North Sea Road, Wiltshire Street, and North Road between North Main Street and David Whites Lane (Appendix: Sheets 1 and 2).

Testing Recommendations

It is recommended that all undisturbed portions of the proposed corridors which may be impacted by installation of the LIPA transmission line be subject to a surface survey and subsurface testing. Subsurface testing should consist of the excavation of shovel test pits (STPs) at 15 meter (49 foot) intervals to ascertain if archaeological remains are present beneath the ground surface (Table 9). In the case of proposed Route 1, which crosses the southern portion of the moraine, sections of the corridor with slopes greater than 15% need to be only minimally tested. In heavily disturbed areas (e.g., along the Long Island Rail Road, sidewalks, etc.), subsurface testing is recommended only to the extent necessary to document the disturbance. This can be accomplished through wide-interval testing, generally at 30 meter (98 foot) intervals (Table 9).

In areas of high prehistoric sensitivity (e.g., near known sites and/or fresh water resources), subsurface testing is recommended at 7.5 meter (24.5 foot) intervals (Table 9). In the event that isolated prehistoric artifacts are recovered, close-interval shovel testing may be performed around the location of the original find to ascertain the extent of the site.

In the vicinity of historic map documented structures, it is recommended that subsurface shovel testing be performed at 7.5 meter (24.5 foot) intervals (Table 9). This method, as outlined in the *Phase I Archaeological Report Format Requirements* issued by the New York State Historic Preservation Office (2005), will allow for the recovery (where present) of historic period yard deposits associated with map documented structures that have been identified adjacent to the corridors (Tables 4 through 8). In the case of the three historic period cemeteries along Montauk Highway (adjacent to proposed Route 4 in Water Mill, Hayground, and Bridgehampton), there is the potential to encounter unmarked human burials within the project area because the modern, marked limits of historic cemeteries do not always coincide with the extent of burials in a graveyard. Close-interval (2 meter [6.5 feet]) shovel testing and/or monitoring during construction is recommended in these areas to search for subsurface features, such as buried grave shafts.

Table 9. Archaeological sensitivity and testing recommendations for proposed Routes 1 through 4 and the village underground option for the LIPA electrical transmission line.

Route	*Location*	*Construction*	*Length*	*Sensitivity*	*Testing Recommendations*
1/Existing Line	LIRR from Southampton substation to overhead transmission line	overhead	150 m (500 ft)	low (prehistoric and historic)	30m interval where possible, due to disturbance; approx. 5-10 STPs
	overhead transmission line from LIRR to Deerfield substation	underground	4.2 km (2.6 mi)	low (prehistoric and historic)	30m interval where possible, due to steep slopes and disturbance; approx. 125-150 STPs
	overhead transmission line from Deerfield substation to Bridgehampton substation	underground	8.3 km (5.2 mi)	prehistoric-moderate to low, historic-low	15m interval near water, 30m in areas of steep slope and disturbance; approx. 250-300 STPs
2/Direct Route	LIRR from Southampton substation to David Whites Ln	overhead or underground	1.4 km (0.9 mi)	prehistoric-low, historic-moderate	15m interval where possible, between North Main St and the LIRR station; 30m intervals due to disturbance; approx. 40-60 STPs
	David Whites Ln from LIRR to Seven Ponds Rd	overhead or underground	0.7 km (0.4 mi)	low (prehistoric and historic)	15m interval; approx. 40-45 STPs
	Seven Ponds Rd from David Whites Ln to Lower Seven Ponds Rd	overhead or underground	1 km (0.6 mi)	low (prehistoric and historic)	15m interval; approx. 65-70 STPs
	Lower Seven Ponds Rd from Seven Ponds Rd to Head of Pond Rd	overhead or underground	0.8 km (0.5 mi)	moderate to high (prehistoric and historic)	7.5m interval near water; 15m interval elsewhere; approx. 50-80 STPs
	Head of Pond Rd/ Scuttlehole Rd/ Huntington Path from Lower Seven Ponds Rd to Bridgehampton-Sag Harbor Tpk	overhead or underground	8.7 km (5.4 mi)	prehistoric-moderate, historic-moderate to high	7.5m interval near historic structures, MDSs, and water; 15m interval elsewhere; approx. 550-650 STPs
	Bridgehampton-Sag Harbor Tpk from Scuttlehole Rd to Bridgehampton substation	overhead or underground	0.8 km (0.5 mi)	moderate (prehistoric and historic)	7.5m interval near MDSs; 15m interval elsewhere; approx. 50-80 STPs

Table 9. Continued.

Route	*Location*	*Construction*	*Length*	*Sensitivity*	*Testing Recommendations*
3/LIRR Route	LIRR from Southampton substation to Bridgehampton-Sag Harbor Tpk	overhead	10 km (6.2 mi)	low to moderate (prehistoric and historic)	15m interval where possible, near historic structures, MDSs, water; 30m elsewhere due to disturbance; approx. 300-400 STPs
	Bridgehampton-Sag Harbor Tpk from LIRR to Bridgehampton substation	overhead or underground	3 km (5.2 mi)	moderate (prehistoric and historic)	7.5m interval near historic structures, MDSs, water; 15m interval elsewhere; approx. 200-250 STPs
4/Montauk Highway Route	LIRR from Southampton substation to North Rd (County Rt 39)	overhead	1.8 km (1.1 mi)	prehistoric-low, historic-moderate	15m interval where possible; approx. 40-60 STPs
	North Rd from LIRR to Montauk Hwy	overhead	0.6 km (0.4 mi)	prehistoric-low, historic-moderate	15m interval where possible; approx. 30-40 STPs
	Montauk Hwy from North Rd to Bridgehampton-Sag Harbor Tpk	overhead	7.6 km (4.7 mi)	prehistoric-low to moderate, historic-low to high	15m interval where possible; 7.5m interval near historic structures, MDSs, water; 2m interval near cemeteries; approx. 400-600 STPs
	Bridgehampton-Sag Harbor Tpk from Montauk Hwy to Bridgehampton substation	overhead or underground	3.9 km (2.4 mi)	moderate to high (prehistoric and historic)	7.5m interval near historic structures, MDSs, water; 15m interval elsewhere; approx. 200-350 STPs
Village Underground Option	North Sea Rd from Southampton substation to Wiltshire St	underground	560 m (1830 ft)	prehistoric-low, historic-moderate	7.5m interval near historic structures, MDSs; 15m interval elsewhere; approx. 5-15 STPs
	Wiltshire St from North Sea Rd to existing overhead line	underground	330 m (1080 ft)	prehistoric-low, historic-moderate	7.5m interval near historic structures and MDSs; 15m interval elsewhere; approx. 15-20 STPs
	Wiltshire St from existing overhead line to North Rd (County Rt 39)	underground	140 m (460 ft)	prehistoric-low, historic-low	15m interval where possible; approx. 5-10 STPs
	North Rd from Wiltshire St to David Whites Ln	underground	0.9 km (0.6 mi)	prehistoric-low, historic-low	15m interval where possible; approx. 40-50 STPs
	North Rd from David Whites Ln to LIRR	underground	400 m (1310 ft)	prehistoric-low, historic-low	15m interval where possible; approx. 20-30 STPs

CONCLUSIONS AND RECOMMENDATIONS

Based on a search of archaeological site files, a consideration of environmental characteristics, and a field inspection, the four proposed routes of the Long Island Power Authority (LIPA) Southampton to Bridgehampton electrical transmission line in the Town of Southampton have an overall moderate sensitivity for the presence of prehistoric and historic period archaeological resources. Sensitivity for prehistoric Native American deposits is highest in portions of the project area that are adjacent to fresh water sources and near known sites. Sensitivity for historic period Euro-American archaeological sites is highest around map documented and standing structures that are more than fifty years old, especially along Routes 2, 3, and 4. Disturbed areas have a very low potential for intact archaeological deposits of any age.

A Stage 1B subsurface archaeological survey is recommended for all undisturbed portions of the proposed transmission line, regardless of which route is ultimately selected. If Route 1 (the existing line alternative) is selected, then approximately 380 to 460 shovel test pits will be necessary, Route 2 (the direct route alternative) would require approximately 795-985 shovel test pits, Route 3 (the Long Island Rail Road alternative) approximately 500 to 650 shovel test pits, Route 4 (the Montauk Highway alternative) approximately 670-1050 shovel test pits, and the village underground option, 85 to 125 shovel test pits.

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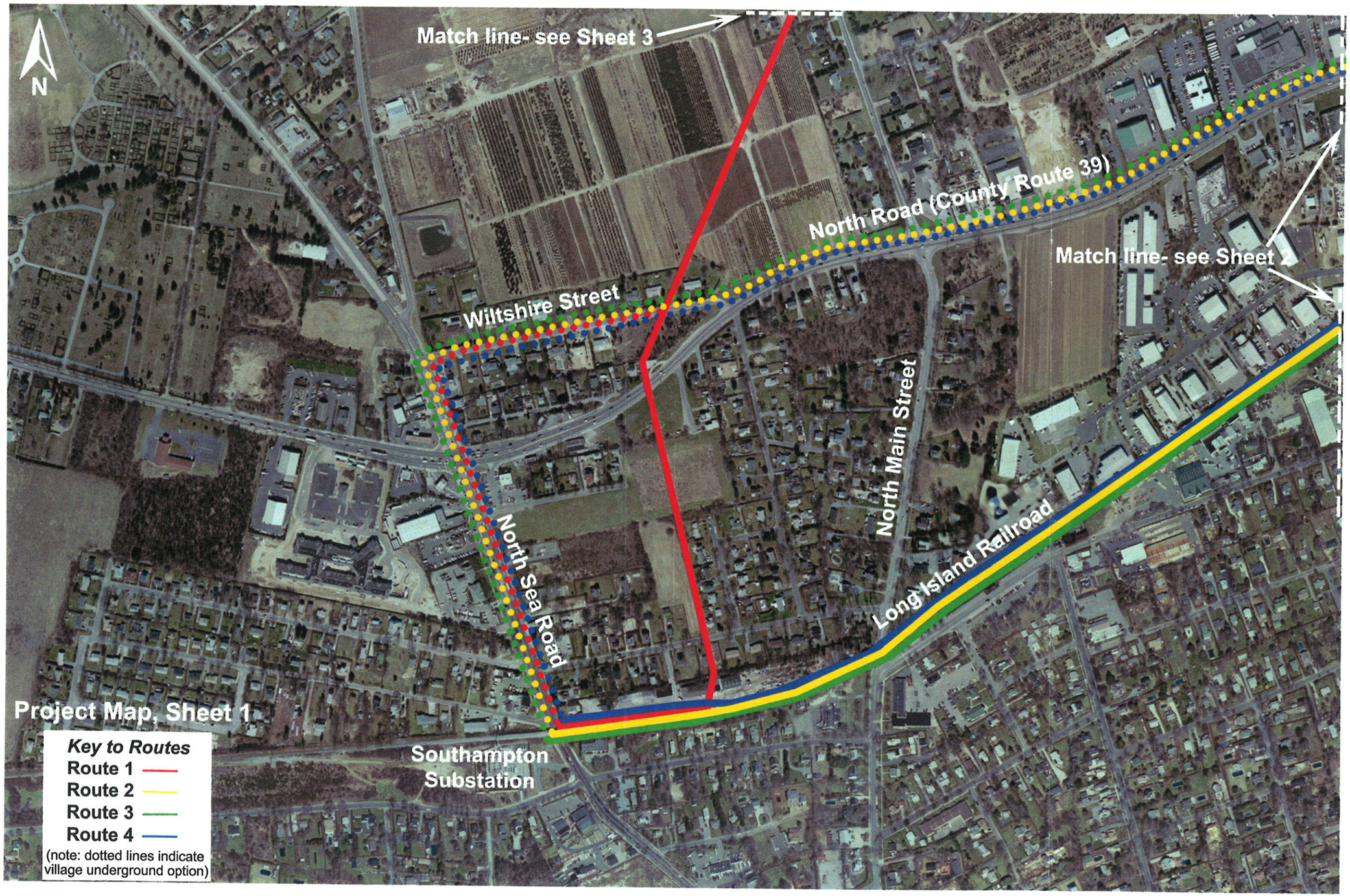
APPENDIX: PROJECT MAPS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North Road (County Route 39)
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Wiltshire Street
North Main Street
North Sea Road
Long Island Railroad
Project Map, Sheet 1
Key to Routes
Route 1
Route 2
Route 3
Route 4
(note: dotted lines indicate village underground option)
Southampton Substation


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Match line- see Sheet 6
Seven Ponds Rd
David Whites Lane
Long Island Railroad
Match line- see Sheet 4
Match line- see Sheet 1
Montauk Highway (NY State Route 27)
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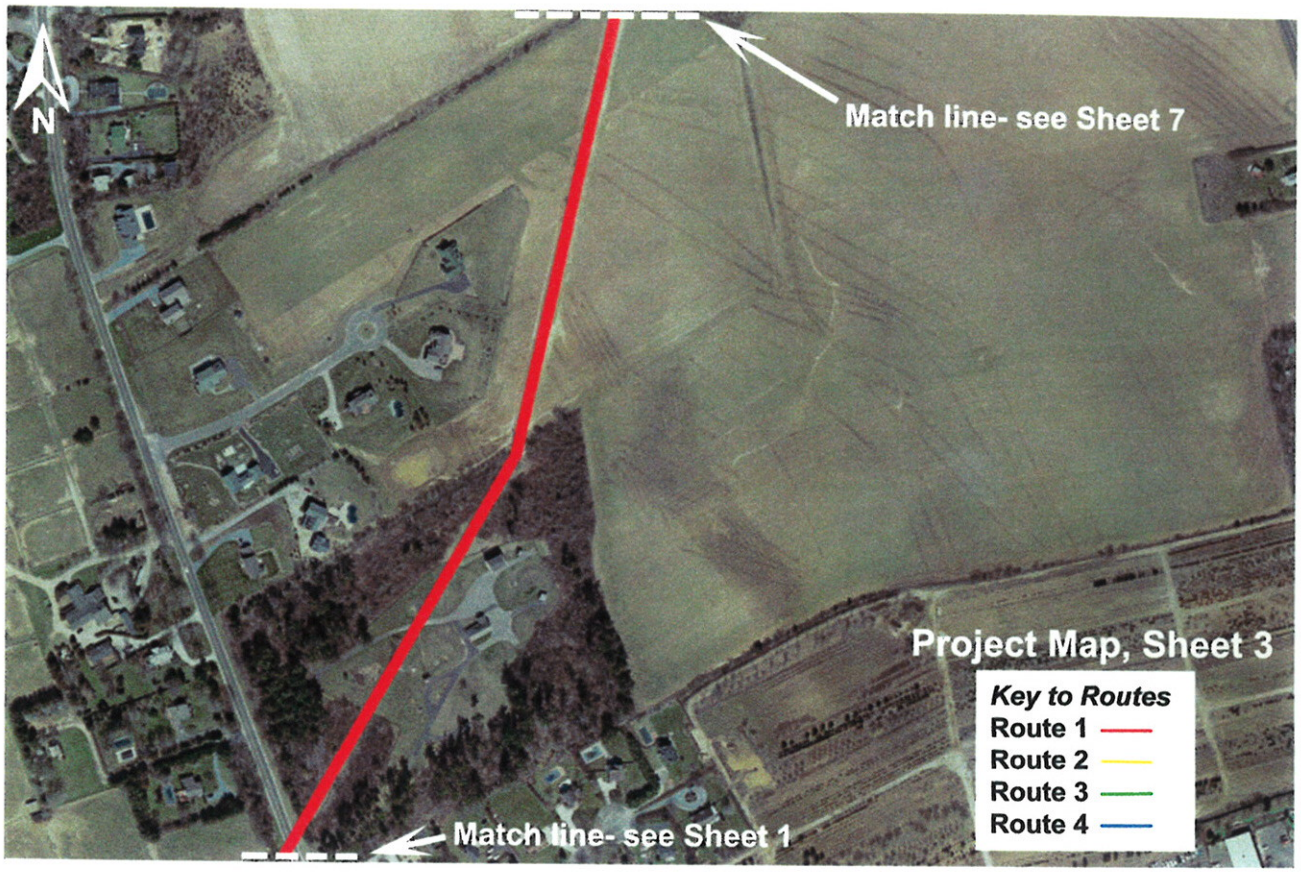
Project Map, Sheet 2
Key to Routes
Route 1
Route 2
Route 3
Route 4
(note: dotted lines indicate village underground option)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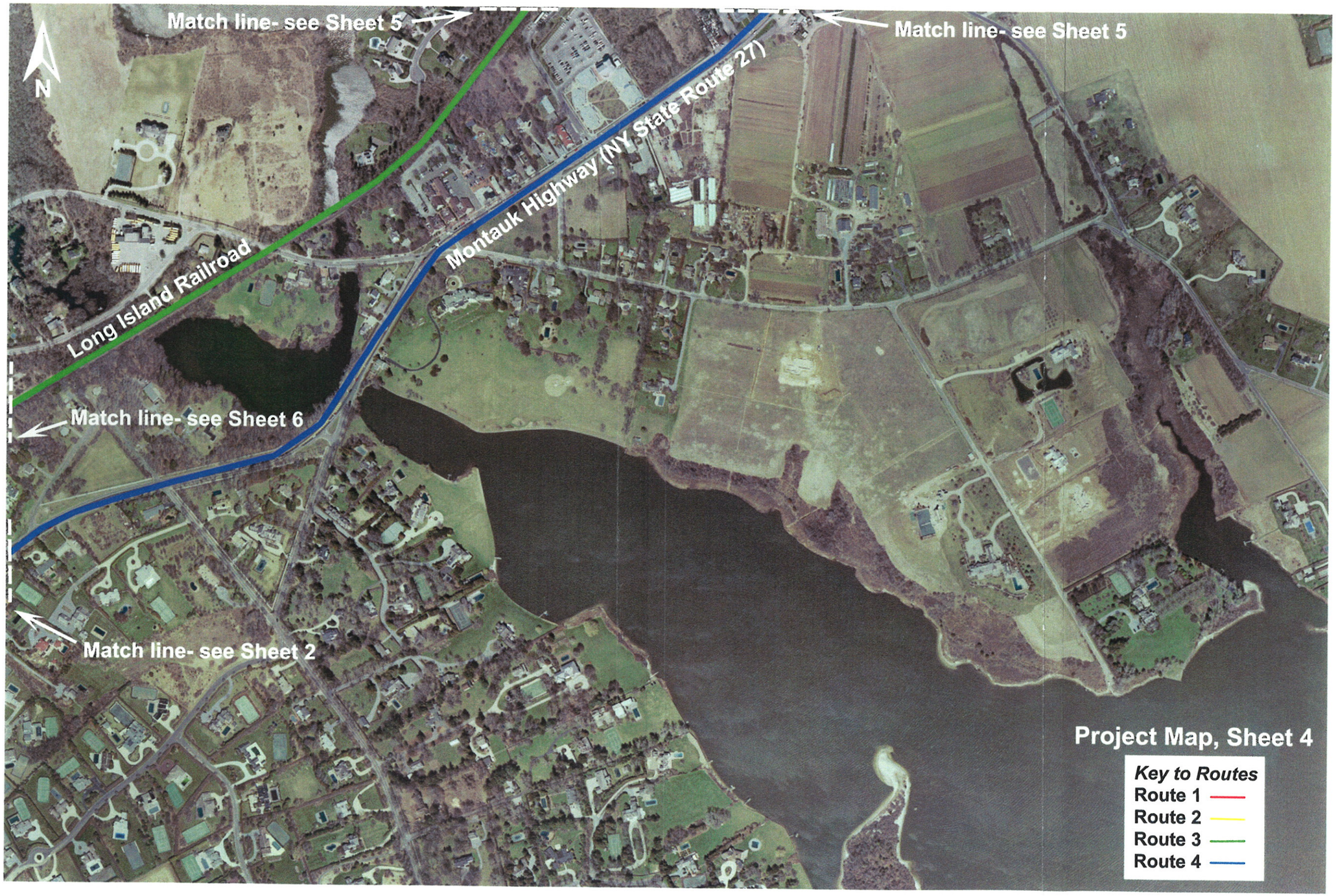
Route 3
Route 4
Match line- see Sheet 1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Long Island Railroad
Match line- see Sheet 6
Match line- see Sheet 2
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Key to Routes
Route 1
Route 2
Route 3
Route 4


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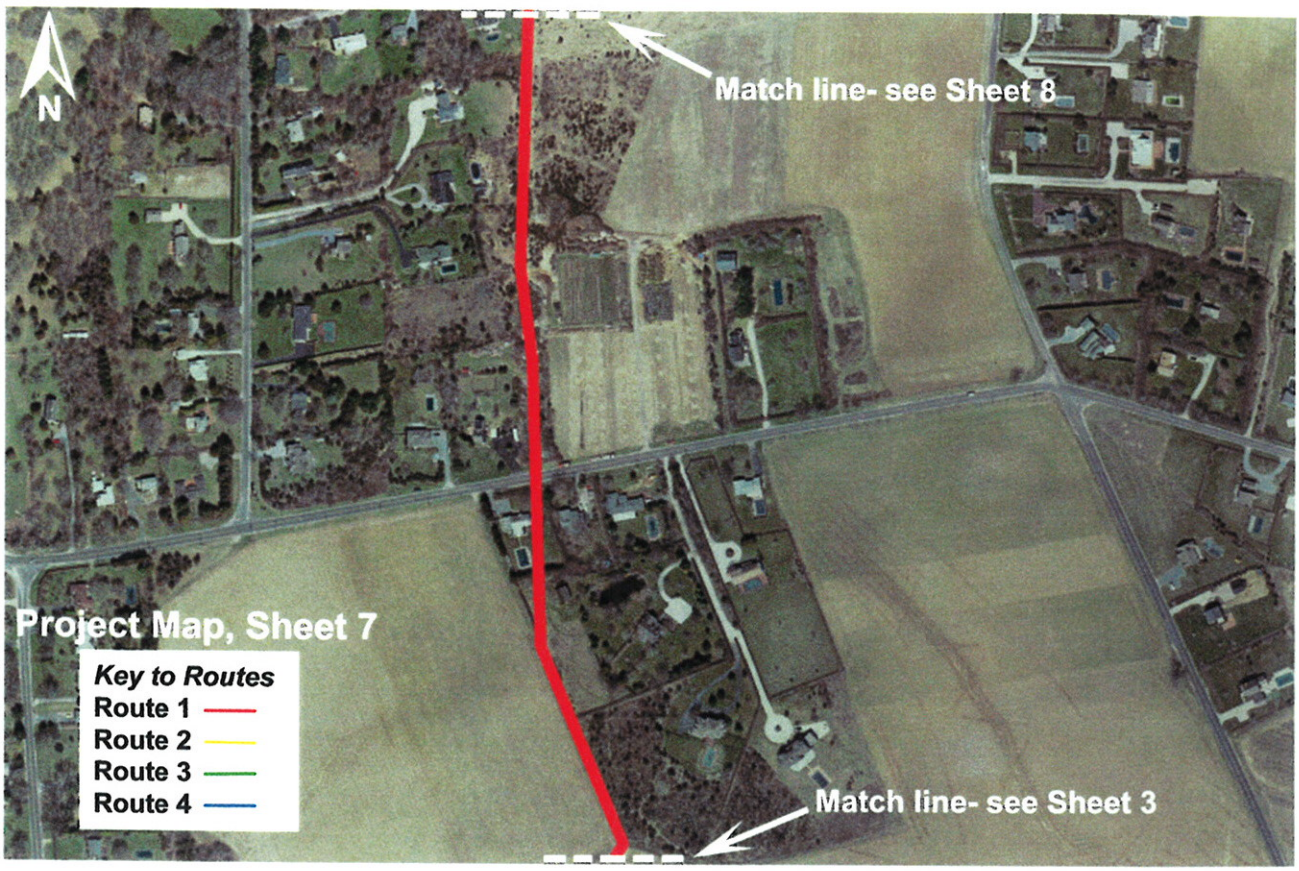
Deerfield Rd
Head of Pond Rd
Match line- see Sheet 10
Match line- see Sheet 9
Long Island Railroad
Montauk Highway (NY State Route 27)
Match line- see Sheet 11
Match line- see Sheet 4
Match line- see Sheet 4
Project Map, Sheet 5
Key to Routes
Route 1
Route 2
Route 3
Route 4


N
Match line- see Sheet 9
Head of Pond Rd
Lower Seven Ponds Rd
Seven Ponds Rd
Match line- see Sheet 2
Project Map, Sheet 6
Key to Routes
Route 1
Route 2
Route 3
Route 4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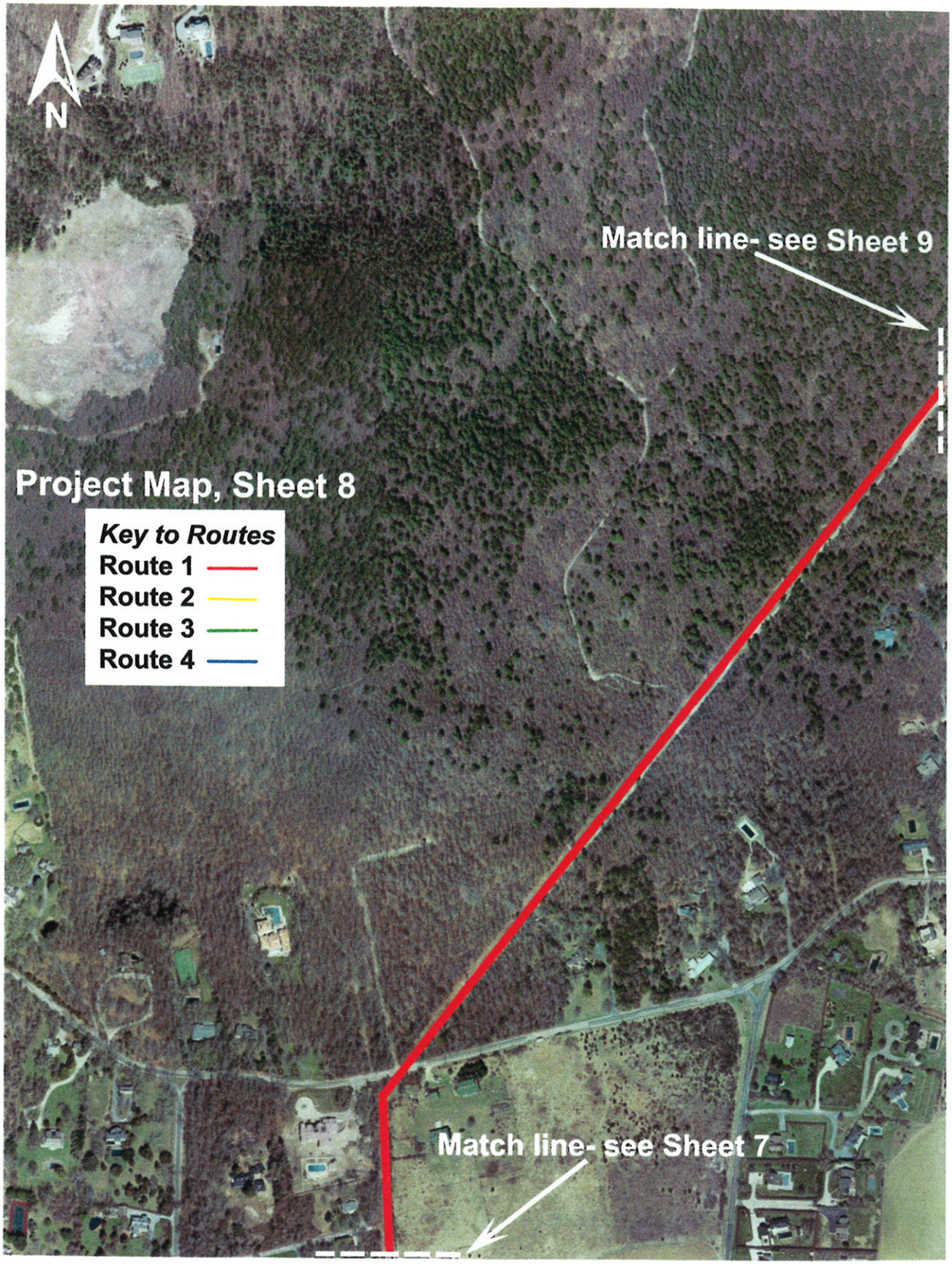
Route 3
Route 4
Match line- see Sheet 3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Route 4
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Match line- see Sheet 26

Match line- see Sheet 8

Project Map, Sheet 9

Key to Routes

Route 1

Route 2

Route 3

Route 4


N
Project Map, Sheet 10
Key to Routes
Route 1
Route 2
Route 3
Route 4
Match line- see Sheet 14
Head of Pond Rd
Match line- see Sheet 11
Match line- see Sheet 5
Long Island Railroad


Match line- see Sheet 13
Match line- see Sheet 13
Long Island Railroad
Montauk Highway (NY State Route 27)
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Match line- see Sheet 10
Match line- see Sheet 5
Project Map, Sheet 11
Key to Routes
Route 1
Route 2
Route 3
Route 4


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Long Island Railroad
Match line- see Sheet 18
Bridgehampton-
Sag Harbor Turnpike
Match line- see Sheet 13
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Project Map, Sheet.12
Key to Routes
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Route 2
Route 3
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Project Map, Sheet 13
Key to Routes
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Route 2
Route 3
Route 4
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Scuttlehole Rd
Match line- see Sheet 17
Match line- see Sheet 14
Match line- see Sheet 12
Long Island Railroad
Montauk Highway (NY State Route 27)
Match line- see Sheet 11
Match line- see Sheet 11


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Route 3
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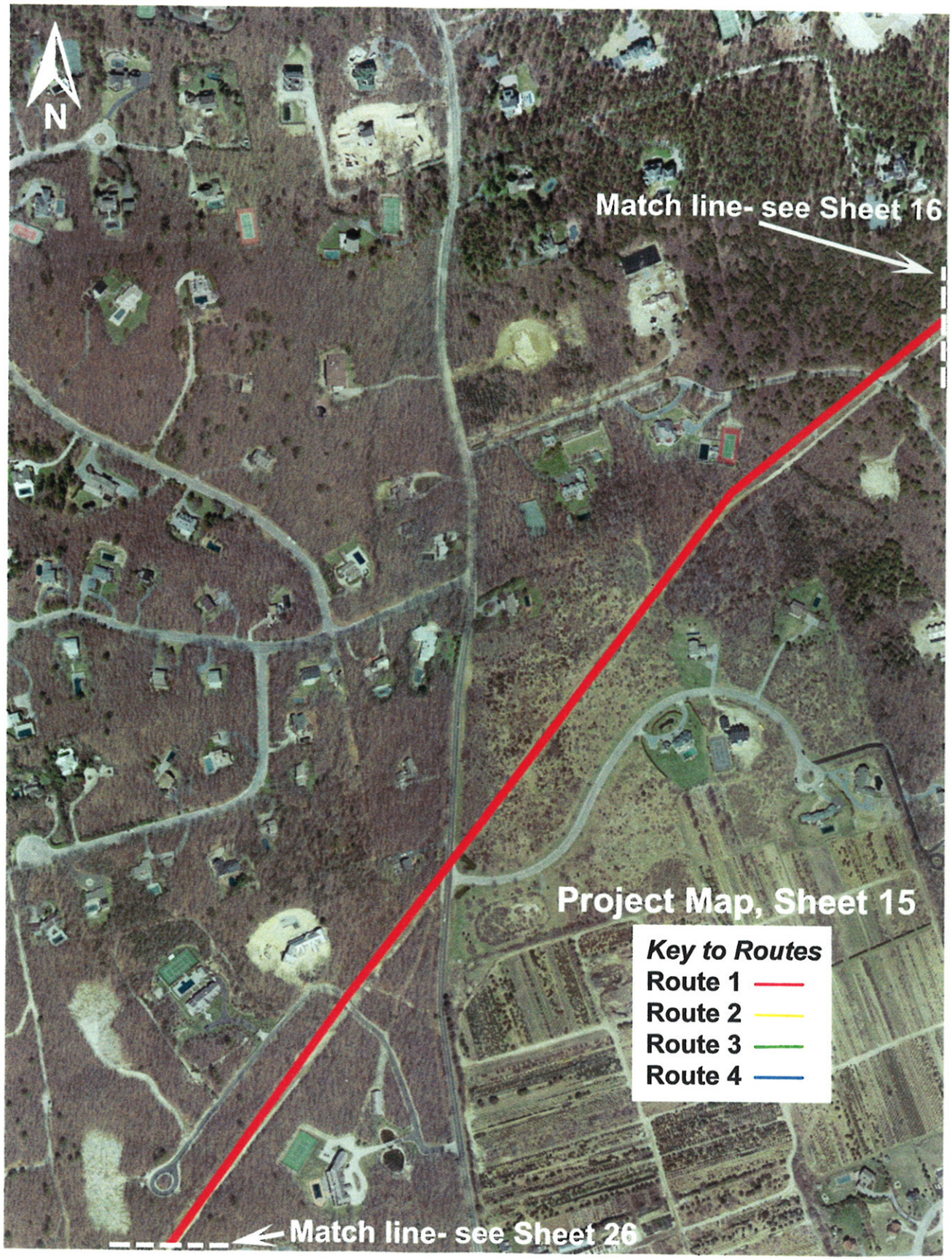
Match line-see Sheet 10
Head of Pond Rd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Match line- see Sheet 15
Project Map, Sheet 16
Key to Routes
Route 1
Route 2
Route 3
Route 4


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Match line- see Sheet 20
Scuttlehole Rd
Match line- see Sheet 13
Project Map, Sheet 17
Key to Routes
Route 1
Route 2
Route 3
Route 4


N
Match line- see Sheet 19
Bridgehampton-Sag Harbor Turnpike
Long Island Railroad
Match line- see Sheet 12
Project Map, Sheet 18
Key to Routes
Route 1
Route 2
Route 3
Route 4


Scuttlehole Rd
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Match line- see Sheet 20
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Project Map, Sheet 19
Key to Routes
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Route 4
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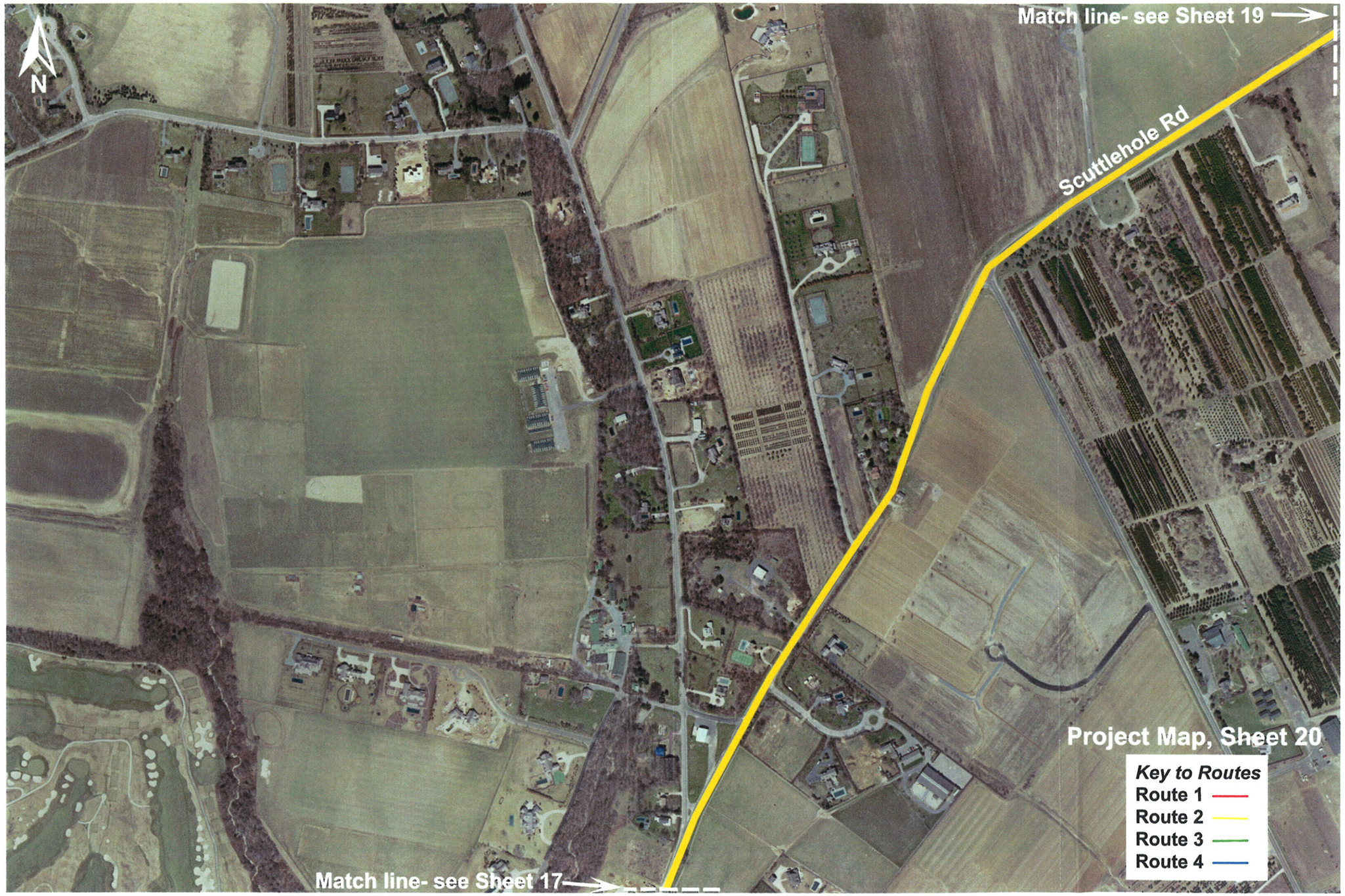
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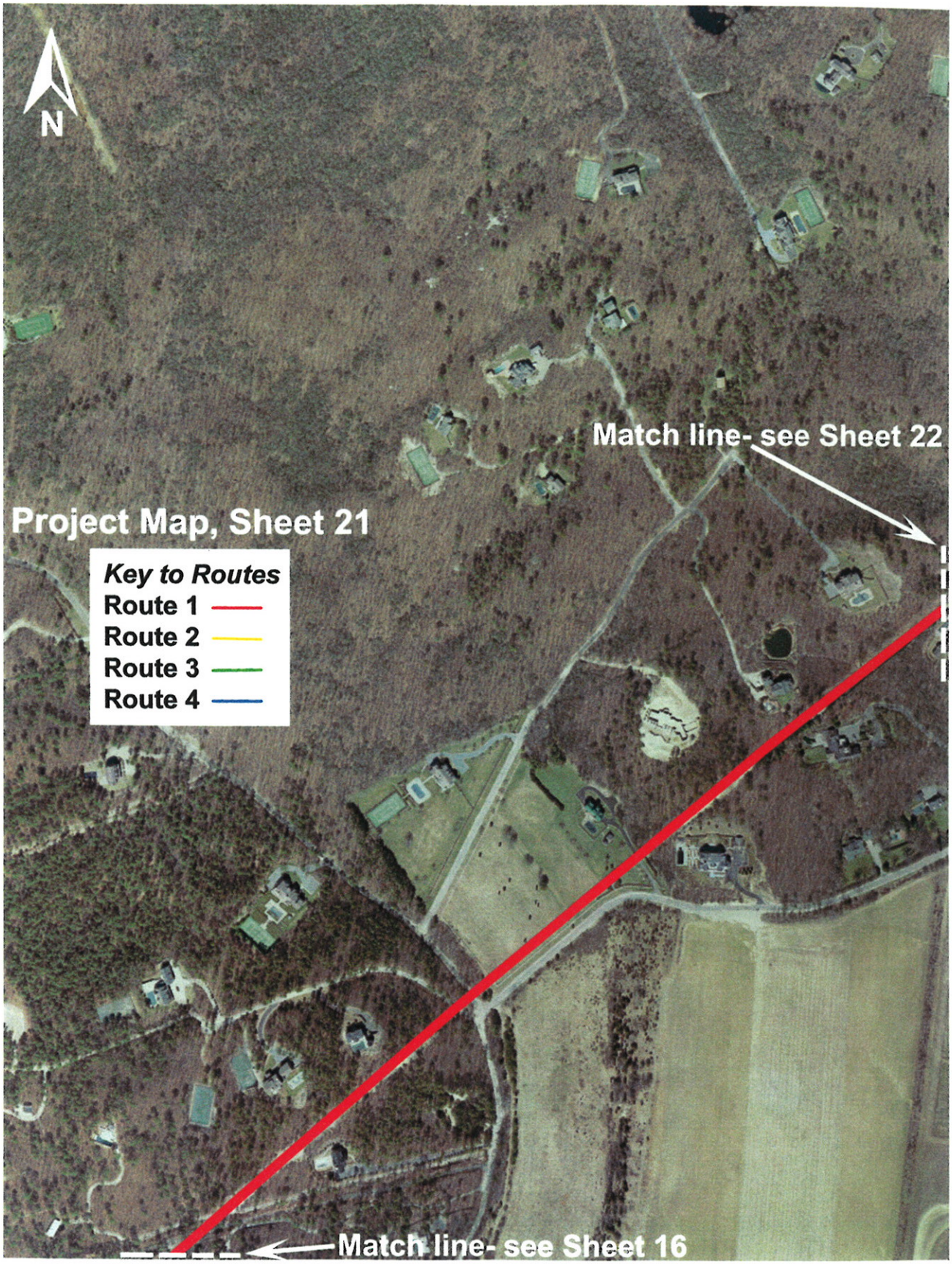
Match line- see Sheet 17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Route 4
Match line- see Sheet 16


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Project Map, Sheet 22
Key to Routes
Route 1
Route 2
Route 3
Route 4


N
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Scuttlehole Rd
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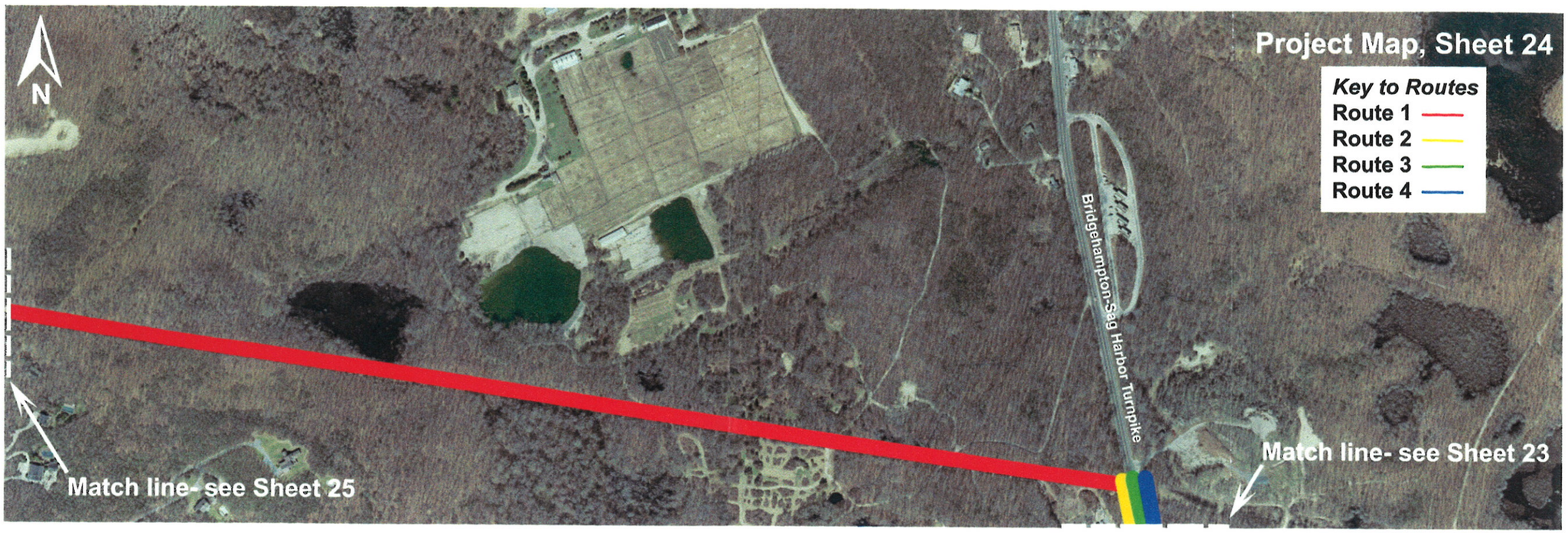
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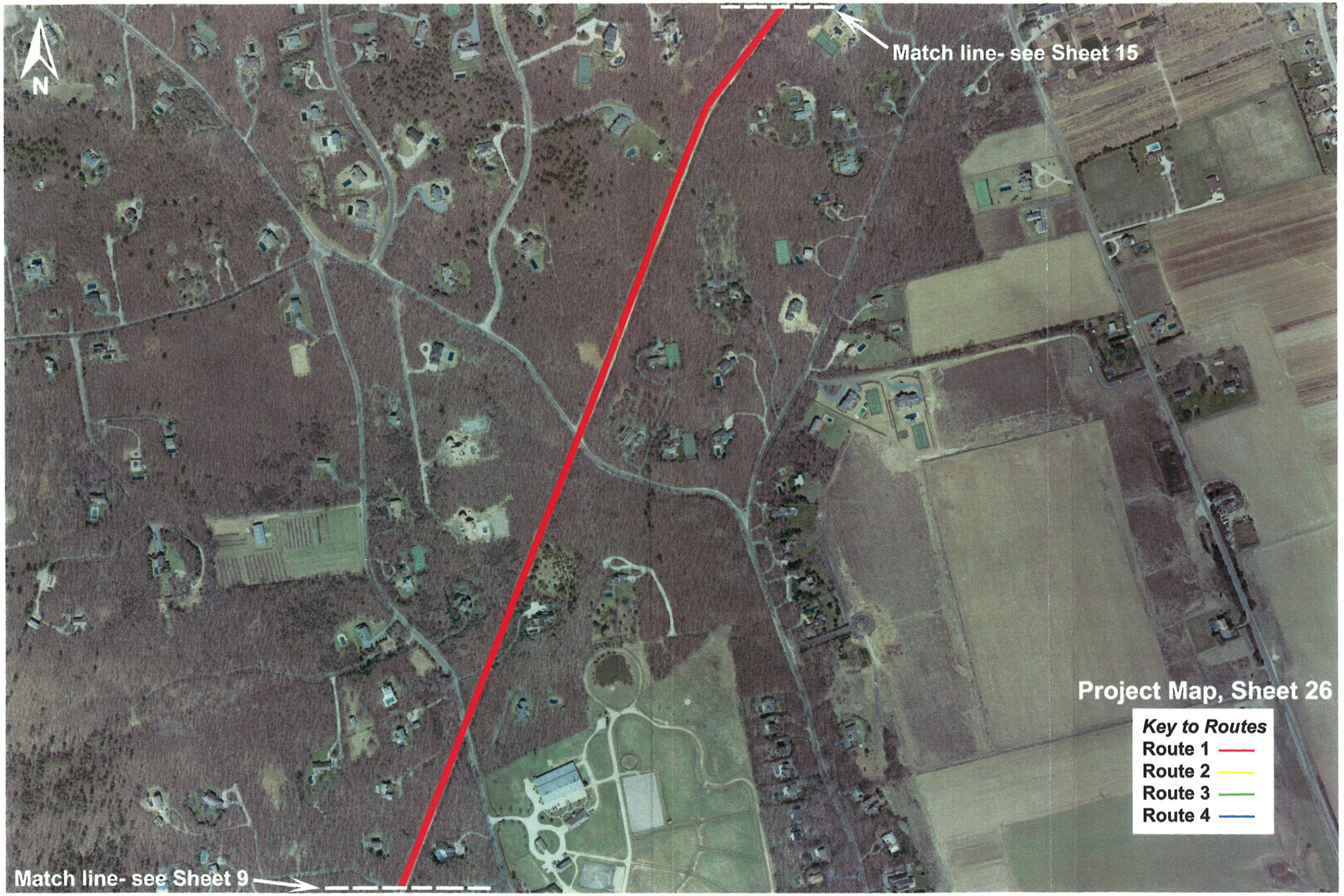
Match line- see Sheet 22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Key to Routes
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Route 2
Route 3
Route 4

A STAGE 1 ARCHAEOLOGICAL SURVEY

for the

KEYSPAN SUBSTATION

in

BRIDGEHAMPTON, TOWN OF SOUTHAMPTON

SUFFOLK COUNTY, NEW YORK

PROJECT ARCHAEOLOGISTS:

David J. Bernstein, Ph.D.
Allison J. Manfra

The Institute for Long Island Archaeology
Department of Anthropology
State University of New York at Stony Brook
Stony Brook, New York 11794-4364

May 2007

MANAGEMENT SUMMARY

SHPO Project Review Number	N/A
Involved State and Federal Agencies	N/A
Phase of Survey	Stage 1; reconnaissance survey.
Location	Location: Town of Southampton Minor Civil Division: 10309 County: Suffolk
Survey Area	Length: 622 meters (2040 feet) Width: 64 meters (210 feet) Number of Acres Surveyed: 7 acres (2.8 hectares)
NYS DOT 7.5 minute Quadrangle Map	*Sag Harbor, New York* (1991)
Archaeological Survey Overview	Number and Interval of Shovel Test Pits: 105 shovel test pits dug at 15 meter (49 foot) intervals Number and Size of Units: N/A Width of Plowed Strips: N/A Surface Survey Transect Interval: N/A
Results of Archaeological Survey	Number and Names of Prehistoric Sites Identified: none Number and Names of Historic Sites Identified: none Number and Names of Sites Recommended for Phase II/Avoidance: N/A
Report Authors	David J. Bernstein, PhD Allison J. Manfra Institute for Long Island Archaeology State University of New York at Stony Brook
Date of Report	May 2007

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LIST OF FIGURES, PHOTOGRAPH, AND TABLE

INTRODUCTION

This report presents the results of a Stage 1 archaeological survey undertaken for the proposed expansion of the Keyspan substation on Bridgehampton-Sag Harbor Turnpike in Bridgehampton, Town of Southampton, Suffolk County, New York (Figures 1 and 2). The survey was conducted by the Institute for Long Island Archaeology at the State University of New York at Stony Brook in May of 2007. All artifacts, field data and photographs generated by this survey are curated at the Institute for Long Island Archaeology.

The purpose of this study is to determine if proposed expansion of the existing substation will impact archaeological remains of prehistoric and/or historic age. This required archival research and an archaeological survey with subsurface testing. The study was performed in accordance with the guidelines outlined in the *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* issued by the New York Archaeological Council (1995) and the *Phase I Archaeological Report Format Requirements* issued by the New York State Office of Parks, Recreation, and Historic Preservation (2005).

ARCHAEOLOGICAL LITERATURE SEARCH AND SENSITIVITY ASSESSMENT

Project Description

This survey was conducted to determine if proposed expansion of the existing substation will impact archaeological remains of prehistoric and/or historic age. The project area is located west of Bridgehampton-Sag Harbor Turnpike and is a parcel of approximately 7 acres (4 hectares). No further development is proposed for the 3 acre (1.2 hectares) parcel south of the LIPA right-of-way, which includes the existing substation. The 7 acre (2.8 hectare) parcel north of the LIPA right-of-way comprises the area of potential effect (APE) (Figure 3).

Background Research

Environmental Setting. The project area is located in the Town of Southampton on the South Fork of eastern Long Island (Figures 1 and 2). It is situated near the southern edge of the Ronkonkoma terminal moraine, a geological feature formed over 18,000 years ago by meltwater runoff from the Wisconsinan ice sheet (Sirkin 1995). Topography is rolling throughout the parcel, with a range in elevation from 24 meters (80 feet) to 30 meters (100 feet) above mean sea level. There are several sources of freshwater located nearby, including a chain of pater noster lakes located approximately 762 meters (2500 feet) to the east (Figure 2).

The project area is in open deciduous woods with an understory of low bush blueberry, wild rose, cat briar, rhododendron, and tall grasses. Freshwater streams cross the project area. Disturbances from earth-moving activities associated with the extant substation and LIPA right-of-way are present in the southern portion of the APE. In addition, dirt and gravel paths cross the northern and southern portions of the APE (Figure 3). Disturbed areas have a low potential for the presence of intact archaeological deposits.

Soils in the APE consist of Carver and Plymouth sands (3-15% slopes) and a small amount of Plymouth loamy sand (0-3% slopes). The Carver and Plymouth soil series consist of deep, excessively drained, coarse textured soils with low natural fertility (Warner et al. 1975:66-68, 77-78; Table 1).

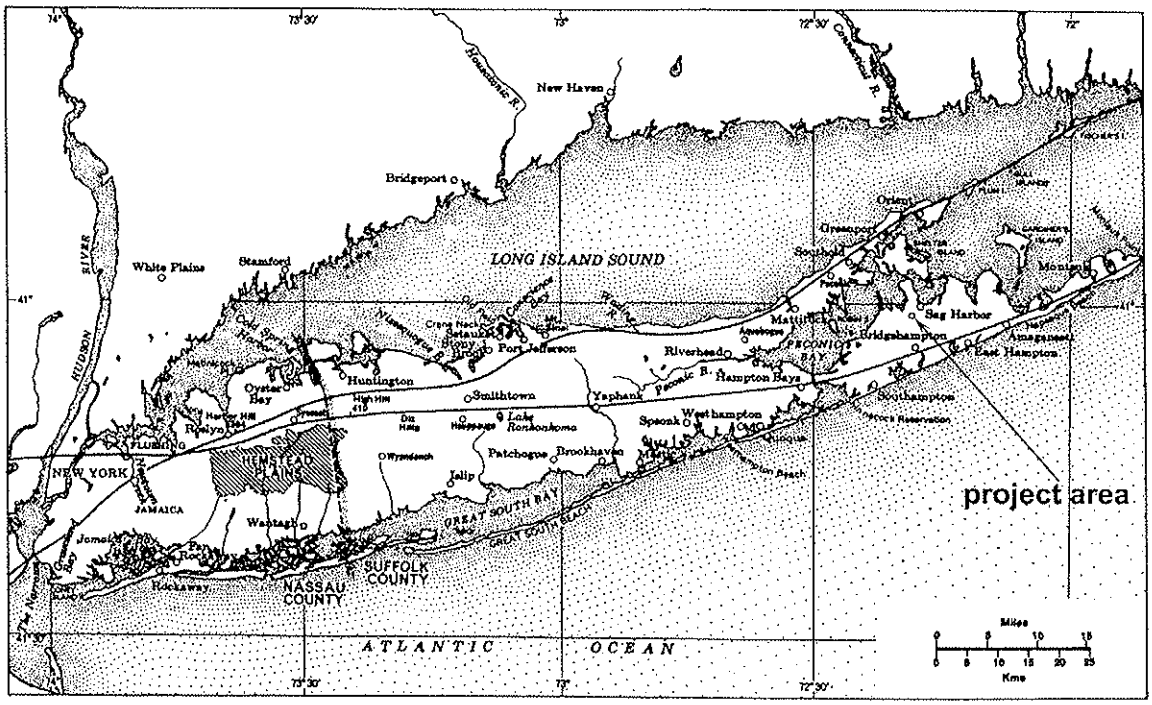

Figure 1. Map of Long Island showing the location of the project area.

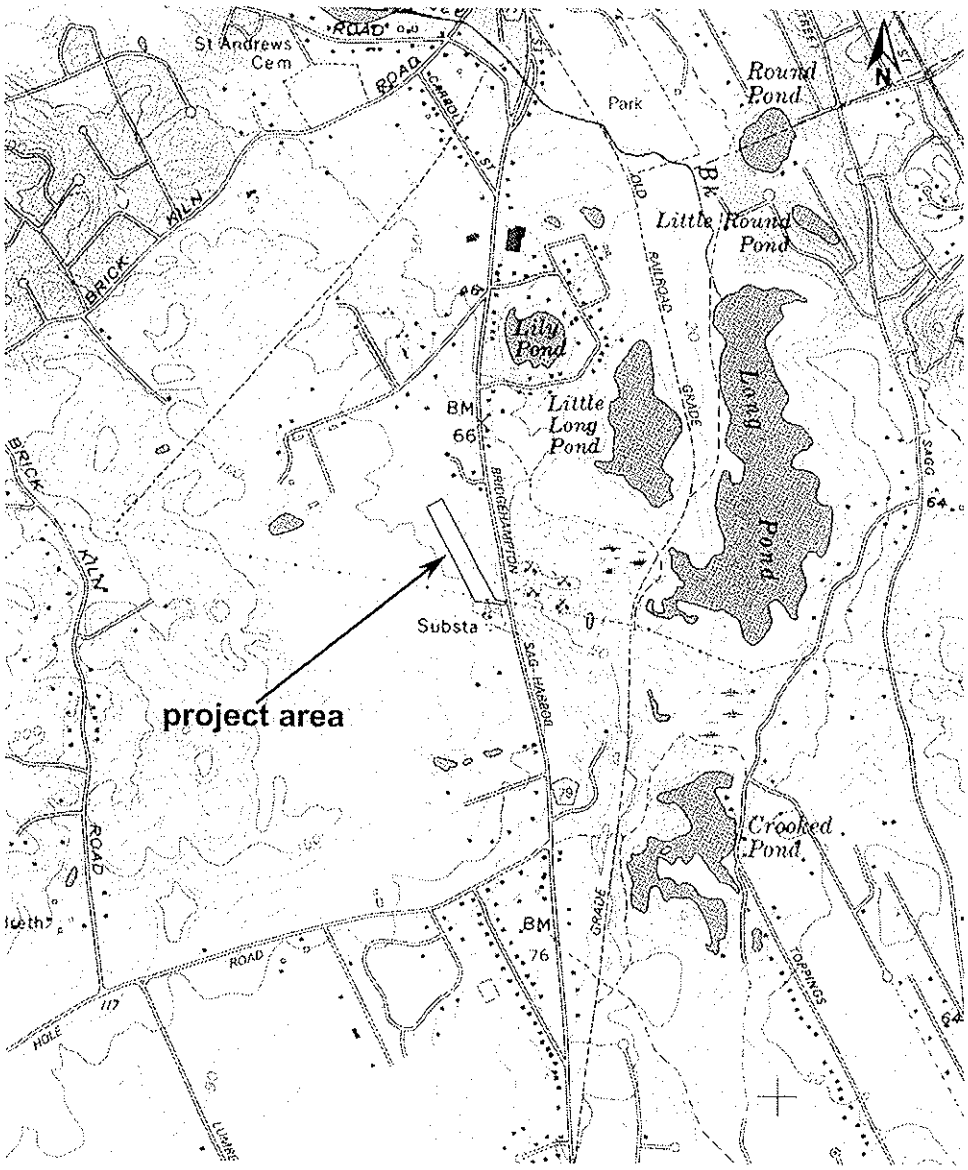

Figure 2. 1991 NYS DOT topographic maps, *Sag Harbor, New York*, 7.5 minute series (scale 1:24,000) showing the location of the project area.

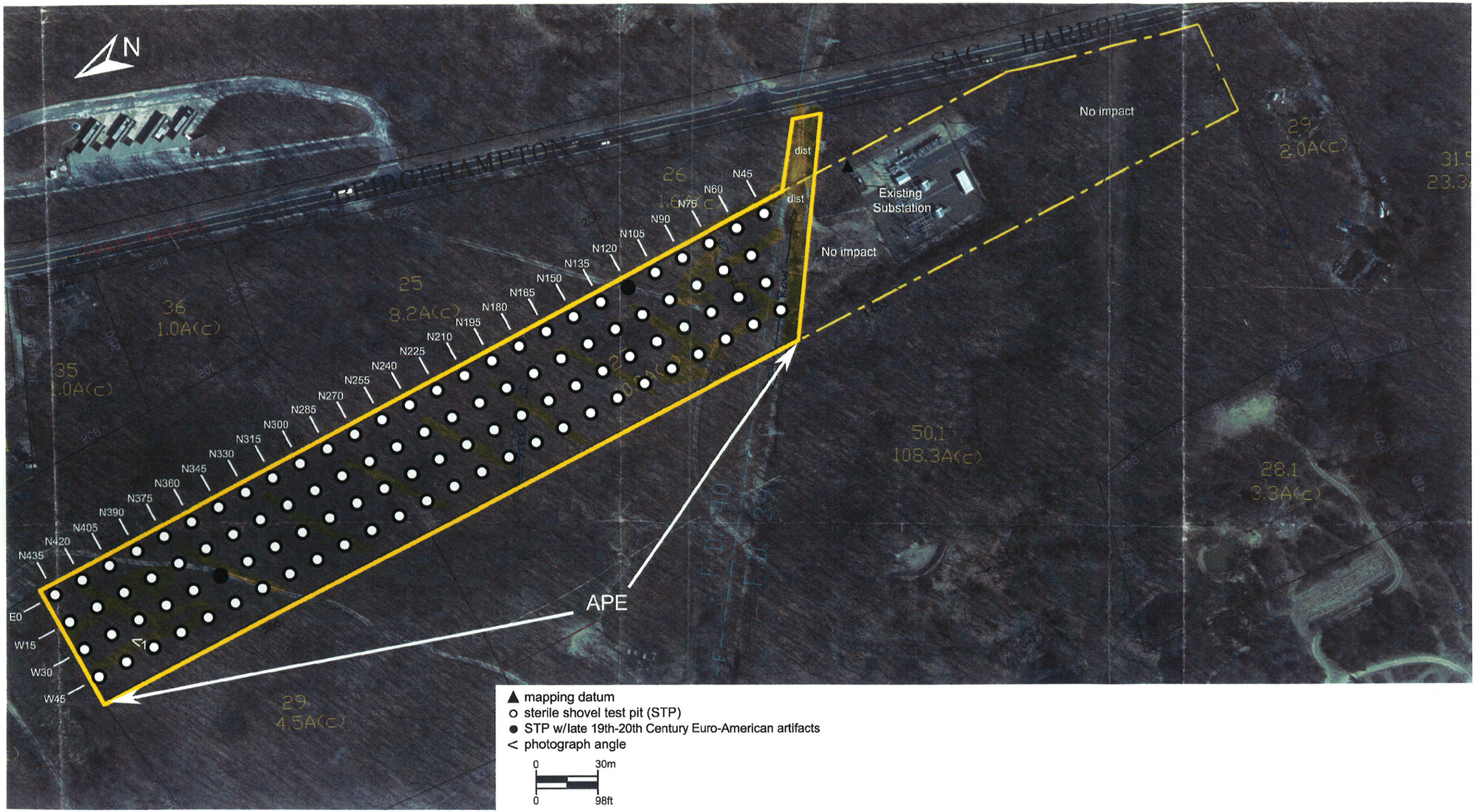

Figure 3. Archaeological testing for the proposed expansion of the Keyspan substation.

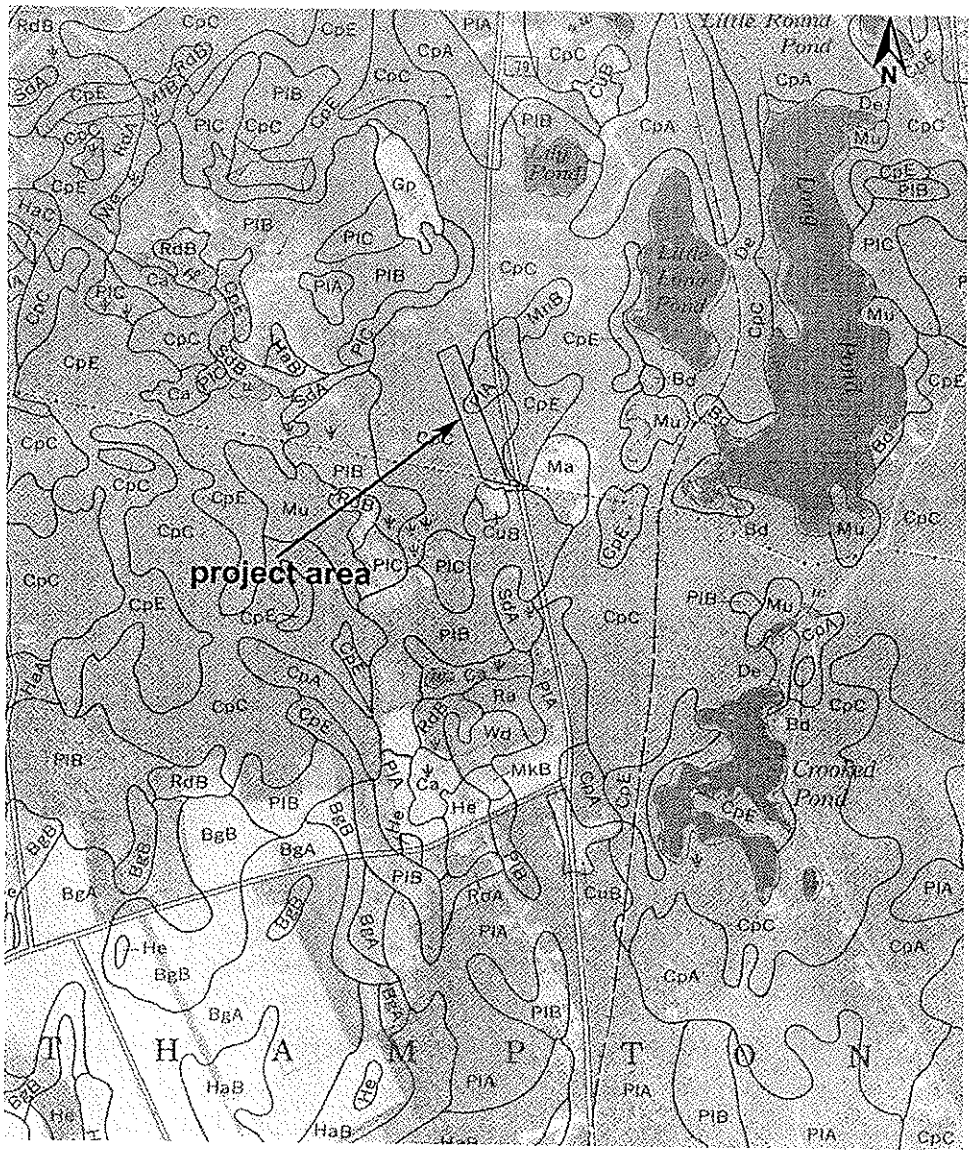

Figure 4. 1975 USDA Soil Map showing the location of the project area (Sheet 32).

Photograph 1. Field crew member excavating shovel test pit in the northwest portion of the APE. View is southwest.

Table 1. Project area soils

Name	*Soil Horizon Depth*	*Color*	*Texture*	*Slope %*	*Drainage*
Carver and Plymouth sands	A0/A1: 0-7.6 cm (0-3 in) A2: 7.6-20 cm (3-8 in) B1: 20-35 cm (8-14 in) B2: 35-56 cm (14-22 in)	dark gray (light) gray brown orange brown	sand sand sand sand	3-15	excessive
Plymouth loamy sand	A0/A1: 0- (0-4 in) B1: (4-10 in) B2: (10-17 in) B3: (17-27 in)	dark gray brown yellow brown yellow brown brown	loamy sand loamy sand loamy sand loamy sand	0-3	excessive

Site File Search. The files of the New York State Museum (NYSM), the Office of Parks, Recreation, and Historic Preservation (OPRHP), Suffolk County Archaeological Association (SCAA), and the Institute for Long Island Archaeology (ILIA) document six known prehistoric archaeological sites within one mile (1.6 kilometers) of the project area. There are no State or National Register of Historic Places listed or previously determined eligible properties within or adjacent to the parcel (Table 2).

Table 2. Known archaeological sites within 1.6 kilometers (1 mile) of the project area.

Site identifier	*Site name*	*Age/Cultural Affiliation*	*Comments*
A10309.000014, NYSM 5534, SCAA 824, NCM 18	Round Pond	prehistoric	Camp or village site with wigwams.
A10309.000076, SCAA 820, NCM 119	Brick Kiln Road site	prehistoric	Quartz chips, soft clam shells, fish, bird and small mammal bones, 2 paint stones, broken levanna point, scraper, and fire cracked rocks.
A10309.000208	Widow's Woods	prehistoric	Stray projectile point recovered during archaeological survey south of Long Pond (Bernstein and Lenardi 1994).
NYSM 5531, SCAA 821, NCM 120	Long Pond	prehistoric	Small quartz chips, 2 Wading River projectile points.
NYSM 4910	ACP SUFK-41	prehistoric	Village (Parker 1920).
NYSM 4928	ACP SUFK	prehistoric	"Traces of occupation" (Parker 1920).

Historic Maps. Trends in development and landuse patterns can be discerned through a study of historic maps. The 1797 Anonymous *Survey of the Town of Southampton* (Figure 5) shows a linear settlement pattern along the main roads throughout the Town of Southampton. The "Bull head road to Sag Harbor" (present-day Bridgehampton-Sag Harbor Turnpike) is shown east of the project area. Although the village of Sag Harbor is clearly illustrated to the northeast, no development is evident within or adjacent to the project area.

By the time of the 1858 Chace *Map of Suffolk County* (Figure 6), residential development had expanded in all directions, and substantial settlements are shown at Sag Harbor to the north and Bridgehampton to the south. The project area is shown west of Bridgehampton-Sag Harbor Turnpike at the midpoint between Lily Pond (to the north) and Daniel's Hole Road (to the south). Homesteads are illustrated along the Turnpike, but no structures are shown within or adjacent to the project area. The 1873 Beers *Atlas of Long Island* (Figure 7) shows a similar settlement pattern. Dense settlement is shown to the north and south. By this time, the railroad had reached the Town of Southampton, and the Sag Harbor line is illustrated east of Bridgehampton-Sag Harbor Turnpike. The nearest structure shown to the project area is the Toll Gate to the north. No structures are shown within or adjacent to the parcel.

By 1904, many roads were established throughout the interior of the Town of Southampton. The project area is illustrated west of Bridgehampton-Sag Harbor Turnpike and east of an unnamed path on the 1904 USGS topographic map of *Sag Harbor, New York* (Figure 8). The project area remains devoid of development.

In summary, the survey of historic maps indicates that the project area witnessed minimal development during the historic period.

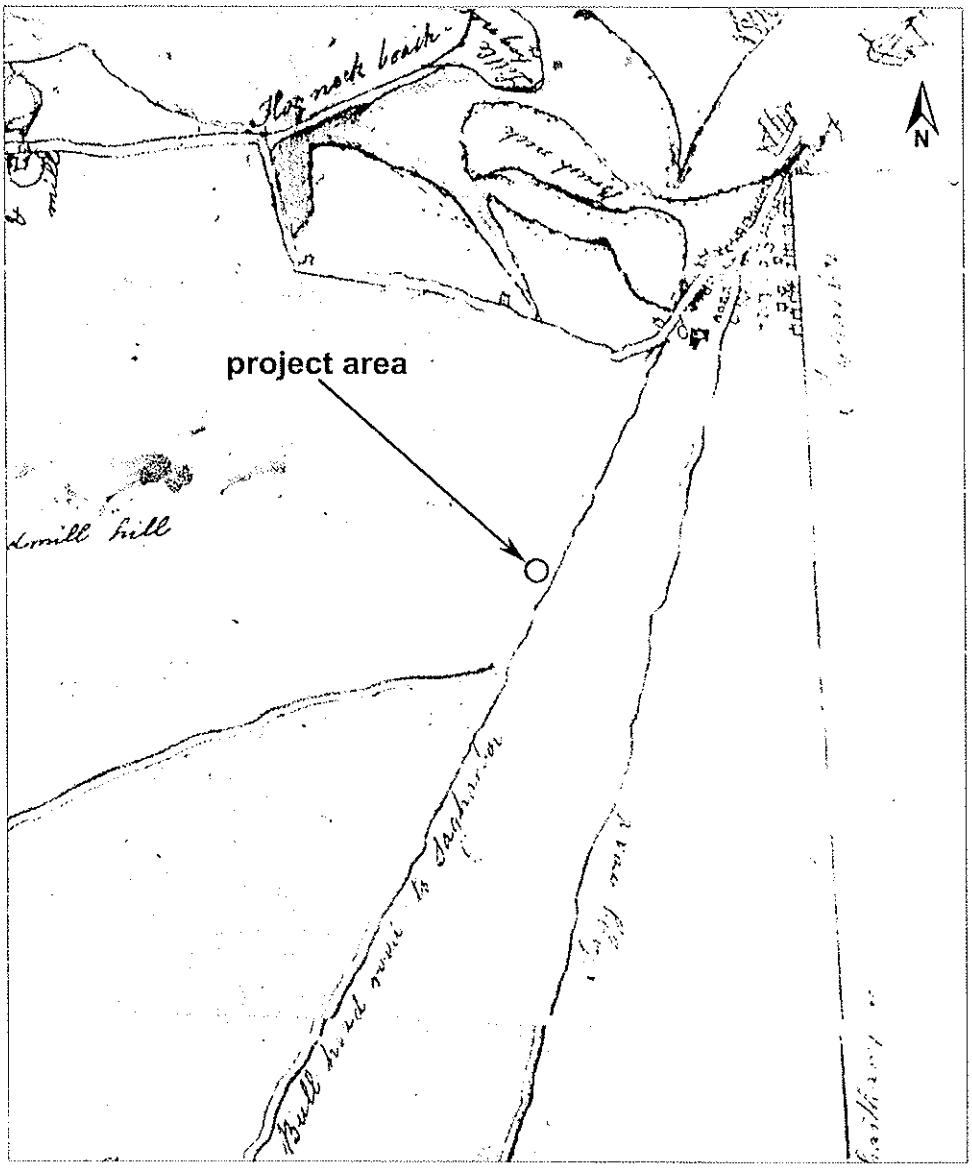

Figure 5. 1797 Anonymous *Survey of the Town of Southampton* showing dense settlement to the northeast at Sag Harbor. The project area is illustrated west of Bridgehampton-Sag Harbor Turnpike, but no development is shown within or adjacent to the parcel.

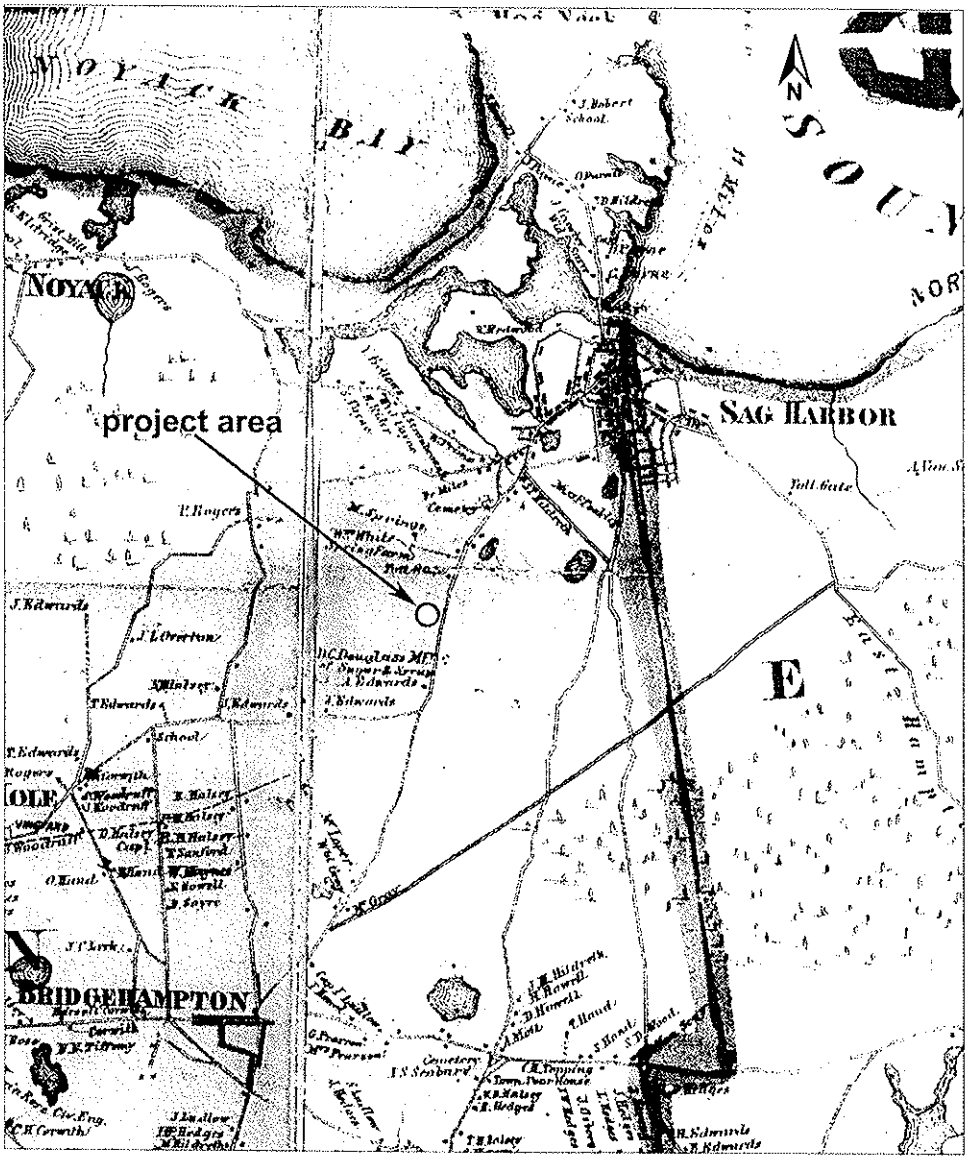

Figure 6. 1858 Chace *Map of Suffolk County.* The project area is shown south of Lily Pond and north of Daniel's Hole Road.

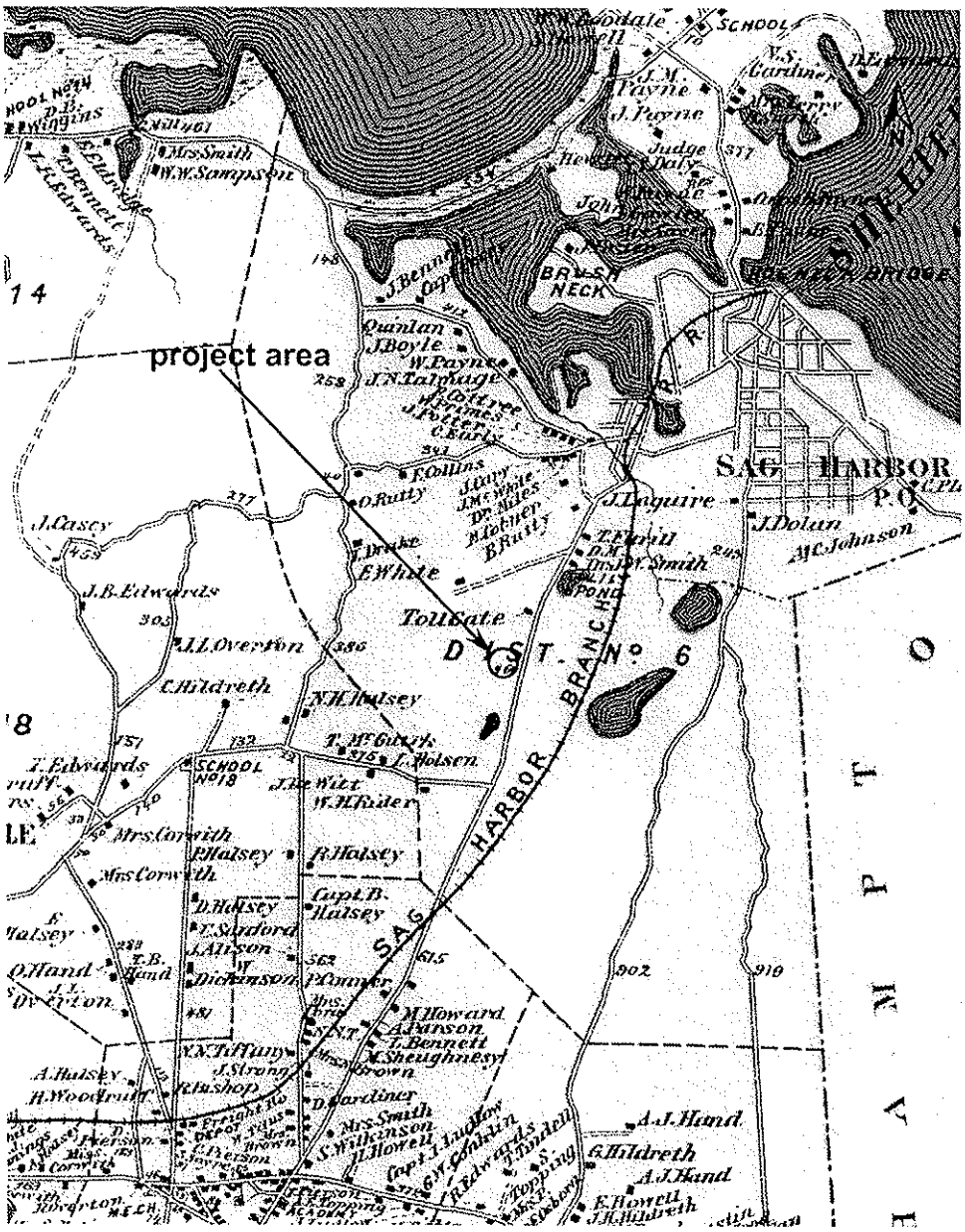

Figure 7. 1873 Beers *Atlas of Long Island* showing dense settlement throughout the Town of Southampton. No structures are shown within or adjacent to the project area.

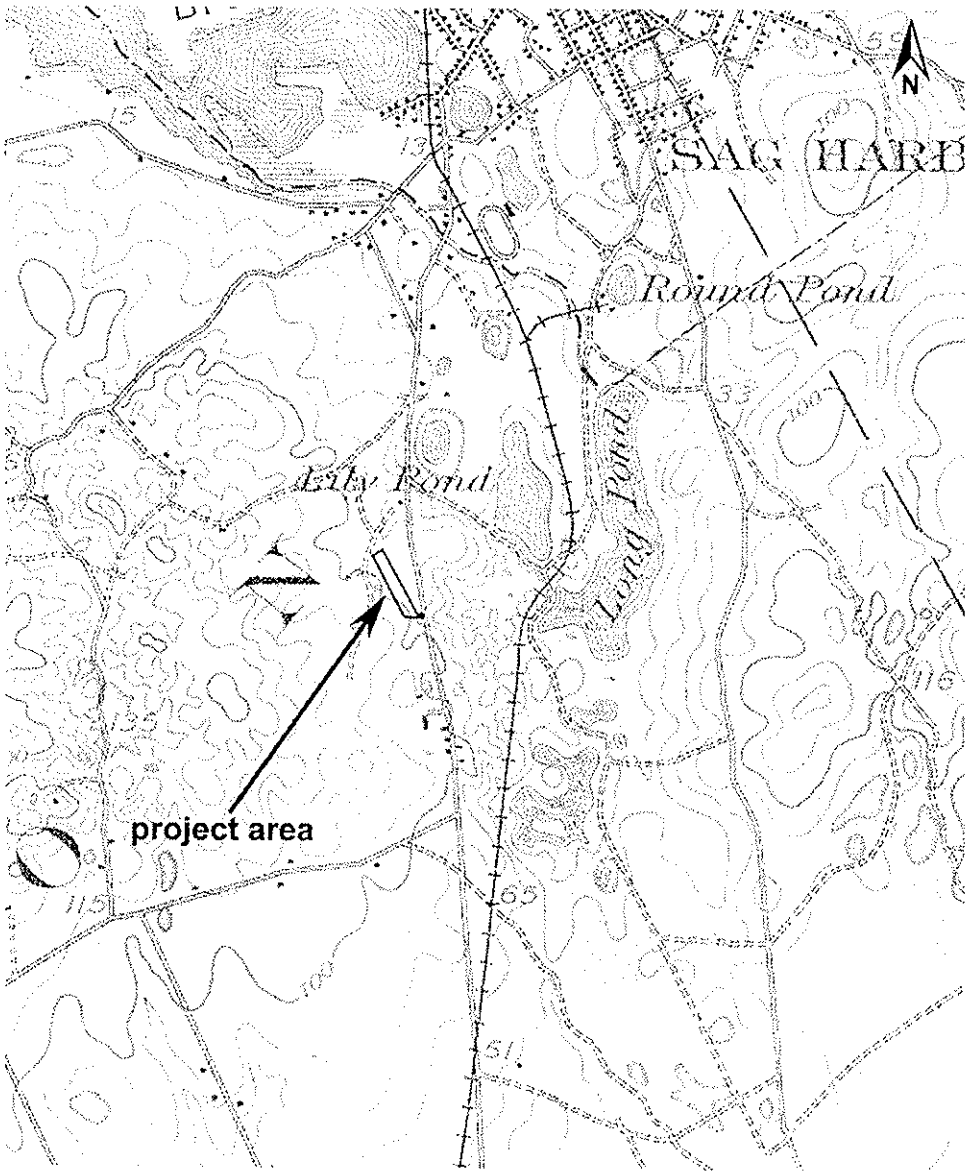

Figure 8. 1904 USGS topographic map, *Sag Harbor, New York*, 15 minute series. The parcel remains devoid of structures.

Sensitivity Assessment

Prehistoric Context. The results of more than twenty years of archaeological studies on Long Island suggests that many sites located away from the coast are "short duration camps or procurement stations" (Lightfoot 1988:38). These are sites where a limited range of activities were performed (such as hunting, nut collecting, or lithic raw material procurement), and their archaeological assemblages frequently contain a low diversity of artifactual remains. The location of both interior and coastal prehistoric sites appears to be strongly influenced by the proximity of fresh water as these areas would have provided abundant natural resources, and thus acted as focal points for human activity (Bernstein et al. 1996).

There are six documented prehistoric sites within 1.6 kilometers (one mile) of the project area (Table 2). These sites range in size from an isolated find recovered during archaeological testing (A10309.000208; Bernstein and Lenardi 1994) to village or camp sites (A10309.000014 and NYSM 4910). Two sites (NYSM 4910 and 4928) were identified during a state-wide inventory of Native American archaeological sites by former New York State archaeologist Arthur C. Parker in the early twentieth century (Parker 1920).

Based on the results of the site file search and a consideration of nearby environmental features, undisturbed portions of the project area have a moderate to high sensitivity for the presence of prehistoric sites. If present, expected site types might include small manifestations of prehistoric activity (with few artifacts) that may represent hunting or tool repair incidents which occurred away from the larger camps (Bernstein et al. 1996:127).

Historic Context. The hamlet of Bridgehampton is located in the Town of Southampton. Permanent settlement of Southampton by the English began in 1640, when a group of colonists from Lynn, Massachusetts landed at North Sea (Hazelton 1925:733). The English colonists carried a warrant from the Earl of Sterling granting them about 64 square miles of land, stretching from Shinnecock to Sagaponack (Stone 1983).

At the time of contact, Southampton was occupied by the Shinnecock Indians, speakers of the Mohegan-Pequot-Montauk Algonquian language (Salwen 1978). One of the earliest recorded land transactions between the English and Shinnecock dates to 1640, when colonists confirmed the Sterling grant with a payment of sixteen coats and sixty bushels of Indian corn. It was also agreed that the English would defend the Shinnecock Indians against "the unlawful and unjust attacks of any other Indian who might assail them" (Stone 1983:67).

The first town meeting of Southampton was held in 1641 for the purpose of designating family lots within the village. At this meeting each household received fifty acres for a home, cultivation, and grazing, while shares were held for the common woodland north of the village (Keene 1983). The project area is located more than five miles northeast of the old village core, and was outside of the nucleus of Colonial occupation.

Interaction between the Indian and Euro-American populations was marked by agreements (and later arguments) concerning land use. In 1687 "a lease for a nominal rent" of forty shillings a year was given to the Indians (Stone 1983:104). A 1698 census records an Indian population in the area of 152 (Keene 1983:4).

The 1687 accord was updated in 1703 with a "thousand year lease," in which the Indians paid a rent of one ear of corn each year in place of the forty shillings. By the terms of this lease, the Indians were permitted land for cultivation and timber, and access to "such grass as they usually make their mats and houses of, and to dig ground nuts" (Bayles 1874:326). The colonists reserved a right to "meadows, marshes, grass, herbage, feeding and pasturage, timber, stone, and convenient highways" (Bayles 1874:326). These highways included Montauk Highway (New York State Route 27), established in 1653.

Though agriculture provided the subsistence base for the colonists, coastal resources (waterfowl, fish, shellfish) were also heavily utilized. Whaling played a vital role in the economy of early Southampton. The value of whale oil and bone as trade goods spawned the local industry which was active from 1640 until the middle of the nineteenth century.

Due largely to profits from whaling, Sag Harbor (located approximately 3.2 kilometers [2 miles] to the north) became one of the most economically important settlements in Colonial coastal New York. This status explains why the harbor attracted British attention during the American Revolution. Sag Harbor was used as a provisioning station by the British until it was reclaimed in a skirmish led by R. Jonathan Meiggs in 1777 (Hazelton 1925:740-741). Though agriculture and industry were severely impacted by the war, the economy of Southampton gradually returned to its earlier pattern after 1781.

Bridgehampton was developed during the eighteenth century as a center intermediate between the village of Southampton and the main port at Sag Harbor. By the late nineteenth century, the community of Bridgehampton included a school, several mills, a post office, hotels, and a number of stores along Montauk Highway (Bayles 1874). The project area is located north of Bridgehampton hamlet, and was only peripheral to late nineteenth century residential and commercial development.

In 1870 the Sag Harbor Branch of the Long Island Railroad was constructed east of the project area. The coming of the railroad greatly facilitated the movement of New York City businessmen and their families to country retreats, and marked the start of a thriving summer tourist industry on the south shore of Suffolk County.

The railroad fostered the development of Southampton as a summer resort, and soon summer cottages and hotels lined the streets and shores of the community. The establishment of golf clubs, private clubs, bathing stations, and large estates continued until World War I (Keene 1983:7).

Following the war, Southampton experienced another real estate boom, especially in outlying sections like the project area vicinity. Growth slowed dramatically during the 1930s and 1940s with the Great Depression and World War II, but the second half of the twentieth century has witnessed renewed economic growth (especially in the 1950s and, more recently, the 1990s).

Based on the results of the site file search and the historic map overview, the project area has a low sensitivity for the presence of historic period Euro-American sites.

Disturbance

As mentioned above, disturbances from earth-moving activities associated with the extant substation and LIPA right-of-way are present in the southern portion of the APE. In addition, dirt and gravel paths cross the northern and southern portions of the APE (Figure 3). Disturbed areas have a low potential for the presence of intact archaeological deposits.

Testing Recommendations

It is recommended that all undisturbed portions of the parcel which may be impacted by the proposed expansion be subject to a surface survey and subsurface testing. Subsurface testing should consist of the excavation of shovel test pits (STPs) at 15 meter (49 foot) intervals to verify suspected disturbance and to ascertain if archaeological remains are present beneath the ground surface.

ARCHAEOLOGICAL FIELD INVESTIGATIONS

Field Methodology

A two phase survey design was employed to search for archaeological remains in the parcel. Similar survey designs, used in other areas of Long Island, have proven successful in detecting prehistoric and historic sites (Bernstein et al. 1999; Lightfoot 1986). The initial phase of the survey involved a surface reconnaissance and inspection intended to locate large and easily visible remains. The second phase entailed subsurface testing.

Surface Survey

The project area was walked over in May 2007, with special attention given to examining the soil for artifacts or other surface manifestations of past activity. Vegetation patterns and topographic features which might provide insight into early land use were also noted (see above).

Ground surface visibility is generally poor due to leaf litter and low vegetation (Photograph 1). No material other than recent debris (i.e., less than ten years old) was encountered during the surface survey.

Subsurface Testing

The second phase of the field survey consisted of the excavation of shovel test pits (STPs) designed to detect the presence of cultural remains buried beneath the ground surface. A mapping datum was established at the northeast corner of the fence surrounding the existing substation, and all of the test units are designated using metric grid coordinates relative to this point (Figure 3). The project area was tested at 15 meter (49 foot) intervals.

A total of 105 shovel test pits was excavated. Shovel test pits have a diameter of approximately 40 centimeters (16 inches). Most of the shovel test pits were dug well into the B2 subsoil, typically to 60 centimeters (24 inches) below the present ground surface. The soil from each test unit was screened through six millimeter (1/4 inch) wire mesh to aid in the identification and recovery of artifacts. All artifacts, photographs and field notes produced during this survey are curated at the Institute for Long Island Archaeology at the State University of New York at Stony Brook.

Results. The specific data recorded in the field for each shovel test pit, including information on soil stratigraphy and artifacts, are presented in the Appendix.

The general characteristics of the soils found in the project area are discussed above in the Environmental Setting section. The topsoil layer (referred to in the Appendix as the A0/A1 horizon) consists of partially decomposed organic matter and dark brown sandy loam to an average depth of 5 centimeters (2 inches) below the ground surface. Most of the shovel test pits exposed an A2 leaching zone of gray brown loamy sand or sandy loam between the topsoil and the upper subsoil. The upper subsoil (B1 horizon) is a medium brown loamy sand that reaches an average depth of 14 centimeters (5.5 inches) below the ground surface. It is underlain by the lower subsoil (B2 horizon), a yellow brown sand or loamy sand (occasionally with pebbles, gravel, and/or cobbles). A total of four shovel test pits contained soils disturbed by earth-moving activities associated with access routes to the property (Appendix).

No prehistoric artifacts and no prehistoric or historic period features were encountered during subsurface testing. A light density of late nineteenth through twentieth century Euro-American artifacts (including bottle glass, flower pot fragments, and coal) was encountered in disturbed soils in two shovel test pits (Figure 3; Appendix). This material is probably the result of sporadic dumping of household refuse and as such, has virtually no potential for contributing to our understanding of past activities in Bridgehampton.

CONCLUSIONS AND RECOMMENDATIONS

Archival research and archaeological investigation for the project area in Bridgehampton, Town of Southampton, Suffolk County, New York indicate that the project area witnessed minimal discernable human activity in the past. A total of 105 shovel test pits was excavated in the APE. No prehistoric artifacts and no prehistoric or historic period features were encountered during the surface survey or in any of the STPs.

A light density of late nineteenth through twentieth century Euro-American artifacts (including glass, flower pot fragments, and coal) was encountered in disturbed soils in two STPs (Figure 3; Appendix). This material is probably the result of sporadic dumping of household refuse and as such, has virtually no potential for contributing to our understanding of past activities in Bridgehampton. No further archaeological investigations are recommended for the Keyspan parcel.

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APPENDIX

EXCAVATION AND ARTIFACT INVENTORY

Basic descriptive data from the project area are presented in the following appendix. Excavation, stratigraphic, and artifactual information are included. Excavation information includes shovel test pit (STP) coordinates relative to mapping datum, level number, stratigraphic designation (stratum), and starting (SD) and ending (ED) depths (in centimeters) for each excavated level.

The following abbreviations are used in the appendix:

Stratum
A0/A1-topsoil
A2-leaching zone
B1-upper subsoil
B2-lower subsoil
dist-disturbed

Soils
bn-brown
cb-cobbles
dk-dark
gb-gray brown
gr-gray
gv-gravel
lm-loam(y)
lt-light
md-medium
pb-pebbles
sd-sand(y)
vy-very
yb-yellow brown

APPENDIX: SHOVEL TEST PIT EXCAVATION AND ARTIFACT INVENTORY

STP	SD	ED	Stratum	Soils	Cultural Material
N435/W45	0	6	A0/A	dk bn lm	
	6	9	A2	gb lm sd	
	9	13	B1	md bn lm sd	
	13	60	B2	yb lm sd w/pb	
N435/W30	0	2	A0/A1	dk bn lm	
	2	4	A2	lt gb sd lm	
	4	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb,gv&cb	
N435/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb sd lm	
	8	17	B1	md bn lm sd	
	17	60	B2	yb sd w/pb	
N435/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	12	B1	md bn lm sd w/pb	
	12	60	B2	yb sd w/pb&cb	
N420/W45	0	6	A0/A1	dk bn lm	
	6	9	A2	gb lm sd	
	9	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N420/W30	0	4	A0/A1	dk bn lm	
	4	7	A2	lt gb sd lm	
	7	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb&cb	
N420/W15	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	9	B1	md bn lm sd	
	9	60	B2	yb sd w/pb	
N420/E0	0	3	A0/A1	dk bn lm	
	3	9	A2	gb sd lm	
	9	15	B1	md bn lm sd	
	15	60	B2	yb sd	
N405/W45	0	4	A0/A1	dk bn lm	
	4	6	A2	gb sd lm	
	6	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb&gv	
N405/W30	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	11	B1	md bn lm sd	
	11	49	B2	yb sd w/pb,gv&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N405/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb sd lm	
	8	10	B1	md bn lm sd	
	10	52	B2	yb sd w/pb	
N405/E0	0	8	A0/A1	dk bn lm	
	2	6	A2	gb sd lm	
	6	9	B1	md bn lm sd	
	9	60	B2	yb lm sd w/cb	
N390/W45	0	8	A0/A1	dk bn lm	
	8	11	A2	gb lm sd	
	11	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N390/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	lt gb sd lm	
	5	8	B1	md bn lm sd w/pb&gv	
	8	60	B2	yb sd w/pb,gv&cb	
N390/W15	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	12	B1	md bn lm sd	
	12	55	B2	yb sd	
N390/E0	0	6	A0/A1	dk bn lm	
	6	10	A2	gb sd lm	
	10	14	B1	md bn lm sd	
	14	60	B2	yb sd	
N375/W45	0	5	A0/A1	dk bn lm	
	5	7	A2	gb lm sd	
	7	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N375/W30	0	6	A0/A1	dk bn lm	
	6	10	A2	lt gb sd lm	
	10	15	B1	md bn lm sd	
	15	65	B2	yb sd w/pb	
N375/W15	0	6	A0/A1	dk bn lm	
	6	9	A2	lt gb sd lm	
	9	11	B1	md bn lm sd	
	11	60	B2	yb sd w/pb&cb	
N375/E0	0	2	A0/A1	dk bn sd lm	
	2	5	A2	gb lm sd	
	5	8	B1	md bn lm sd	
	8	60	B2	yb sd w/pb&cb	
N360/W45	0	3	A0/A1	dk bn lm	
	3	5	A2	gb lm sd	
	5	12	B1	md bn lm sd	
	12	60	B2	yb lm sd w/pb&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N360/W30	0	14	dist	mo dk bn sd lm	1 solarized bottle glass, 1 aqua bottle glass, 2 flower pot, 4 coal
	14	60	B2	yb sd w/pb&gv	
N360/W15	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	11	B1	md bn lm sd	
	11	60	B2	yb sd w/pb	
N360/E0	0	3	A0/A1	dk bn lm	
	3	7	A2	gb sd lm	
	7	9	B1	md bn lm sd	
	9	60	B2	yb sd w/pb	
N345/W45	0	4	A0/A1	dk bn lm	
	4	6	A2	gb lm sd	
	6	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N345/W30	0	3	A0/A1	dk bn lm	
	3	6	A2	gb sd lm	
	6	9	B1	md bn lm sd	
	9	60	B2	yb sd w/pb	
N345/W15	0	4	A0/A1	dk bn lm	
	4	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N345/E0	0	2	A0/A1	dk bn sd lm	
	2	4	A2	lt gb lm sd	
	4	6	B1	md bn lm sd	
	6	50	B2	yb sd w/pb,gv&cb	
N330/W45	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	13	B1	md bn lm sd	
	13	60	B2	yb lm sd w/pb&gv	
N330/W30	0	3	A0/A1	dk bn lm	
	3	7	A2	gb sd lm	
	7	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb	
N330/W15	0	6	A0/A1	dk bn lm	
	6	10	A2	gb lm sd	
	10	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb	
N330/E0	0	3	A0/A1	dk bn lm	
	3	6	A2	gb sd lm	
	6	10	B1	md bn lm sd	
	10	60	B2	yb sd	

STP	SD	ED	Stratum	Soils	Cultural Material
N315/W45	0	7	A0/A1	dk bn lm	
	7	11	A2	gb lm sd	
	11	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N315/W30	0	7	A0/A1	vy dk bn lm	
	7	9	A2	lt gb sd lm	
	9	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb	
N315/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N315/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb lm sd	
	5	3	B1	md bn lm sd	
	9	60	B2	yb lm sd w/pb&cb	
N300/W45	0	6	A0/A1	dk bn lm	
	6	12	A2	gb lm sd	
	12	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N300/W30	0	6	A0/A1	dk bn lm	
	6	8	A2	gb sd lm	
	8	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb	
N300/W15	0	6	A0/A1	dk bn lm	
	6	10	A2	gb lm sd	
	10	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&cb	
N300/E0	0	3	A0/A1	dk bn lm	
	3	6	A2	gb sd lm	
	6	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb&cb	
N285/W45	0	6	A0/A1	dk bn lm	
	6	8	A2	gb lm sd	
	8	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N285/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	8	B1	md bn lm sd	
	8	60	B2	yb sd w/pb&gv	
N285/W15	0	6	A0/A1	dk bn lm	
	6	11	A2	gb lm sd	
	11	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N285/E0	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	15	B1	md bn lm sd	
	15	60	B2	yb sd w/pb,gv&cb	
N270/W45	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&cb	
N270/W30	0	3	A0/A1	vy dk bn lm	
	3	7	A2	gb sd lm	
	7	10	B1	md bn lm sd	
	10	65	B2	yb sd	
N270/W15	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N270/E0	0	4	A0/A1	dk bn lm	
	4	7	A2	lt gr sd lm	
	7	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb&cb	
N255/W45	0	7	A0/A1	dk bn lm	
	7	10	A2	gb lm sd	
	10	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N255/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	12	B1	md bn lm sd	
	12	50	B2	yb sd w/pb	
N255/W15	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	20	B1	md bn lm sd	
	20	60	B2	yb lm sd w/pb&cb	
N255/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	15	B1	md bn lm sd	
	15	60	B2	yb sd	
N240/W45	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N240/W30	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	10	B1	md bn lm sd	
	10	60	B2	lt yb sd	

STP	SD	ED	Stratum	Soils	Cultural Material
N240/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N240/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	11	B1	md bn lm sd	
	11	65	B2	yb sd w/pb	
N225/W45	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&cb	
N225/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	lt gb lm sd	
	5	12	B1	md bn lm sd	
	12	60	B2	yb sd w/gv	
N225/W15	0	5	A0/A1	dk bn lm	
	5	10	A2	gb lm sd	
	10	19	B1	md bn lm sd	
	19	60	B2	yb lm sd w/pb&cb	
N225/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	dk gb sd lm	
	9	13	B1	md bn lm sd	
	13	60	B2	yb sd w/pb&gv	
N210/W45	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N210/W30	0	4	A0/A1	dk bn lm	
	4	10	A2	gb sd lm	
	10	15	B1	md bn lm sd	
	15	60	B2	yb lm sd	
N210/W15	0	6	A0/A1	dk bn lm	
	6	9	A2	gb lm sd	
	9	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N210/E0	0	7	A0/A1	dk bn lm	
	7	19	A2	gb sd lm	
	19	23	B1	md bn sd lm	
	23	60	B2	yb lm sd	
N195/W45	0	5	A0/A1	dk bn lm	
	5	7	A2	gb lm sd	
	7	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&gv	

STP	SD	ED	Stratum	Soils	Cultural Material
N195/W30	0	6	A0/A1	dk bn lm	
	6	12	A2	lt gb lm sd	
	12	19	B1	md bn lm sd	
	19	60	B2	yb sd w/gv	
N195/W15	0	8	A0/A1	dk bn lm	
	8	11	A2	gb lm sd	
	11	21	B1	md bn lm sd	
	21	60	B2	yb lm sd w/pb&cb	
N195/E0	0	3	A0/A1	dk bn lm	
	3	9	A2	gb sd lm	
	9	13	B1	md bn sd lm	
	13	60	B2	yb sd w/pb	
N180/W45	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	12	B1	md bn lm sd	
	12	60	B2	yb lm sd w/pb&cb	
N180/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	10	B1	md bn lm sd	
	10	60	B2	yb sd	
N180/W15	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	19	B1	md bn lm sd	
	19	60	B2	yb lm sd w/pb&cb	
N180/E0	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	15	B1	md bn sd lm	
	15	62	B2	yb sd	
N165/W45	0	6	A0/A1	dk bn lm	
	6	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&gv	
N165/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	lt gb lm sd	
	5	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb,gv&cb	
N165/W15	0	6	A0/A1	dk bn lm	
	6	11	A2	gb lm sd	
	11	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	
N165/E0	0	4	A0/A1	dk bn lm	
	4	12	A2	gb sd lm	
	12	19	B1	md bn lm sd	
	9	60	B2	yb sd	

STP	SD	ED	Stratum	Soils	Cultural Material
N150/W45	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N150/W30	0	7	A0/A1	dk bn lm	
	7	11	A2	gb sd lm	
	11	15	B1	md bn lm sd	
	15	60	B2	yb sd	
N150/W15	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	21	B1	md bn lm sd	
	21	60	B2	yb lm sd	
N150/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	gb sd lm	
	9	12	B1	md bn sd lm	
	12	60	B2	yb sd	
N135/W45	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	20	B1	md bn lm sd	
	20	60	B2	yb lm sd w/pb&cb	
N135/W30	0	5	A0/A1	dk bn lm	
	5	7	A2	gb sd lm	
	7	12	B1	md bn lm sd	
	12	60	B2	yb sd	
N135/W15	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	8	B1	md bn lm sd	
	8	60	B2	yb sd w/pb	
N135/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	gb sd lm	
	9	19	B1	md bn lm sd	
	19	60	B2	yb sd	
N120/W45	0	6	A0/A1	dk bn lm	
	6	8	A2	gb lm sd	
	8	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N120/W30	0	4	A0/A1	dk bn lm	
	4	6	A2	gb lm sd	
	6	9	B1	md bn lm sd	
	9	60	B2	yb sd	
N120/W15	0	8	A0/A1	dk bn lm	
	8	11	A2	gb lm sd	
	11	20	B1	md bn lm sd	
	20	60	B2	yb lm sd w/pb&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N120/E0	0	16	dist	mo dk bn sd lm	3 clear bottle glass
	16	60	B2	yb sd w/pb	
N105/W45	0	5	A0/A1	dk bn lm	
	5	7	A2	gb lm sd	
	7	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	
N105/W30	0	4	A0/A1	dk bn lm	
	4	5	A2	lt gb sd lm	
	5	10	B1	md bn lm sd	
	10	60	B2	yb sd	
N105/W15	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	22	B1	md bn lm sd	
	22	60	B2	yb lm sd w/pb&cb	
N105/E0	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	19	B1	md bn lm sd	
	19	60	B2	yb sd	
N90/W45	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N90/W30	0	4	A0/A1	dk bn lm	
	4	8	A2	gb lm sd	
	8	22	B1	md bn lm sd	
	22	60	B2	yb lm sd w/pb	
N90/W15	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	24	B1	md bn lm sd	
	24	60	B2	yb lm sd w/pb	
N90/E0	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	14	B1	md bn lm sd	
	14	60	B2	yb lm sd	
N75/W45	0	10	A0/A1	dk bn lm	
	10	21	B1	md bn lm sd	
	21	60	B2	yb lm sd w/pb&cb	
N75/W30	0	4	A0/A1	dk bn lm	
	4	9	A2	gb lm sd	
	9	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	
N75/W15	0	8	A0/A1	dk bn lm	
	8	24	B1	md bn lm sd	
	24	60	B2	yb lm sd w/pb	

STP	SD	ED	Stratum	Soils	Cultural Material
N75/E0	0	3	A0/A1	dk bn lm	
	3	9	A2	gb sd lm	
	9	13	B1	md bn lm sd	
	13	55	B2	yb lm sd	
N60/W45	0	25	dist	md bn lm sd	
	25	60	B2	yb lm sd w/pb&cb	
N60/W30	0	5	A0/A1	dk bn lm	
	5	31	B1	md bn lm sd	
	31	6	B2	yb lm sd w/pb&cb	
N60/W15	0	40	dist	md bn st lm	
N60/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	gb sd lm	
	9	19	B1	md bn lm sd	
	19	60	B2	yb sd	
N45/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	8	B1	md bn sd lm	
	8	60	B2	yb lm sd	

A STAGE 1 ARCHAEOLOGICAL SURVEY

for the

KEYSPAN SUBSTATION

in

BRIDGEHAMPTON, TOWN OF SOUTHAMPTON

SUFFOLK COUNTY, NEW YORK

PROJECT ARCHAEOLOGISTS:

David J. Bernstein, Ph.D.
Allison J. Manfra

The Institute for Long Island Archaeology
Department of Anthropology
State University of New York at Stony Brook
Stony Brook, New York 11794-4364

May 2007

MANAGEMENT SUMMARY

SHPO Project Review Number	N/A
Involved State and Federal Agencies	N/A
Phase of Survey	Stage 1; reconnaissance survey.
Location	Location: Town of Southampton Minor Civil Division: 10309 County: Suffolk
Survey Area	Length: 622 meters (2040 feet) Width: 64 meters (210 feet) Number of Acres Surveyed: 7 acres (2.8 hectares)
NYS DOT 7.5 minute Quadrangle Map	*Sag Harbor, New York* (1991)
Archaeological Survey Overview	Number and Interval of Shovel Test Pits: 105 shovel test pits dug at 15 meter (49 foot) intervals Number and Size of Units: N/A Width of Plowed Strips: N/A Surface Survey Transect Interval: N/A
Results of Archaeological Survey	Number and Names of Prehistoric Sites Identified: none Number and Names of Historic Sites Identified: none Number and Names of Sites Recommended for Phase II/Avoidance: N/A
Report Authors	David J. Bernstein, PhD Allison J. Manfra Institute for Long Island Archaeology State University of New York at Stony Brook
Date of Report	May 2007

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LIST OF FIGURES, PHOTOGRAPH, AND TABLE

INTRODUCTION

This report presents the results of a Stage 1 archaeological survey undertaken for the proposed expansion of the Keyspan substation on Bridgehampton-Sag Harbor Turnpike in Bridgehampton, Town of Southampton, Suffolk County, New York (Figures 1 and 2). The survey was conducted by the Institute for Long Island Archaeology at the State University of New York at Stony Brook in May of 2007. All artifacts, field data and photographs generated by this survey are curated at the Institute for Long Island Archaeology.

The purpose of this study is to determine if proposed expansion of the existing substation will impact archaeological remains of prehistoric and/or historic age. This required archival research and an archaeological survey with subsurface testing. The study was performed in accordance with the guidelines outlined in the *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* issued by the New York Archaeological Council (1995) and the *Phase I Archaeological Report Format Requirements* issued by the New York State Office of Parks, Recreation, and Historic Preservation (2005).

ARCHAEOLOGICAL LITERATURE SEARCH AND SENSITIVITY ASSESSMENT

Project Description

This survey was conducted to determine if proposed expansion of the existing substation will impact archaeological remains of prehistoric and/or historic age. The project area is located west of Bridgehampton-Sag Harbor Turnpike and is a parcel of approximately 7 acres (4 hectares). No further development is proposed for the 3 acre (1.2 hectares) parcel south of the LIPA right-of-way, which includes the existing substation. The 7 acre (2.8 hectare) parcel north of the LIPA right-of-way comprises the area of potential effect (APE) (Figure 3).

Background Research

Environmental Setting. The project area is located in the Town of Southampton on the South Fork of eastern Long Island (Figures 1 and 2). It is situated near the southern edge of the Ronkonkoma terminal moraine, a geological feature formed over 18,000 years ago by meltwater runoff from the Wisconsinan ice sheet (Sirkin 1995). Topography is rolling throughout the parcel, with a range in elevation from 24 meters (80 feet) to 30 meters (100 feet) above mean sea level. There are several sources of freshwater located nearby, including a chain of pater noster lakes located approximately 762 meters (2500 feet) to the east (Figure 2).

The project area is in open deciduous woods with an understory of low bush blueberry, wild rose, cat briar, rhododendron, and tall grasses. Freshwater streams cross the project area. Disturbances from earth-moving activities associated with the extant substation and LIPA right-of-way are present in the southern portion of the APE. In addition, dirt and gravel paths cross the northern and southern portions of the APE (Figure 3). Disturbed areas have a low potential for the presence of intact archaeological deposits.

Soils in the APE consist of Carver and Plymouth sands (3-15% slopes) and a small amount of Plymouth loamy sand (0-3% slopes). The Carver and Plymouth soil series consist of deep, excessively drained, coarse textured soils with low natural fertility (Warner et al. 1975:66-68, 77-78; Table 1).

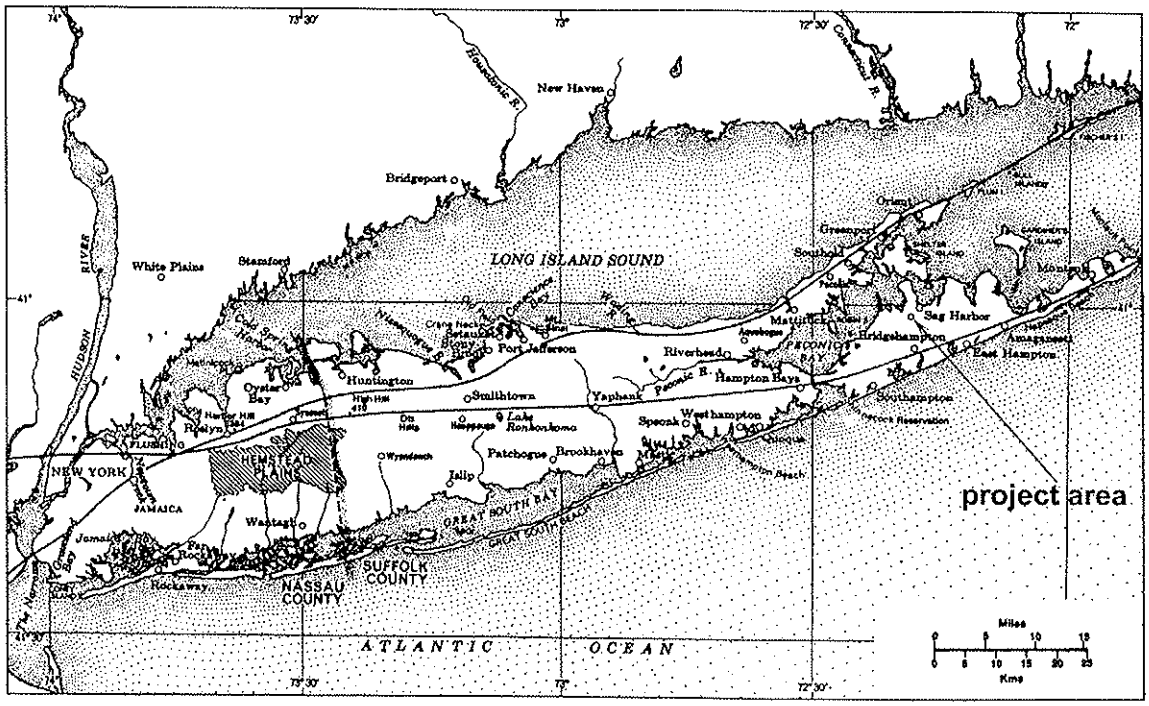

Figure 1. Map of Long Island showing the location of the project area.

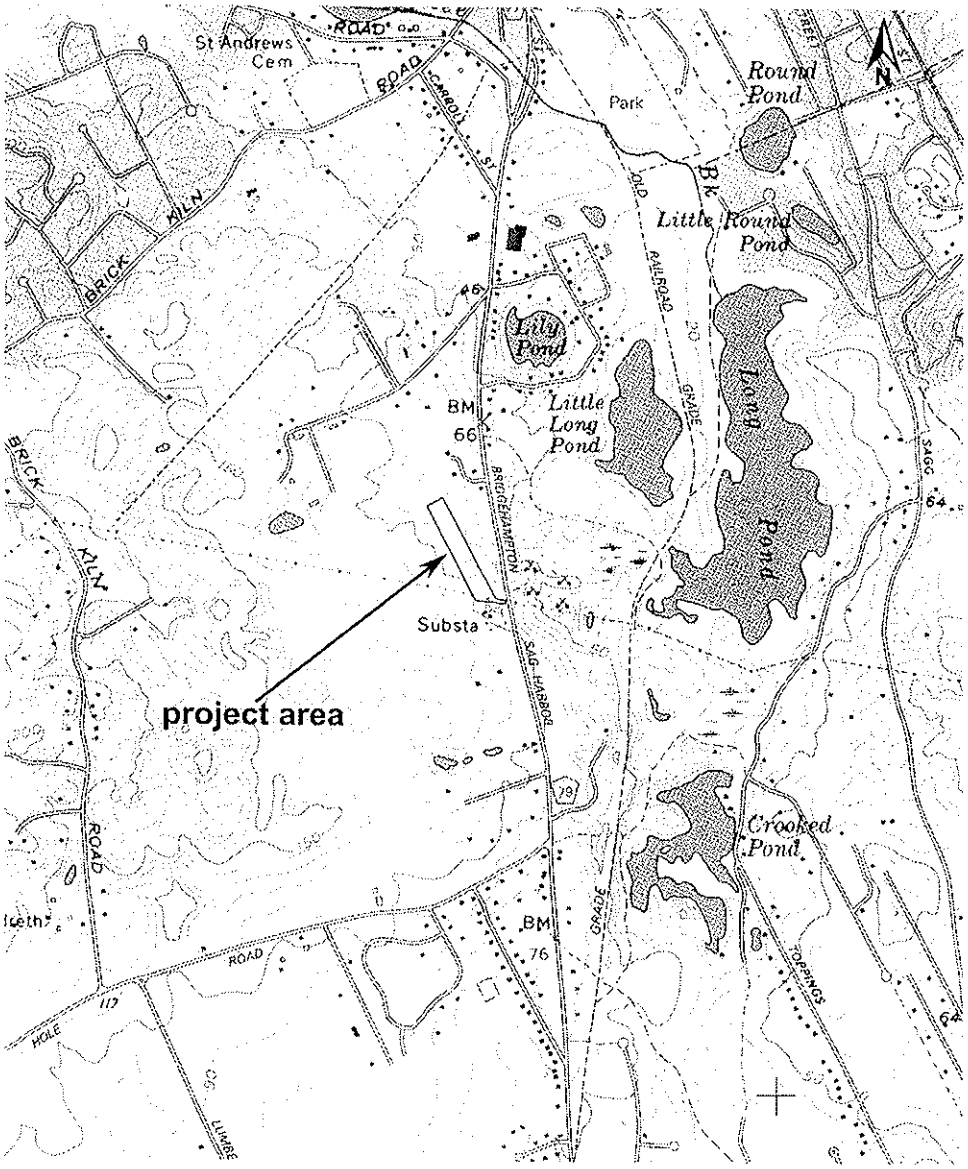

Figure 2. 1991 NYS DOT topographic maps, *Sag Harbor, New York*, 7.5 minute series (scale 1:24,000) showing the location of the project area.

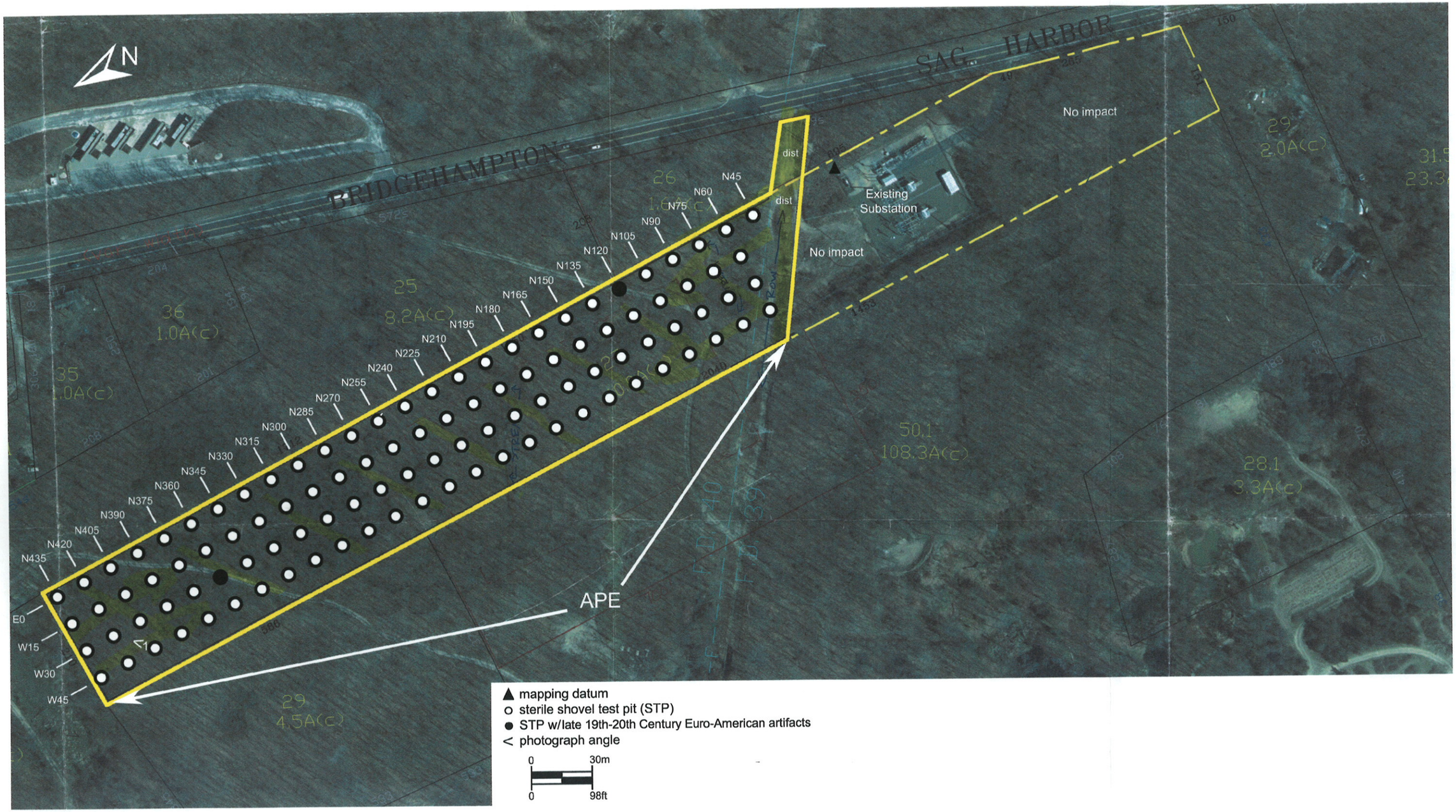

Figure 3. Archaeological testing for the proposed expansion of the Keyspan substation.

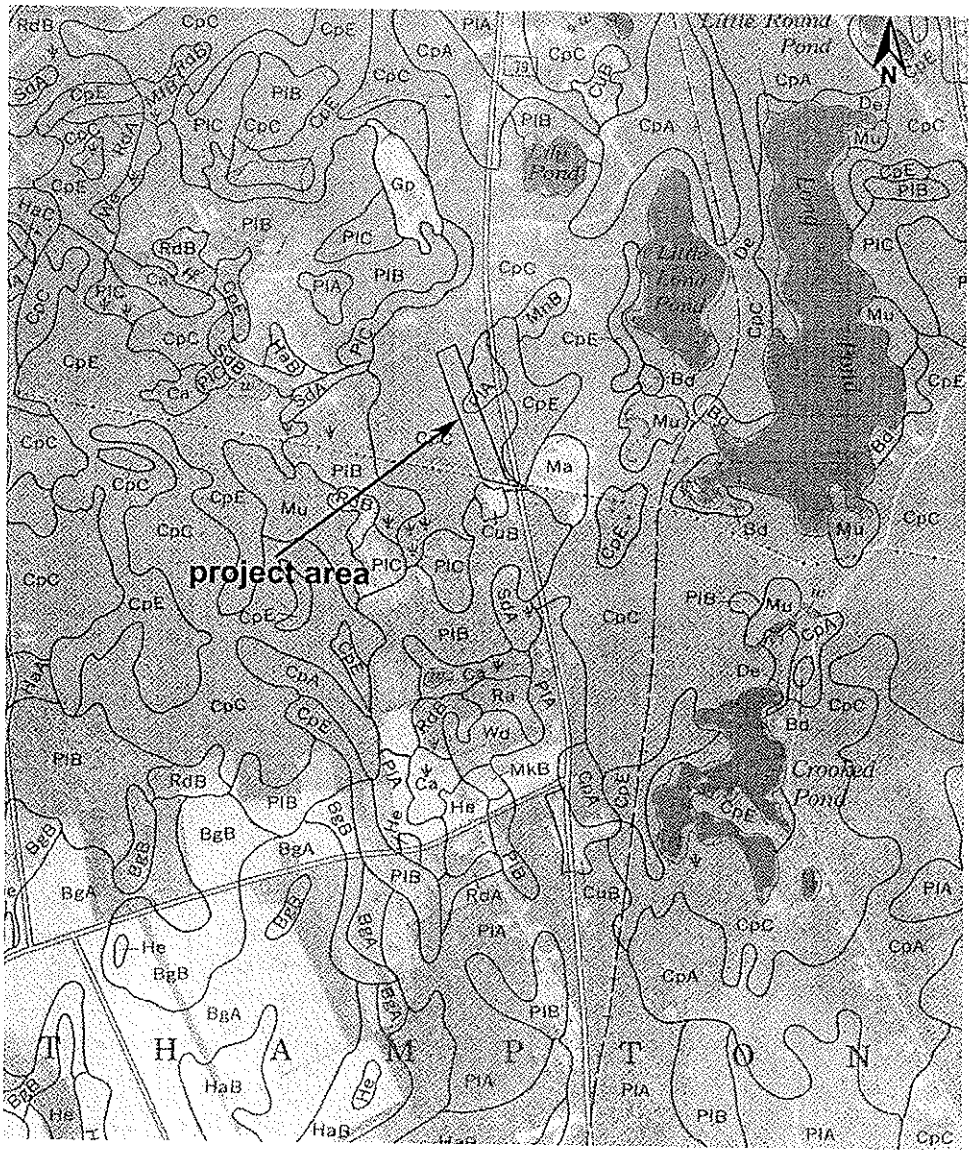

Figure 4. 1975 USDA Soil Map showing the location of the project area (Sheet 32).

Photograph 1. Field crew member excavating shovel test pit in the northwest portion of the APE. View is southwest.

Table 1. Project area soils

Name	*Soil Horizon Depth*	*Color*	*Texture*	*Slope %*	*Drainage*
Carver and Plymouth sands	A0/A1: 0-7.6 cm (0-3 in) A2: 7.6-20 cm (3-8 in) B1: 20-35 cm (8-14 in) B2: 35-56 cm (14-22 in)	dark gray (light) gray brown orange brown	sand sand sand sand	3-15	excessive
Plymouth loamy sand	A0/A1: 0- (0-4 in) B1: (4-10 in) B2: (10-17 in) B3: (17-27 in)	dark gray brown yellow brown yellow brown brown	loamy sand loamy sand loamy sand loamy sand	0-3	excessive

Site File Search. The files of the New York State Museum (NYSM), the Office of Parks, Recreation, and Historic Preservation (OPRHP), Suffolk County Archaeological Association (SCAA), and the Institute for Long Island Archaeology (ILIA) document six known prehistoric archaeological sites within one mile (1.6 kilometers) of the project area. There are no State or National Register of Historic Places listed or previously determined eligible properties within or adjacent to the parcel (Table 2).

Table 2. Known archaeological sites within 1.6 kilometers (1 mile) of the project area.

Site identifier	*Site name*	*Age/Cultural Affiliation*	*Comments*
A10309.000014, NYSM 5534, SCAA 824, NCM 18	Round Pond	prehistoric	Camp or village site with wigwams.
A10309.000076, SCAA 820, NCM 119	Brick Kiln Road site	prehistoric	Quartz chips, soft clam shells, fish, bird and small mammal bones, 2 paint stones, broken levanna point, scraper, and fire cracked rocks.
A10309.000208	Widow's Woods	prehistoric	Stray projectile point recovered during archaeological survey south of Long Pond (Bernstein and Lenardi 1994).
NYSM 5531, SCAA 821, NCM 120	Long Pond	prehistoric	Small quartz chips, 2 Wading River projectile points.
NYSM 4910	ACP SUFK-41	prehistoric	Village (Parker 1920).
NYSM 4928	ACP SUFK	prehistoric	"Traces of occupation" (Parker 1920).

Historic Maps. Trends in development and landuse patterns can be discerned through a study of historic maps. The 1797 Anonymous *Survey of the Town of Southampton* (Figure 5) shows a linear settlement pattern along the main roads throughout the Town of Southampton. The "Bull head road to Sag Harbor" (present-day Bridgehampton-Sag Harbor Turnpike) is shown east of the project area. Although the village of Sag Harbor is clearly illustrated to the northeast, no development is evident within or adjacent to the project area.

By the time of the 1858 Chace *Map of Suffolk County* (Figure 6), residential development had expanded in all directions, and substantial settlements are shown at Sag Harbor to the north and Bridgehampton to the south. The project area is shown west of Bridgehampton-Sag Harbor Turnpike at the midpoint between Lily Pond (to the north) and Daniel's Hole Road (to the south). Homesteads are illustrated along the Turnpike, but no structures are shown within or adjacent to the project area. The 1873 Beers *Atlas of Long Island* (Figure 7) shows a similar settlement pattern. Dense settlement is shown to the north and south. By this time, the railroad had reached the Town of Southampton, and the Sag Harbor line is illustrated east of Bridgehampton-Sag Harbor Turnpike. The nearest structure shown to the project area is the Toll Gate to the north. No structures are shown within or adjacent to the parcel.

By 1904, many roads were established throughout the interior of the Town of Southampton. The project area is illustrated west of Bridgehampton-Sag Harbor Turnpike and east of an unnamed path on the 1904 USGS topographic map of *Sag Harbor, New York* (Figure 8). The project area remains devoid of development.

In summary, the survey of historic maps indicates that the project area witnessed minimal development during the historic period.

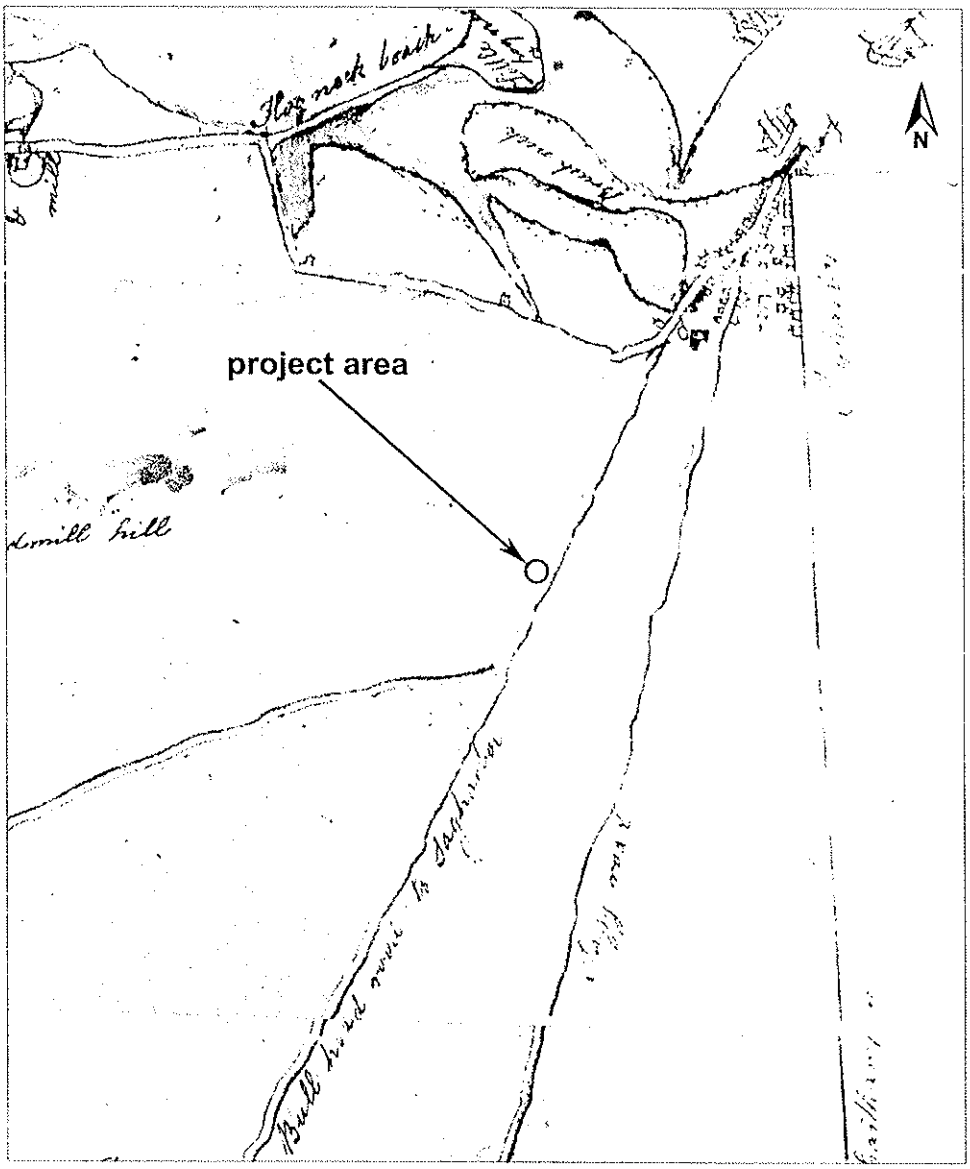

Figure 5. 1797 Anonymous *Survey of the Town of Southampton* showing dense settlement to the northeast at Sag Harbor. The project area is illustrated west of Bridgehampton-Sag Harbor Turnpike, but no development is shown within or adjacent to the parcel.

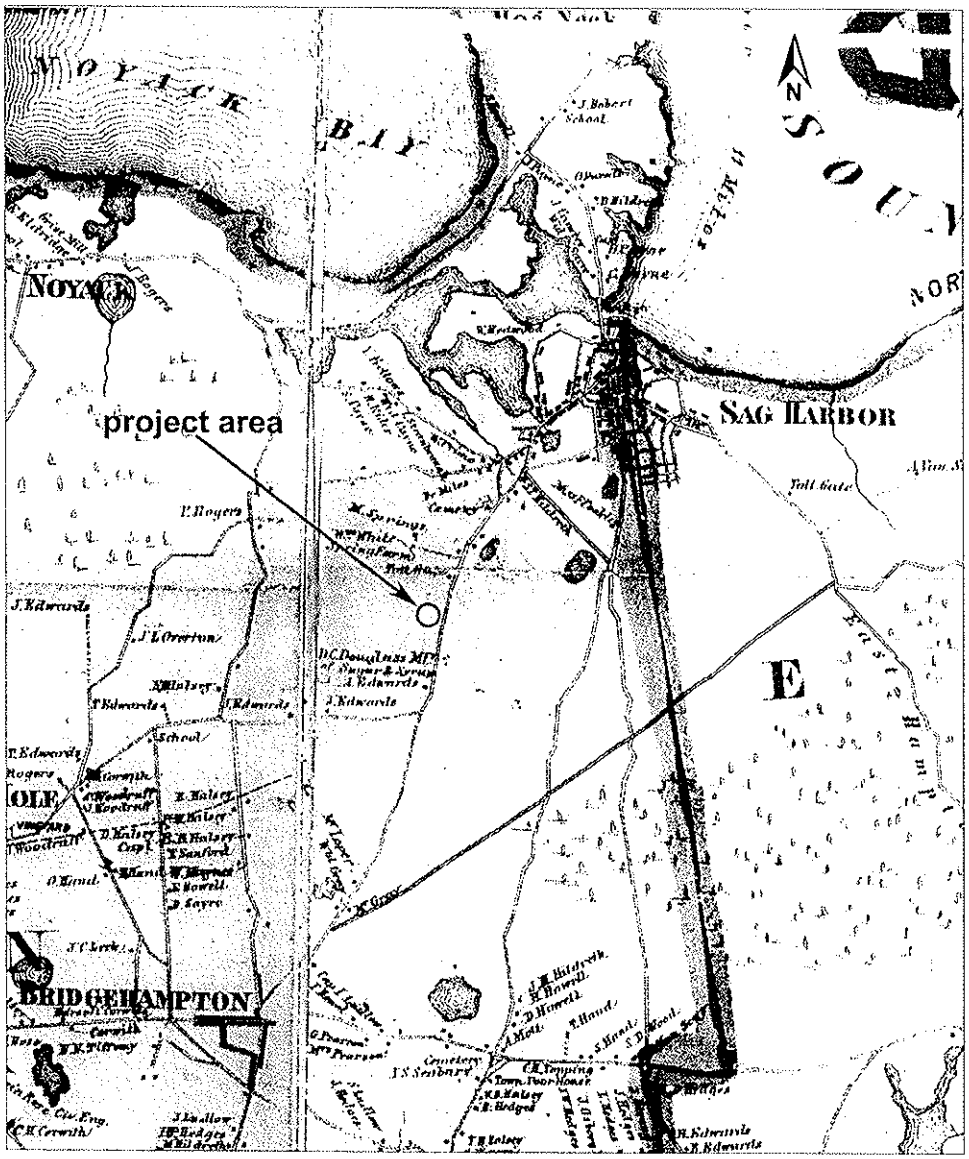

Figure 6. 1858 Chace *Map of Suffolk County.* The project area is shown south of Lily Pond and north of Daniel's Hole Road.

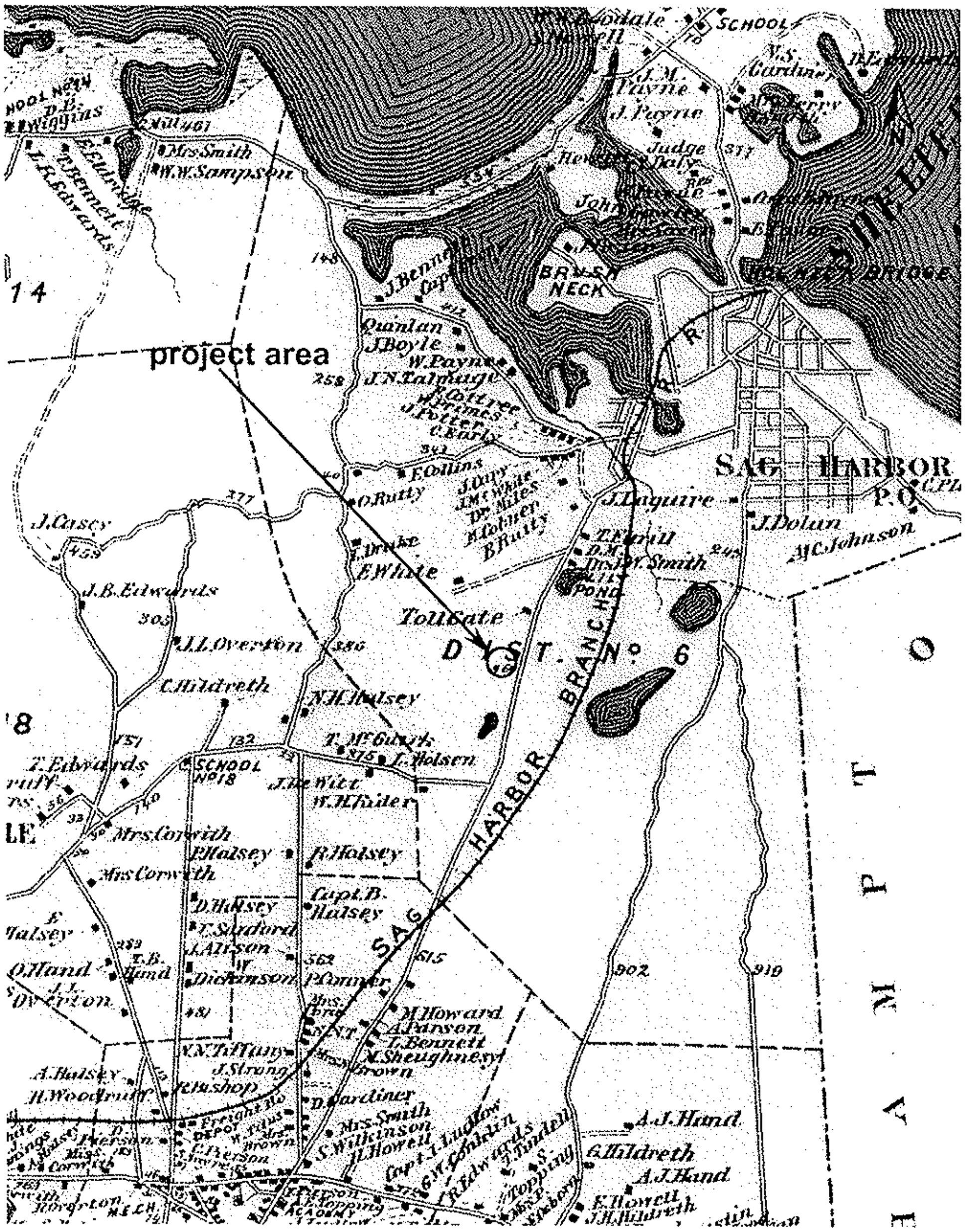

Figure 7. 1873 Beers *Atlas of Long Island* showing dense settlement throughout the Town of Southampton. No structures are shown within or adjacent to the project area.

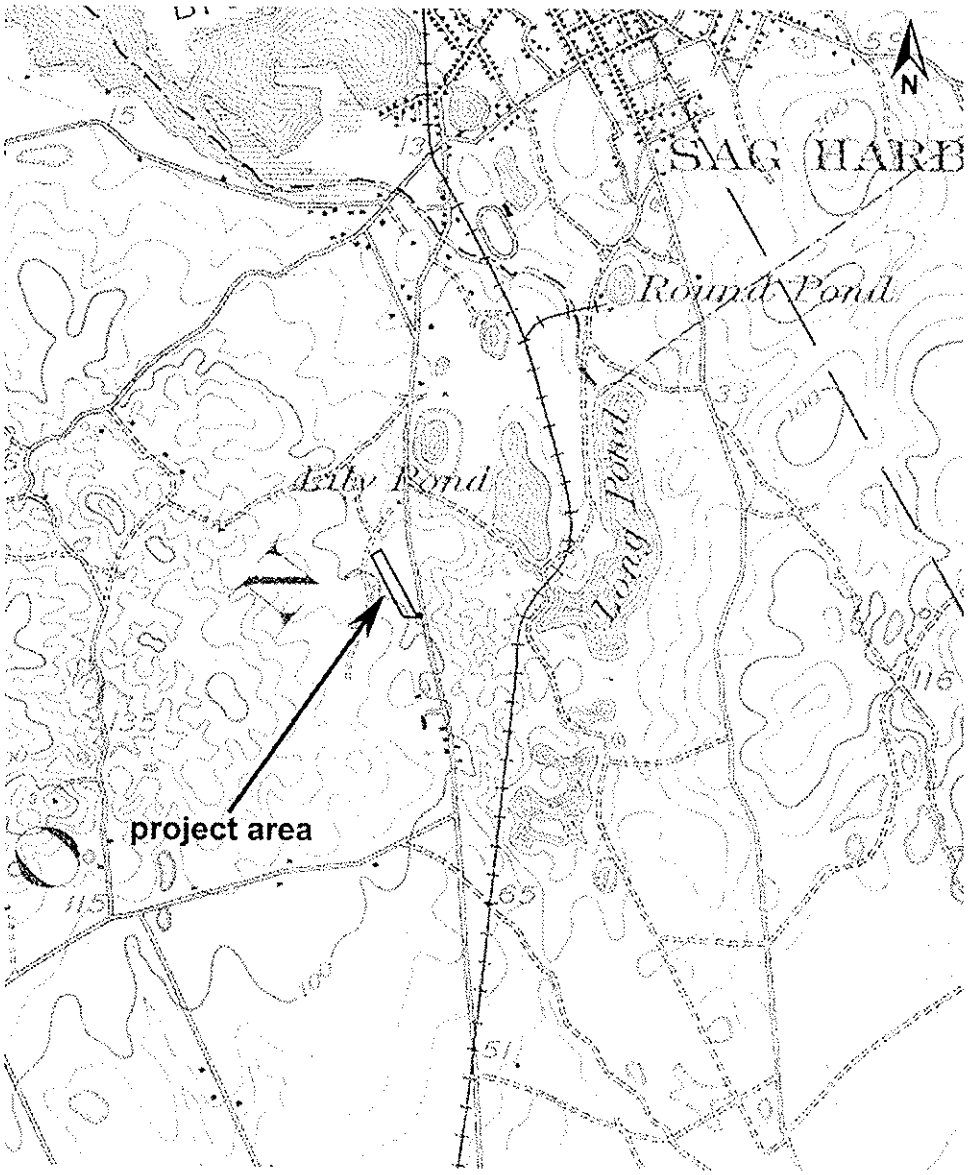

Figure 8. 1904 USGS topographic map, *Sag Harbor, New York*, 15 minute series. The parcel remains devoid of structures.

Sensitivity Assessment

Prehistoric Context. The results of more than twenty years of archaeological studies on Long Island suggests that many sites located away from the coast are "short duration camps or procurement stations" (Lightfoot 1988:38). These are sites where a limited range of activities were performed (such as hunting, nut collecting, or lithic raw material procurement), and their archaeological assemblages frequently contain a low diversity of artifactual remains. The location of both interior and coastal prehistoric sites appears to be strongly influenced by the proximity of fresh water as these areas would have provided abundant natural resources, and thus acted as focal points for human activity (Bernstein et al. 1996).

There are six documented prehistoric sites within 1.6 kilometers (one mile) of the project area (Table 2). These sites range in size from an isolated find recovered during archaeological testing (A10309.000208; Bernstein and Lenardi 1994) to village or camp sites (A10309.000014 and NYSM 4910). Two sites (NYSM 4910 and 4928) were identified during a state-wide inventory of Native American archaeological sites by former New York State archaeologist Arthur C. Parker in the early twentieth century (Parker 1920).

Based on the results of the site file search and a consideration of nearby environmental features, undisturbed portions of the project area have a moderate to high sensitivity for the presence of prehistoric sites. If present, expected site types might include small manifestations of prehistoric activity (with few artifacts) that may represent hunting or tool repair incidents which occurred away from the larger camps (Bernstein et al. 1996:127).

Historic Context. The hamlet of Bridgehampton is located in the Town of Southampton. Permanent settlement of Southampton by the English began in 1640, when a group of colonists from Lynn, Massachusetts landed at North Sea (Hazelton 1925:733). The English colonists carried a warrant from the Earl of Sterling granting them about 64 square miles of land, stretching from Shinnecock to Sagaponack (Stone 1983).

At the time of contact, Southampton was occupied by the Shinnecock Indians, speakers of the Mohegan-Pequot-Montauk Algonquian language (Salwen 1978). One of the earliest recorded land transactions between the English and Shinnecock dates to 1640, when colonists confirmed the Sterling grant with a payment of sixteen coats and sixty bushels of Indian corn. It was also agreed that the English would defend the Shinnecock Indians against "the unlawful and unjust attacks of any other Indian who might assail them" (Stone 1983:67).

The first town meeting of Southampton was held in 1641 for the purpose of designating family lots within the village. At this meeting each household received fifty acres for a home, cultivation, and grazing, while shares were held for the common woodland north of the village (Keene 1983). The project area is located more than five miles northeast of the old village core, and was outside of the nucleus of Colonial occupation.

Interaction between the Indian and Euro-American populations was marked by agreements (and later arguments) concerning land use. In 1687 "a lease for a nominal rent" of forty shillings a year was given to the Indians (Stone 1983:104). A 1698 census records an Indian population in the area of 152 (Keene 1983:4).

The 1687 accord was updated in 1703 with a "thousand year lease," in which the Indians paid a rent of one ear of corn each year in place of the forty shillings. By the terms of this lease, the Indians were permitted land for cultivation and timber, and access to "such grass as they usually make their mats and houses of, and to dig ground nuts" (Bayles 1874:326). The colonists reserved a right to "meadows, marshes, grass, herbage, feeding and pasturage, timber, stone, and convenient highways" (Bayles 1874:326). These highways included Montauk Highway (New York State Route 27), established in 1653.

Though agriculture provided the subsistence base for the colonists, coastal resources (waterfowl, fish, shellfish) were also heavily utilized. Whaling played a vital role in the economy of early Southampton. The value of whale oil and bone as trade goods spawned the local industry which was active from 1640 until the middle of the nineteenth century.

Due largely to profits from whaling, Sag Harbor (located approximately 3.2 kilometers [2 miles] to the north) became one of the most economically important settlements in Colonial coastal New York. This status explains why the harbor attracted British attention during the American Revolution. Sag Harbor was used as a provisioning station by the British until it was reclaimed in a skirmish led by R. Jonathan Meiggs in 1777 (Hazelton 1925:740-741). Though agriculture and industry were severely impacted by the war, the economy of Southampton gradually returned to its earlier pattern after 1781.

Bridgehampton was developed during the eighteenth century as a center intermediate between the village of Southampton and the main port at Sag Harbor. By the late nineteenth century, the community of Bridgehampton included a school, several mills, a post office, hotels, and a number of stores along Montauk Highway (Bayles 1874). The project area is located north of Bridgehampton hamlet, and was only peripheral to late nineteenth century residential and commercial development.

In 1870 the Sag Harbor Branch of the Long Island Railroad was constructed east of the project area. The coming of the railroad greatly facilitated the movement of New York City businessmen and their families to country retreats, and marked the start of a thriving summer tourist industry on the south shore of Suffolk County.

The railroad fostered the development of Southampton as a summer resort, and soon summer cottages and hotels lined the streets and shores of the community. The establishment of golf clubs, private clubs, bathing stations, and large estates continued until World War I (Keene 1983:7).

Following the war, Southampton experienced another real estate boom, especially in outlying sections like the project area vicinity. Growth slowed dramatically during the 1930s and 1940s with the Great Depression and World War II, but the second half of the twentieth century has witnessed renewed economic growth (especially in the 1950s and, more recently, the 1990s).

Based on the results of the site file search and the historic map overview, the project area has a low sensitivity for the presence of historic period Euro-American sites.

Disturbance

As mentioned above, disturbances from earth-moving activities associated with the extant substation and LIPA right-of-way are present in the southern portion of the APE. In addition, dirt and gravel paths cross the northern and southern portions of the APE (Figure 3). Disturbed areas have a low potential for the presence of intact archaeological deposits.

Testing Recommendations

It is recommended that all undisturbed portions of the parcel which may be impacted by the proposed expansion be subject to a surface survey and subsurface testing. Subsurface testing should consist of the excavation of shovel test pits (STPs) at 15 meter (49 foot) intervals to verify suspected disturbance and to ascertain if archaeological remains are present beneath the ground surface.

ARCHAEOLOGICAL FIELD INVESTIGATIONS

Field Methodology

A two phase survey design was employed to search for archaeological remains in the parcel. Similar survey designs, used in other areas of Long Island, have proven successful in detecting prehistoric and historic sites (Bernstein et al. 1999; Lightfoot 1986). The initial phase of the survey involved a surface reconnaissance and inspection intended to locate large and easily visible remains. The second phase entailed subsurface testing.

Surface Survey

The project area was walked over in May 2007, with special attention given to examining the soil for artifacts or other surface manifestations of past activity. Vegetation patterns and topographic features which might provide insight into early land use were also noted (see above).

Ground surface visibility is generally poor due to leaf litter and low vegetation (Photograph 1). No material other than recent debris (i.e., less than ten years old) was encountered during the surface survey.

Subsurface Testing

The second phase of the field survey consisted of the excavation of shovel test pits (STPs) designed to detect the presence of cultural remains buried beneath the ground surface. A mapping datum was established at the northeast corner of the fence surrounding the existing substation, and all of the test units are designated using metric grid coordinates relative to this point (Figure 3). The project area was tested at 15 meter (49 foot) intervals.

A total of 105 shovel test pits was excavated. Shovel test pits have a diameter of approximately 40 centimeters (16 inches). Most of the shovel test pits were dug well into the B2 subsoil, typically to 60 centimeters (24 inches) below the present ground surface. The soil from each test unit was screened through six millimeter (1/4 inch) wire mesh to aid in the identification and recovery of artifacts. All artifacts, photographs and field notes produced during this survey are curated at the Institute for Long Island Archaeology at the State University of New York at Stony Brook.

Results. The specific data recorded in the field for each shovel test pit, including information on soil stratigraphy and artifacts, are presented in the Appendix.

The general characteristics of the soils found in the project area are discussed above in the Environmental Setting section. The topsoil layer (referred to in the Appendix as the A0/A1 horizon) consists of partially decomposed organic matter and dark brown sandy loam to an average depth of 5 centimeters (2 inches) below the ground surface. Most of the shovel test pits exposed an A2 leaching zone of gray brown loamy sand or sandy loam between the topsoil and the upper subsoil. The upper subsoil (B1 horizon) is a medium brown loamy sand that reaches an average depth of 14 centimeters (5.5 inches) below the ground surface. It is underlain by the lower subsoil (B2 horizon), a yellow brown sand or loamy sand (occasionally with pebbles, gravel, and/or cobbles). A total of four shovel test pits contained soils disturbed by earth-moving activities associated with access routes to the property (Appendix).

No prehistoric artifacts and no prehistoric or historic period features were encountered during subsurface testing. A light density of late nineteenth through twentieth century Euro-American artifacts (including bottle glass, flower pot fragments, and coal) was encountered in disturbed soils in two shovel test pits (Figure 3; Appendix). This material is probably the result of sporadic dumping of household refuse and as such, has virtually no potential for contributing to our understanding of past activities in Bridgehampton.

CONCLUSIONS AND RECOMMENDATIONS

Archival research and archaeological investigation for the project area in Bridgehampton, Town of Southampton, Suffolk County, New York indicate that the project area witnessed minimal discernable human activity in the past. A total of 105 shovel test pits was excavated in the APE. No prehistoric artifacts and no prehistoric or historic period features were encountered during the surface survey or in any of the STPs.

A light density of late nineteenth through twentieth century Euro-American artifacts (including glass, flower pot fragments, and coal) was encountered in disturbed soils in two STPs (Figure 3; Appendix). This material is probably the result of sporadic dumping of household refuse and as such, has virtually no potential for contributing to our understanding of past activities in Bridgehampton. No further archaeological investigations are recommended for the Keyspan parcel.

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APPENDIX

EXCAVATION AND ARTIFACT INVENTORY

Basic descriptive data from the project area are presented in the following appendix. Excavation, stratigraphic, and artifactual information are included. Excavation information includes shovel test pit (STP) coordinates relative to mapping datum, level number, stratigraphic designation (stratum), and starting (SD) and ending (ED) depths (in centimeters) for each excavated level.

The following abbreviations are used in the appendix:

Stratum
A0/A1-topsoil
A2-leaching zone
B1-upper subsoil
B2-lower subsoil
dist-disturbed

Soils
bn-brown
cb-cobbles
dk-dark
gb-gray brown
gr-gray
gv-gravel
lm-loam(y)
lt-light
md-medium
pb-pebbles
sd-sand(y)
vy-very
yb-yellow brown

APPENDIX: SHOVEL TEST PIT EXCAVATION AND ARTIFACT INVENTORY

STP	SD	ED	Stratum	Soils	Cultural Material
N435/W45	0	6	A0/A	dk bn lm	
	6	9	A2	gb lm sd	
	9	13	B1	md bn lm sd	
	13	60	B2	yb lm sd w/pb	
N435/W30	0	2	A0/A1	dk bn lm	
	2	4	A2	lt gb sd lm	
	4	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb,gv&cb	
N435/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb sd lm	
	8	17	B1	md bn lm sd	
	17	60	B2	yb sd w/pb	
N435/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	12	B1	md bn lm sd w/pb	
	12	60	B2	yb sd w/pb&cb	
N420/W45	0	6	A0/A1	dk bn lm	
	6	9	A2	gb lm sd	
	9	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N420/W30	0	4	A0/A1	dk bn lm	
	4	7	A2	lt gb sd lm	
	7	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb&cb	
N420/W15	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	9	B1	md bn lm sd	
	9	60	B2	yb sd w/pb	
N420/E0	0	3	A0/A1	dk bn lm	
	3	9	A2	gb sd lm	
	9	15	B1	md bn lm sd	
	15	60	B2	yb sd	
N405/W45	0	4	A0/A1	dk bn lm	
	4	6	A2	gb sd lm	
	6	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb&gv	
N405/W30	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	11	B1	md bn lm sd	
	11	49	B2	yb sd w/pb,gv&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N405/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb sd lm	
	8	10	B1	md bn lm sd	
	10	52	B2	yb sd w/pb	
N405/E0	0	8	A0/A1	dk bn lm	
	2	6	A2	gb sd lm	
	6	9	B1	md bn lm sd	
	9	60	B2	yb lm sd w/cb	
N390/W45	0	8	A0/A1	dk bn lm	
	8	11	A2	gb lm sd	
	11	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N390/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	lt gb sd lm	
	5	8	B1	md bn lm sd w/pb&gv	
	8	60	B2	yb sd w/pb,gv&cb	
N390/W15	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	12	B1	md bn lm sd	
	12	55	B2	yb sd	
N390/E0	0	6	A0/A1	dk bn lm	
	6	10	A2	gb sd lm	
	10	14	B1	md bn lm sd	
	14	60	B2	yb sd	
N375/W45	0	5	A0/A1	dk bn lm	
	5	7	A2	gb lm sd	
	7	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N375/W30	0	6	A0/A1	dk bn lm	
	6	10	A2	lt gb sd lm	
	10	15	B1	md bn lm sd	
	15	65	B2	yb sd w/pb	
N375/W15	0	6	A0/A1	dk bn lm	
	6	9	A2	lt gb sd lm	
	9	11	B1	md bn lm sd	
	11	60	B2	yb sd w/pb&cb	
N375/E0	0	2	A0/A1	dk bn sd lm	
	2	5	A2	gb lm sd	
	5	8	B1	md bn lm sd	
	8	60	B2	yb sd w/pb&cb	
N360/W45	0	3	A0/A1	dk bn lm	
	3	5	A2	gb lm sd	
	5	12	B1	md bn lm sd	
	12	60	B2	yb lm sd w/pb&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N360/W30	0	14	dist	mo dk bn sd lm	1 solarized bottle glass, 1 aqua bottle glass, 2 flower pot, 4 coal
	14	60	B2	yb sd w/pb&gv	
N360/W15	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	11	B1	md bn lm sd	
	11	60	B2	yb sd w/pb	
N360/E0	0	3	A0/A1	dk bn lm	
	3	7	A2	gb sd lm	
	7	9	B1	md bn lm sd	
	9	60	B2	yb sd w/pb	
N345/W45	0	4	A0/A1	dk bn lm	
	4	6	A2	gb lm sd	
	6	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N345/W30	0	3	A0/A1	dk bn lm	
	3	6	A2	gb sd lm	
	6	9	B1	md bn lm sd	
	9	60	B2	yb sd w/pb	
N345/W15	0	4	A0/A1	dk bn lm	
	4	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N345/E0	0	2	A0/A1	dk bn sd lm	
	2	4	A2	lt gb lm sd	
	4	6	B1	md bn lm sd	
	6	50	B2	yb sd w/pb,gv&cb	
N330/W45	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	13	B1	md bn lm sd	
	13	60	B2	yb lm sd w/pb&gv	
N330/W30	0	3	A0/A1	dk bn lm	
	3	7	A2	gb sd lm	
	7	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb	
N330/W15	0	6	A0/A1	dk bn lm	
	6	10	A2	gb lm sd	
	10	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb	
N330/E0	0	3	A0/A1	dk bn lm	
	3	6	A2	gb sd lm	
	6	10	B1	md bn lm sd	
	10	60	B2	yb sd	

STP	SD	ED	Stratum	Soils	Cultural Material
N315/W45	0	7	A0/A1	dk bn lm	
	7	11	A2	gb lm sd	
	11	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N315/W30	0	7	A0/A1	vy dk bn lm	
	7	9	A2	lt gb sd lm	
	9	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb	
N315/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N315/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb lm sd	
	5	3	B1	md bn lm sd	
	9	60	B2	yb lm sd w/pb&cb	
N300/W45	0	6	A0/A1	dk bn lm	
	6	12	A2	gb lm sd	
	12	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N300/W30	0	6	A0/A1	dk bn lm	
	6	8	A2	gb sd lm	
	8	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb	
N300/W15	0	6	A0/A1	dk bn lm	
	6	10	A2	gb lm sd	
	10	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&cb	
N300/E0	0	3	A0/A1	dk bn lm	
	3	6	A2	gb sd lm	
	6	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb&cb	
N285/W45	0	6	A0/A1	dk bn lm	
	6	8	A2	gb lm sd	
	8	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N285/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	8	B1	md bn lm sd	
	8	60	B2	yb sd w/pb&gv	
N285/W15	0	6	A0/A1	dk bn lm	
	6	11	A2	gb lm sd	
	11	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N285/E0	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	15	B1	md bn lm sd	
	15	60	B2	yb sd w/pb,gv&cb	
N270/W45	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&cb	
N270/W30	0	3	A0/A1	vy dk bn lm	
	3	7	A2	gb sd lm	
	7	10	B1	md bn lm sd	
	10	65	B2	yb sd	
N270/W15	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N270/E0	0	4	A0/A1	dk bn lm	
	4	7	A2	lt gr sd lm	
	7	10	B1	md bn lm sd	
	10	60	B2	yb sd w/pb&cb	
N255/W45	0	7	A0/A1	dk bn lm	
	7	10	A2	gb lm sd	
	10	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N255/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	12	B1	md bn lm sd	
	12	50	B2	yb sd w/pb	
N255/W15	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	20	B1	md bn lm sd	
	20	60	B2	yb lm sd w/pb&cb	
N255/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	15	B1	md bn lm sd	
	15	60	B2	yb sd	
N240/W45	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N240/W30	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	10	B1	md bn lm sd	
	10	60	B2	lt yb sd	

STP	SD	ED	Stratum	Soils	Cultural Material
N240/W15	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N240/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	11	B1	md bn lm sd	
	11	65	B2	yb sd w/pb	
N225/W45	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&cb	
N225/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	lt gb lm sd	
	5	12	B1	md bn lm sd	
	12	60	B2	yb sd w/gv	
N225/W15	0	5	A0/A1	dk bn lm	
	5	10	A2	gb lm sd	
	10	19	B1	md bn lm sd	
	19	60	B2	yb lm sd w/pb&cb	
N225/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	dk gb sd lm	
	9	13	B1	md bn lm sd	
	13	60	B2	yb sd w/pb&gv	
N210/W45	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	14	B1	md bn lm sd	
	14	60	B2	yb lm sd w/pb&cb	
N210/W30	0	4	A0/A1	dk bn lm	
	4	10	A2	gb sd lm	
	10	15	B1	md bn lm sd	
	15	60	B2	yb lm sd	
N210/W15	0	6	A0/A1	dk bn lm	
	6	9	A2	gb lm sd	
	9	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N210/E0	0	7	A0/A1	dk bn lm	
	7	19	A2	gb sd lm	
	19	23	B1	md bn sd lm	
	23	60	B2	yb lm sd	
N195/W45	0	5	A0/A1	dk bn lm	
	5	7	A2	gb lm sd	
	7	16	B1	md bn lm sd	
	16	60	B2	yb lm sd w/pb&gv	

STP	SD	ED	Stratum	Soils	Cultural Material
N195/W30	0	6	A0/A1	dk bn lm	
	6	12	A2	lt gb lm sd	
	12	19	B1	md bn lm sd	
	19	60	B2	yb sd w/gv	
N195/W15	0	8	A0/A1	dk bn lm	
	8	11	A2	gb lm sd	
	11	21	B1	md bn lm sd	
	21	60	B2	yb lm sd w/pb&cb	
N195/E0	0	3	A0/A1	dk bn lm	
	3	9	A2	gb sd lm	
	9	13	B1	md bn sd lm	
	13	60	B2	yb sd w/pb	
N180/W45	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	12	B1	md bn lm sd	
	12	60	B2	yb lm sd w/pb&cb	
N180/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	10	B1	md bn lm sd	
	10	60	B2	yb sd	
N180/W15	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	19	B1	md bn lm sd	
	19	60	B2	yb lm sd w/pb&cb	
N180/E0	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	15	B1	md bn sd lm	
	15	62	B2	yb sd	
N165/W45	0	6	A0/A1	dk bn lm	
	6	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&gv	
N165/W30	0	3	A0/A1	dk bn lm	
	3	5	A2	lt gb lm sd	
	5	12	B1	md bn lm sd	
	12	60	B2	yb sd w/pb,gv&cb	
N165/W15	0	6	A0/A1	dk bn lm	
	6	11	A2	gb lm sd	
	11	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	
N165/E0	0	4	A0/A1	dk bn lm	
	4	12	A2	gb sd lm	
	12	19	B1	md bn lm sd	
	9	60	B2	yb sd	

STP	SD	ED	Stratum	Soils	Cultural Material
N150/W45	0	4	A0/A1	dk bn lm	
	4	7	A2	gb lm sd	
	7	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N150/W30	0	7	A0/A1	dk bn lm	
	7	11	A2	gb sd lm	
	11	15	B1	md bn lm sd	
	15	60	B2	yb sd	
N150/W15	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	21	B1	md bn lm sd	
	21	60	B2	yb lm sd	
N150/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	gb sd lm	
	9	12	B1	md bn sd lm	
	12	60	B2	yb sd	
N135/W45	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	20	B1	md bn lm sd	
	20	60	B2	yb lm sd w/pb&cb	
N135/W30	0	5	A0/A1	dk bn lm	
	5	7	A2	gb sd lm	
	7	12	B1	md bn lm sd	
	12	60	B2	yb sd	
N135/W15	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	8	B1	md bn lm sd	
	8	60	B2	yb sd w/pb	
N135/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	gb sd lm	
	9	19	B1	md bn lm sd	
	19	60	B2	yb sd	
N120/W45	0	6	A0/A1	dk bn lm	
	6	8	A2	gb lm sd	
	8	15	B1	md bn lm sd	
	15	60	B2	yb lm sd w/pb&cb	
N120/W30	0	4	A0/A1	dk bn lm	
	4	6	A2	gb lm sd	
	6	9	B1	md bn lm sd	
	9	60	B2	yb sd	
N120/W15	0	8	A0/A1	dk bn lm	
	8	11	A2	gb lm sd	
	11	20	B1	md bn lm sd	
	20	60	B2	yb lm sd w/pb&cb	

STP	SD	ED	Stratum	Soils	Cultural Material
N120/E0	0	16	dist	mo dk bn sd lm	3 clear bottle glass
	16	60	B2	yb sd w/pb	
N105/W45	0	5	A0/A1	dk bn lm	
	5	7	A2	gb lm sd	
	7	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	
N105/W30	0	4	A0/A1	dk bn lm	
	4	5	A2	lt gb sd lm	
	5	10	B1	md bn lm sd	
	10	60	B2	yb sd	
N105/W15	0	7	A0/A1	dk bn lm	
	7	12	A2	gb lm sd	
	12	22	B1	md bn lm sd	
	22	60	B2	yb lm sd w/pb&cb	
N105/E0	0	4	A0/A1	dk bn lm	
	4	8	A2	gb sd lm	
	8	19	B1	md bn lm sd	
	19	60	B2	yb sd	
N90/W45	0	5	A0/A1	dk bn lm	
	5	8	A2	gb lm sd	
	8	17	B1	md bn lm sd	
	17	60	B2	yb lm sd w/pb&cb	
N90/W30	0	4	A0/A1	dk bn lm	
	4	8	A2	gb lm sd	
	8	22	B1	md bn lm sd	
	22	60	B2	yb lm sd w/pb	
N90/W15	0	5	A0/A1	dk bn lm	
	5	9	A2	gb lm sd	
	9	24	B1	md bn lm sd	
	24	60	B2	yb lm sd w/pb	
N90/E0	0	4	A0/A1	dk bn lm	
	4	7	A2	gb sd lm	
	7	14	B1	md bn lm sd	
	14	60	B2	yb lm sd	
N75/W45	0	10	A0/A1	dk bn lm	
	10	21	B1	md bn lm sd	
	21	60	B2	yb lm sd w/pb&cb	
N75/W30	0	4	A0/A1	dk bn lm	
	4	9	A2	gb lm sd	
	9	18	B1	md bn lm sd	
	18	60	B2	yb lm sd w/pb&cb	
N75/W15	0	8	A0/A1	dk bn lm	
	8	24	B1	md bn lm sd	
	24	60	B2	yb lm sd w/pb	

STP	SD	ED	Stratum	Soils	Cultural Material
N75/E0	0	3	A0/A1	dk bn lm	
	3	9	A2	gb sd lm	
	9	13	B1	md bn lm sd	
	13	55	B2	yb lm sd	
N60/W45	0	25	dist	md bn lm sd	
	25	60	B2	yb lm sd w/pb&cb	
N60/W30	0	5	A0/A1	dk bn lm	
	5	31	B1	md bn lm sd	
	31	6	B2	yb lm sd w/pb&cb	
N60/W15	0	40	dist	md bn st lm	
N60/E0	0	4	A0/A1	dk bn lm	
	4	9	A2	gb sd lm	
	9	19	B1	md bn lm sd	
	19	60	B2	yb sd	
N45/E0	0	3	A0/A1	dk bn lm	
	3	5	A2	gb sd lm	
	5	8	B1	md bn sd lm	
	8	60	B2	yb lm sd	