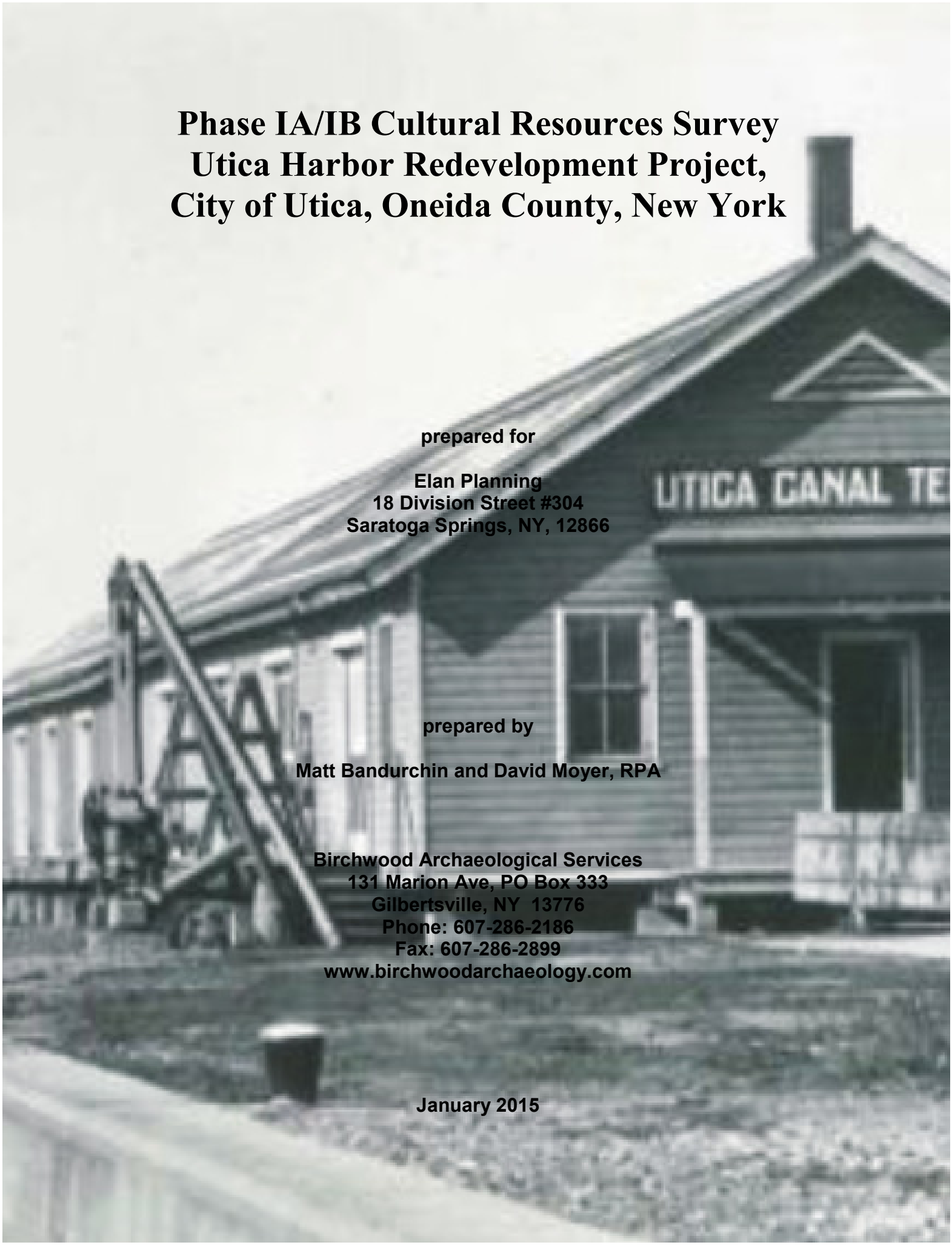
Appendix J:
Phase IA/IB cultural Resource Survey, Utica Harbor Redevelopment Project, Birchwood Archeological Services, January 2015

Phase IA/IB Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York



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Executive Summary

A Phase IA Cultural Resources Literature Review and Sensitivity Assessment has been completed for the Utica Harbor Redevelopment Project, located northwest of North Genesee Street in the City of Utica, Oneida County, New York (Figures 1 and 2; Photos 1-109). A portion of the project boundaries incorporate a section that has been listed as part of the New York State Historic Barge Canal District (001.04.000641). The project involves the extensive redevelopment and rehabilitation a series of former industrial properties located on the north side of the City of Utica. As part of the current proposed redevelopment, approximately 20 acres of the 140 acre Utica Harbor area will be redeveloped into a combination of residential and commercial land use.

The Phase IA literature review indicated that project area is considered highly sensitive for precontact archaeological resources due to its position formerly adjacent to the Mohawk River and because of the presence of two known precontact sites within one mile of the project. The area is also considered highly sensitive for historic resources due to the presence of 20 known historic archeological site and 15 NRHP listed properties located within one mile of the proposed redevelopment. A portion of the current project area is listed as part of the New York State Historic Barge Canal District (001.04.000641).

A review of soils information indicates that most of the filled areas were built up and leveled for urban development. In some areas fill has been used to build up industrial areas and roadways. The above soil description suggests that finding buried historic and prehistoric resources unlikely throughout the entirety of the project area. Because Udorthents are comprised of fill materials, any artifacts that were found would have no archaeological context. For this reason, no archaeological field work would appear warranted.

As part of the Phase IA sensitivity assessment, the entire area of potential effects (APE) was subjected to a surface inspection designed to look for evidence of artifacts or cultural features. While no evidence of precontact habitation was identified, several structures within the NYS Canal Corporation's property appear to be contributing elements to the New York State Historic Barge Canal District (001.04.000641). Detailed NYS Historic Structure Forms were completed for each standing structure within the project boundaries. In addition, one historic archaeological site, the Jones Chemical Company Historic Site, was identified as part of the Phase IA study. Buildings and landscape elements associated with the operation of the chemical plant have recently been removed, leaving asphalt parking areas, concrete foundations and several monitoring wells.

The proposed redevelopment of Utica Harbor is still early in the planning and design phases. As a result, it is difficult to ultimately determine any visual impacts to any of the historic properties associated with the New York State Historic Barge Canal District (001.04.000641). The developers should continue to work with the New York State Office of Parks, Recreation and Historic Preservation as the project design advances to develop a plan that adequately addresses potential impacts to any historic properties in the vicinity, specifically the machine shop and terminal warehouse building, which are included in the initial area to be redeveloped. These recommendations are subject to review and concurrence by the New York State Office of Parks, Recreation, and Historic Preservation.

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Introduction

Birchwood Archaeological Services was contracted by Elan Planning to conduct a Phase IA cultural resources review and sensitivity assessment as part of the Utica Harbor Redevelopment Project, located in the City of Utica, Oneida County, New York. The overview had been requested to assess the potential that significant cultural resources may be located within the project area. The investigation was performed in compliance with Section 106 of the National Historic Preservation Act of 1966 and Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law.

The project area lies northwest of North Genesee Street in the City of Utica, Oneida County, New York (Figures 1 and 2; Photos 1-109). A portion of the project boundaries incorporate a section that has been listed as part of the New York State Historic Barge Canal District (001.04.000641). The project involves the extensive redevelopment and rehabilitation a series of former industrial properties located on the north side of the City of Utica. As part of the current proposed redevelopment, approximately 20 acres of the 140 acre Utica Harbor area will be redeveloped into a combination of residential and commercial land use.

Background research was conducted to assess the potential for prehistoric and historic resources on the property and provide contexts with which to interpret any findings (see Part I: Documentary Research). Field investigations were conducted by the principal investigator to identify any surface features in the project area (see Part II: Field Reconnaissance).

Documentary Research

Documentary sources and collections were consulted to gain an overview of the prehistory, history, and environmental setting of the project area and surrounding region. A search was also conducted to locate known archaeological sites, historic structures, and National Register properties within two miles of the project area. Sources of information that were consulted included:

- Office of Parks, Recreation and Historic Preservation (OPRHP) site files and survey reports
- New York State Museum site files (copies at OPRHP)
- New York State Historical Association Research Library, Cooperstown
- National Register of Historic Places
- New York State Library and Archives, Albany
- Milne Library, SUNY Oneonta

Specific documentary references that were consulted are listed in the bibliography.

Environmental Setting

Oneida County is located on the western end of the Mohawk Valley in central New York State. The Appalachian Uplands occur in the southern part of the county, and are characterized by steep and hilly topography. This region is characterized as a low glacial lakebed with occasional, gently sloping beach ridges. The Oneida Plain is part of the Ontario Lowlands physiographic province. Oneida County has been greatly marked by glaciers during the terminal phases of the Pleistocene, with a large continental ice sheet blanketing the region. As the ice began its retreat meltwater lakes were formed. One of these lakes, Lake Iroquois, covered much of central New York and southern Ontario before draining to form the present basin of Lake Ontario. The draining of Lake Iroquois between 10,000–20,000 years ago produced sufficient flows to cover underlying rock with outwash, creating soils that bear little resemblance to the rock beneath them. It was at this time that fine organic sediments began forming along bottom of the lakebed, depositing fine silt over the valley bottoms.

The project area is located on a gradually sloping terrace approximately .27 miles (.43 km) southwest of the Mohawk River. Elevation ranges from approximately 418 ft (127.4 m) above mean sea level in the north to 407 ft (124.1 m) above mean sea level in the east. The project area borders the Utica Harbor, which finished construction in 1918 and connects to the Mohawk River .49 miles (.79 m) to the northwest. The New York Barge Canal is located directly north of the area selected for development. Bordering the southern boundaries of the project area lies the urban development of Utica. On the northern side of the Mohawk River several creeks flow south into the New York Barge Canal. The closest confluence is Reall Creek, which is located .45 miles (.73 km) to the northeast of the APE. Gridley Creek is

located 1.4 miles (2.3 km) to the northwest and Starch Factory Creek can be found 2.0 miles (3.1 km) to the southeast.

Soils

The NRCS Web Soil Survey lists one type of soil occurring within the project boundaries: Udorthents (map unit 22). This complex consists of moderately well drained to excessively drained soils that have been disturbed by cuffing or filling, and areas that are covered by buildings and pavement. Udorthents consist primarily of moderately coarse textured soil material and a few small areas of medium textured material. Most cut areas were used as a source of fill material, but in some areas cuts were made in order to level sites for buildings, recreational facilities, and roads. Most of the filled areas were built up and leveled for urban development. In some areas fill has been used to build up recreational areas and highways. The above soil description suggests that finding buried historic and prehistoric resources unlikely throughout the entirety of the project area. Because Udorthents are comprised of fill materials, any artifacts that were found would have no archaeological context.

Current/Past Land Use

The project area was used for industrial purposes in the historic past. In 1892, Martin Schenk, a New York State Engineer, made a report on the practicality of constructing a canal connecting Lake Erie and the Hudson River. His idea came to fruition in 1903 when a statewide vote showed majority approval for the project. By 1907 the oxbow of the Mohawk River had been straightened making way for further commercial development of the area. By 1918 the Utica Harbor had been completed in its entirety, connecting Utica to the historic canal system that thrived in the early 20th century. As a result, this union to extensive trade brought vibrant commercial and industrial growth to the immediate area. Much of the project area is paved and is used as parking space for trucks, construction equipment, and other vehicles related to harbor activities. Several boats used by the Barge Canal sit idle within the project boundaries attesting to the historic value of the harbor (Photo 52).

More recently, the area surrounding Utica Harbor was left to low maintenance and the inevitable deterioration of time, eventually being recognized as a brown field. A chemical company was once located in the western wing of the APE, though only a labyrinth-like system of foundations remain today. Just south of this is a forested area, providing habitation for a small group of homeless individuals (Photo 81). In an effort to revitalize this location, the proposed project will extend the City of Utica's urban green space to include land around Utica Harbor.

Disturbance

Significant portions of the project area appear to have been subjected to ground disturbances of varying extents. The construction of the harbor and bulk heads disturbed much of this area, as evidenced by the engineering plans showing the specifications for their construction (Appendix E). Significant portions of the project area are paved, including in the vicinity of the harbor and canal buildings (Photos 36-54), near an existing industrial building in the eastern part of the project area (Photos 96-99), in a semi-trailer parking lot in the

southwestern part of the APE (Photo 92-94) as well as in the vicinity of the former Jones Chemicals, Inc. in the western part of the project area (Photos 64-69). Foundation remains associated with the Jones Chemicals building are both deep and extensive; documenting ground disturbing activities in these areas (Photos 70-76). The Jones Chemicals building was subjected to demolition and ground water monitoring, which likely further disturbed the soil on this parcel.

Substantial ground disturbance was also noted in the northwest corner of the project area, where dredged fill remains are being deposited (Photos 26-32). These filling activities have likely elevated this area approximately 20 ft (6.1 m) above the surrounding topography.

While significant portions of the project appear significantly disturbed, other areas show less evidence of ground disturbance, including small, treed areas adjacent to Lee Avenue (Photos 61, 62, 79 and 90). Other areas show moderate amounts of ground disturbance, including the lot south of the Jones Chemicals building (Photos 80-87) and the grassy area south of the dredging stockpile (Photos 100-105). In both of these areas piles of gravel and fill were noted, with exposed gravel occurring between the sparse vegetation (Photo 106),

Previous Surveys

A check of reports on file at the New York State Office of Parks, Recreation and Historic Preservation indicated that 11 cultural resources surveys have been conducted within one mile of the project area (Table 1). The first survey was a Phase IA literature investigation conducted in 1981 by John Reese for a facilities planning study in the city of Utica. Stephen Oberon performed the stage IB cultural recourse survey for the railroad interceptor relief sewer in 1984 for the city of Utica. There were no identified archaeological sites. In 1983 Fisher conducted another cultural resource survey for the City's Leland Avenue connection identifying no sites. However, in 1996, the New York State Museum (NYSM) identified a complex archaeological site (A06525.000046), containing both prehistoric and historic artifacts. The next survey was conducted in 1999 for the proposed Marina Park development, though the file listed no principle author or affiliation. The survey was a Phase I/II investigation conducted by Edward V. Curtin in 2000 for the proposed 360 Networks Fiberoptics Regeneration Station in the City of Utica. His survey identified one prehistoric archaeological site (A06540.0001075). Hartgen Archaeological Associates conducted a Phase IA/IB archaeological sensitivity assessment for the Herkimer Road Improvements Project in 2001 and reported one historic site (A06540.001083). Hartgen carried out an additional two cultural resources investigations within the city of Utica in 2008 and in 2009, neither of which identified any archaeological sites. Commonwealth Cultural Resources Group performed a cultural resource investigation for the Jefferson Elementary School Capital Improvement project in 2010 and uncovered no sites of cultural importance. Binghamton University's Public Archaeology Facility conducted a survey the same year for the reconstruction of Oneida Square Intersection. Fisher Associates conducted the final survey in 2012, which was part of a Phase III archaeological monitoring and data recovery report for the reconstruction the Oneida Square Intersection.

Table 1. Previous cultural resource surveys within one mile of the project area.

Project Name	Reference	No. of Sites Identified
Stage IA Literature Study for the Facilities Planning Study	(Reese, John and Stephen Oberon 1981-1984)	0
Phase IB Survey PIN 2750.84	(Fisher 1983)	0
Phase I Survey PIN2020.08.121	(New York State Museum 1996)	1
Phase I Survey for the Proposed Marina Park	(Unknown 1999)	0
Phase I/II Survey for the Proposed 360 Networks Fiberoptics Regeneration Station	(Curtin 2000)	1
Phase I Survey for the Herkimer Road Improvement	(Hartgen Archaeological Associates 2001)	1
Phase I Survey PIN 2064.01	(Hartgen Archaeological Associates 2008)	0
Phase I Survey PIN 2134.41.121	(Hartgen Archaeological Associates 2009)	0
Phase I Survey for the Jefferson Elementary School	(Commonwealth Cultural Resources Group 2010)	0
Phase I Survey for the Reconstruction of Oneida Sq.	(Public Archaology Facility 2010)	0
Phase III Report on the Reconstruction of Oneida Sq.	(Fisher Associates 2012)	0

Prehistoric Overview

The City of Utica is situated on the south bank of the Mohawk River, a major waterway through the middle of upstate New York. From the River, traveling populations could approach the Great Lakes via a short portage to the west or the Hudson River at its confluence with the Mohawk to the east.

Glaciers covered much of the Mohawk Valley during the Wisconsin glaciation, which ended about 12,000 years ago. People may have begun occupying the area soon after the glaciers retreated. These Paleoindians were organized in highly mobile bands adapted to the tundra and boreal forest environments present at the end of the Pleistocene. While archaeologists have traditionally emphasized the hunting of large megafauna such as mammoth and bison, there is increasing evidence that Paleoindians exploited a diverse array of small game and wild plants. While Ritchie (1994: 4-5) fails to note any fluted points in Oneida County, a large concentration of fluted points indicative of Paleoindian occupation occur to the west in the Cayuga and Onondaga counties. The nearest site to the project area with a datable Paleoindian component is the Potts site found in Oswego County (Hartgen 2001). In addition to large fluted points commonly thought to be used in hunting large game, non-fluted lanceolate points became more common in the latter part of the Paleoindian Period.

Around 7000 B.C., stands of Spruce and Fir rapidly gave way to a denser forest of Pine and deciduous trees, with Oak becoming a dominant species (Salwen 1975). This drier climate supported less game and provided fewer plant resources for human populations. As a result, few sites dating from this Early and Middle Archaic period have been discovered in the region (Funk 1991). Those few sites that have been found dating to this period are often found near water sources and suggest that people lived in small mobile bands and subsisted on gathered and hunted wild resources.

Beginning around 6500 B.C., the climate in the Mohawk Valley became increasingly wetter, resulting in an environment similar to ours today (Salwen 1975). The higher number of sites from this period suggests that Late Archaic populations increased significantly at this time. While people continued to live in small, mobile bands, there was an increasing trend toward sedentism. Subsistence practices were highly diverse and included a wide variety of aquatic and terrestrial resources. Late Archaic sites range from small upland camps to large villages near the confluences of major streams.

The Transitional Period (ca. 1300-1000 B.C.) is characterized by the use of steatite vessels and smoking pipes, which gradually give way to large, thick pottery vessels. This period is very much a continuation of Late Archaic life ways, with increasing sedentism and reliance on plant resources. The Woodland Period begins about 1000 B.C. and is marked by the introduction of pottery and the development of an elaborate trade and ceremonial complex. It is during this time that people gradually began to cultivate plants.

The Late Woodland Period began around A.D. 1000 and is differentiated from its predecessor primarily on the basis of projectile point types, pottery styles and diet (Funk 1976). By 1100 AD, the Northern Iroquoian linguistic culture began moving up the Susquehanna Valley and east into the Mohawk Valley during the medieval optimum global warming period (Hartgen 2001). Hoe cultivation also appears during Late Woodland times. Diet was largely made up of cultigens (corn, beans and squash) and game supplemented by fishing and the gathering of aquatic and terrestrial resources. Large, permanent village sites occur along major rivers as well as defensive locations (Ritchie 1994). Small, ephemeral sites also occur, probably used as camps for resource extraction. These smaller sites are located in a wide variety of geographic contexts, ranging from wetlands and backwater drainages to forested uplands.

Known Prehistoric Sites

A check of site files of the Office of Parks, Recreation, and Historic Preservation (OPRHP) and the New York State Museum (NYSM) indicated there are two precontact archaeological sites known within one mile of the project area (Table 2). Arthur Parker identified the first listed New York State Museum prehistoric site (NYSM 4139) during the early 1920's. He recorded campsites that extended from Darcy through Deerfield. An accepted timeline for northeastern prehistory had yet to be established during Parker's excavations and therefore the time periods he listed are not diagnostic. Arthur Parker also identified the next prehistoric site (NYSM 4150) in 1922, however, no further information was provided.

Table 2. Previously identified prehistoric sites within one mile of project area.

Site Number	Cultural Affiliation	Status	Site Name	Distance	Reference
NYSM 4139	"early"	I	"camps"	3,255 ft northwest	(Parker 1922)
NYSM 4150	No info	I	"traces of occupation"	704 ft northeast	(Parker 1922)

*Status: I=inventoried, E=eligible, L=listed

Historic Overview

The development of the geographic location in which the APE is situated can be examined utilizing Sanborne Fire Insurance maps. These maps show the area immediately south of the Mohawk River before and after its diversion for the construction of Utica Harbor, reaching completion in 1918. Prior to its establishment, the Mohawk River had naturally flowed directly through the project boundaries (Figures 4-9.) Much of the northern bank remained undeveloped before redirecting the flow of the Mohawk River.

Below is a synopsis written by Paul D. Romano from *Lost in a Name: Revisiting the Achievements of the Barge Canal and Utica Harbor*. It is a brief summary of the town of Utica as it pertains to the development of the Barge Canal and the Utica Harbor.

Utica Harbor and the Construction of the Barge Canal

In 1992, the Barge Canal was renamed the New York State Canal System and each of the canals in the system were, in a sense, given back ancestral names; Erie, Oswego, Cayuga-Seneca, and Champlain. The official name change created a new avenue for tourism by strengthening a connection to the historic and fabled "Old Erie Canal," which is very much responsible for the rapid growth of Utica in the 19th Century. However, the reuse of the Erie name, on the east-west portion of the Canal System, may have unintentionally diminished what was one of the most remarkable engineering feats of the 20th Century, the industrial-age construction of the Barge Canal, which gave us the Utica Harbor.

In the book *History of the Mohawk Valley: Gateway to the West 1614-1925*, edited by Nelson Greene and first published in 1925, the idea of the Barge Canal is attributed to Martin Schenck, a Palatine Bridge, NY native. Schenck served in the now defunct State cabinet position of New York State Engineer and Surveyor in 1892 and 1893, an elected position. Greene writes that Schenck was the "first to advocate publicly a Barge Canal of a definite type, allied to the present undertaking" and cites that a 1892 report by Schenck which states that the "practical canal of the future, connecting Lake Erie and the Hudson River, ought to be one capable of bearing barges 250 feet in length by 25 feet breadth of beam" (Nelson Greene 1925). Official authorization of the Barge Canal project did not occur until November 1903 when a statewide vote approved its construction by gaining 75% support of the New York State electorate. Construction commenced in 1905. After Schenck, there was a series of State Engineers who were responsible for the design and construction of the Barge Canal, among them, and probably the most associated with the project was Frank M. Williams of nearby Durhamville who served in the office in 1909, 1910, and from 1915-1922, longer than anyone in that post. His return to State Engineer office in 1915 marked a critical period in the construction of the Barge Canal as the State Legislature had to appropriate more funds and completion schedules and construction contracts had to be revised (Buffalo Chamber of Commerce 1916).

In 1909, Frank Williams came to Utica on a snowy day in December to hear from the City leaders on a harbor in Utica. At the time, the large project that straightened the Mohawk River through Utica was recently completed in 1907 under Mayor Richard Sherman. The project removed a river oxbow that extended to Baggs Square and created the straight run

that exists today through North Utica. For four years prior, it was assumed that the State would utilize the straightened section of the Mohawk River through Utica for the canal. Many Uticans were furious to find out the alignment had changed and now the canal would run north of the straightened river in what was then Deerfield. "They saw -through commercial eyeglasses - Utica, in fact, cut off from the canal - utterly marooned" (Utica Sunday Tribune 1909). As reported in Utica Herald Dispatch, City leaders strongly advocated for a branch that would bring a harbor close to businesses in the City rather than building dockage between the canal and the river in Deerfield:

> *The visitors found the snowstorm rather baffling to their efforts to see clearly all they were taken out to see but they did get an impressive view of the extent of Utica's great industries in West Utica and a very clear idea of the inaccessibility of the barge canal to Utica commercial men, unless a big harbor branch be constructed to a point that will bring the canal nearer the business section than its proposed route will. The Uticans impressed the point with due emphasis on the visitors (Utica Herald Dispatch 1909).*

One of the presenters that day representing Utica's interests was a John R. Baxter, a well-known local civil engineer and contractor of the time period:

> *Engineer John R Baxter had hung a big map he had prepared of his plan of a barge canal harbor at the western junction of the new river channel and the old river bend, to be located in the old southerly arm of the river, now abandoned. He pointed out on the map that this slanting river arm would be ideal for a canal branch and harbor. The idea is to bring the harbor down to within 300 feet of the New York Central tracks, near the gas works. A channel could be cut from the canal, through the new river channel to the old river arm. A lock would be required between the canal and the new river channel and the latter waterway could be used as a branch for canal traffic with a lock at the [north] end into the canal. This harbor would be handy to freight houses (Utica Herald Dispatch 1909).*

Whether Frank Williams was moved by the arguments that day or was motivated by his local ties, the 1911 report issued by the NYS Barge Canal Terminal Commission completely adapted the Baxter plan. Utica would be one of about a dozen canal locations to receive a terminal but Utica would be very unique. The lock at Utica is the only one in the Canal System that is outside the main canal channel. The lock strictly serves the spur channel that leads to the harbor. This spur or branch channel travels a lengthy three quarters of a mile before reaching its terminus at the harbor. The Terminal Commission's 1911 report spent a consider amount of resources studying canals in Europe with entire chapters devoted to canal systems in Great Britain, France, Belgium, Holland, and Germany. The language in the section of the report concerning Utica used such lofty language to lead the Herald Observer newspaper of Utica declare the "recommendations which, if approved by the Legislature, will cause the construction in this city of a great harbor at an estimated cost of $695,000" (Utica Herald Dispatch 1911). The following excerpts are from the Commission's report:

> *By this proposed layout the City of Utica would be enabled by expending some money in the purchase of land adjoining the channels, susceptible of improvement, to construct a municipally owned harbor similar to those which have been so successfully operated by various cities of Europe. No other city on the line of the barge canal has so favorable an opportunity for such an enterprise. It would seem as though this opportunity should be taken advantage of, and it is the belief of this commission that should the city embark on such an enterprise it would find it not only of great value to the material prosperity of the various industries in the city, but that it would be financially profitable as well. (Barge Canal Terminal Commission 1911).*

The construction of the Utica Harbor and the Barge Canal, in its entirety, was completed in 1918.John R. Baxter served as supervising engineer for the work at the Utica Harbor.

The Barge Canal and the Panama Canal were built in the same era and their construction periods overlapped to large extent. The Panama Canal is recognized by many on a short list of greatest engineering wonders of all time. The State Engineer office of New York felt that their achievement was, in some ways, superior to that historic project in Panama. This case was simply made by Roy Finch, the last man to serve as State Engineer and Surveyor before the office was merged with the NYS Department of Public Works:

> *The Barge Canal is a great improvement in the way of inland waterway navigation and has been pronounced by many eminent authorities to be one of the greatest engineering works of the present age, rivaling from an engineering viewpoint the work done by the Government at Panama. It is ten times as long as the Panama Canal; it has many more structures than the Panama, and some of its structures are the most notable in the world (Roy G. Finch 1925).*

Comparing the waterways, the Barge Canal is 540 miles long versus 50 miles at Panama. There are 40 dams affiliated with the Barge Canal (two of the largest being Delta and Hinckley) versus 5 currently at Panama. There are 57 locks along the Barge Canal versus 6 along the Panama Canal. Structures built to support the Barges Canal totaled an amazing 650, "including locks, dams, bridges, aqueducts, culverts, guard gates, retaining dams, stream entrances, spillways, power plants, docks, breakwaters, etc" (Buffalo Chamber of Commerce 1916). Of course, the structures of the Panama Canal are less in numbers, but instead they are massive in size, highlighting the separate purpose of the canals; one for carrying lines of barges and the other for seafaring vessels. However, the comparison is important because it presents the Barge Canal in the proper light, as an extraordinarily remarkable engineering project.

While a family linkage exists and there are some surviving traits, there is no need to borrow luster from the Old Erie Canal. The Barge Canal can stand on its own as an engineering landmark. To view the Barge Canal project as an upgrade to the Old Erie Canal, or simply an enlargement, is a disservice to the fine engineers mentioned in this article. From this vantage point, we can see the Barge Canal as another chapter in the State's history and may help us better appreciate what we have in our backyard, the Utica Harbor.

Utica Harbor itself first appears on the Sanborne Fire Insurance maps beginning in 1929 (Figures 17-19). The harbor completed construction in 1918 and the City of Utica quickly saw the benefits of this commercial and industrial development. The 1944 Sanborne map shows an expansion of the harbor complex, including the construction of new buildings in the canal corporation parcel (Figures 20-22).

Known Historic Sites and Structures

A check of site files of the Office of Parks, Recreation, and Historic Preservation and the New York State Museum indicated there are 20 known historic sites within one mile of the project area (Table 3). Unfortunately, due to the process of uploading files at the State Historic Preservation Office to an online database, no further information was available for these historic sites.

A survey of the National Register Information System (NRIS) revealed that there are 15 National Register listed properties within one mile of the project area (Table 3). In addition to these 15 properties the New York State Historic Barge Canal District (00104.000641) is located on site. The district borders the area immediately surrounding Utica Harbor, connecting to a canal system that stretched across the entirety of New York State.

The Lower Genesee Street Historic District (90NR02060) is the first property listed below and is a national historic district located within the City of Utica in Oneida County, New York. The district includes 45 buildings that contribute to the areas historic nature and encompasses a collection of commercial and industrial buildings in the north center of the city. The oldest extant buildings in Utica are located here, which includes buildings dating from 1830 to 1929.

The John C. Hieber Building (06NR05690) is the next listed property and is a historic commercial building located in the City of Utica in Oneida County, New York. It was built in 1893 by Frederick H. Gouge and is a five-story, rectangular flat roofed, red brick structure, 60 feet by 100 feet, with a random ashlar stone foundation. It was built as a combined sales and warehouse facility. Currently it is being used as a children's museum, known as the Children's Museum of Utica, New York.

The Boehlert Center at Union Station (90NR02057) is a functioning train station served by Amtrak and the Adirondack Scenic Railroad in Utica, New York. It is owned by Oneida County, and named for retired U.S. Rep. Sherwood Boehlert, R-New Hartford.

The station was built in the Italianate style and includes a rusticated granite first story with buff brick above. Symmetrically rectangular in plan, there are thirteen bays across the façade and fifteen on the side elevations. A brick parapet crowns the building; over the main entrance is a large clock flanked by eagle sculptures. Inside are a restaurant and barbershop, one of the few barbershops in a train station today. 34 marble columns support the 15,000-square-foot (1,400 m^2) waiting room's 47-foot-high (14 m) vaulted ceiling. The station's blueprints called for the importation of columns that originally adorned Grand Central Station in New York City. Eight large benches are heated with steam pipes and vents. At one

time, the waiting room also contained three ticket windows, an information office, 15 pay telephones, a Western Union office, two shoeshine stands, a bar and grill.

The Western Union Office is no longer there. In the past there used to be a tunnel connecting the waiting room to the platforms. However, today, the platforms are connected via an aerial walkway.

Next is the Utica Daily Press Building (92NR00418), also known as Gaffney Communications. It is a historic building located within the city limits of Utica, Oneida County, New York. It was built between the years 1904-1905 to function as offices and as a printing plant for the *Utica Daily Press*. It consists of a three and one half-story rectangular brick main block, with two one-story additions.

The following property listed below is the Byington Mill (92NR00417). The Byington Mill (Frisbie & Stansfield Knitting Company), also known as the J. A. Firsching & Son Building, is a historic knitting mill located at Utica in Oneida County, New York which was designed by the local Utica architect, Frederick H. Gouge. The mill was built in 1910 as a four-story structure, though a fifth floor was added before 1929. It consists of a rectangular main block built of brick load bearing walls, a heavy timber frame, and a flat roof. A two story office wing and one story shop section was originally attached to the building. However, this addition was demolished in 2007 when the city erroneously issued a permit to do so. The city of Utica repossessed the building in 1983 and sold it to the Cobblestone Construction Company in 1999. Cobblestone struggled to attract tenants, and abandoned the building in 2008. Pezzolanella Construction, who purchased the building in 2009 for $315,972, is presently responsible for restoration of the structure.

Next is the Doyle Hardware Building (92NR00416); a historic factory building located at Utica in Oneida County, New York. It was built in three sections between 1881 and 1901. The entire four-story complex is approximately 100 feet by 260 feet. It was a work of Utica architect Frederick H. Gouge who constructed it originally as a clothing factory. In 1934 it became a factory for manufacturing of spark plugs and in 1947 the factory became home to Utica Distributing Company, later Doyle Hardware. Recently it was the home of Piers and Blake, a restaurant and bar, which opened in 2011. The Piers and Blake restaurant is now closed with the building in foreclosure.

The next property on the National Register of Historic Places occurring within one mile of the project area is Grace Church (97NR01179). It is a 19th century Episcopal place of worship at 193 Genesee Street in Utica, New York. Norman Coke-Jephcott was the organist for the church from 1923 to 1932. Being born in 1893 and passing away in 1962, he was recognized by his peers as one of the greatest masters in organ improvisation throughout the world.

St. Joseph's Church (90NR02059), also known as St. Joseph & St. Patrick Church, is a historic Roman Catholic Church complex at 704-708 Columbia Street in Utica, Oneida County, New York. The complex consists of the church, St. Joseph's Parochial School built in 1885, St. Joseph's Parochial Residence built in 1906, and Parish Convent building built in 1891. The church was erected in 1871 and is 180 feet long with a simple basilican plan in the German Romanesque style. It is built of brick with limestone trim.

The Fort Schuyler Club (03NR05176), founded in 1883, is a traditional gentlemen's club located in downtown Utica, New York and is the next property shown below in Table 3. Early members of the club included Elihu Root, Francis Kernan, Horatio Seymour, Charlemagne Tower, and Ward Hunt.

The club's clubhouse is significant as a rare and substantially intact example of a late 19th-early 20th century social club" in downtown Utica. The building, constructed in stages from 1830 on, is a landmark located prominently on Genesee Street, the "principal thoroughfare" of Utica. First used as a residence, the club purchased the building in 1883, shortly after its establishment.

The New Century Club (90NR02064) is located at 253 Genesee Street in Utica, New York. It is architecturally significant for its Greek Revival architecture, once characteristic of this part of the city in Utica. It is socially significant as the home of the New Century Club, a women's civic organization established in 1893 and "responsible throughout the early twentieth century for projects that notably improved Utica's educational system, outdoor recreational facilities and youth justice system." Frederick H. Gouge was the architect for this building.

The Stanley Theater (90NR02058) is the following property listed by the National Register of Historic Places. The Stanley Theatre is a historic Mexican Baroque movie palace in Utica, New York. Over the years, it has gone through several changes of ownership, but has always been affiliated with Warner Brothers Pictures.

Originally owned by the Stanley-Mark Strand Corporation chain, the Stanley Theatre (and entire movie theatre chain) was purchased three days before opening by Warner Brothers. The company was eager to showcase its products on as many screens as possible. The theatre opened on September 10, 1928, with the silent movie *Ramona* starring Dolores del Río. Thomas W. Lamb, a prolific theatre architect, designed the 2,963-seat cinema for the Mastbaum chain of theatres. The theatre was named for Stanley, one of the Mastbaum brothers. While Lamb and his firm designed over 300 theatres worldwide, he is considered to be somewhat of a local, having owned a camp in the Adirondacks.

The design motif of the Stanley Theatre is dubbed “Mexican Baroque” because of its unique blend of styles. The terra cotta and tiled mosaic exterior shows the Mexican influence, while Habsburg lions, Indian faces, and a multitude of angels and cherubs grace the lavish gold leaf Baroque theatre interior. Moorish influence is also evident in the star-splashed ceiling and twisted columns flanking the stage. Legend has it that the grand entry staircase was designed to resemble the main staircase on the Titanic ocean liner.

The next property listed is the Tabernacle Baptist Church (11NR06247), which is located on 8 Hopper Street in the City of Utica, Oneida County, New York. It was listed to the National Register of Historic Places in January 4, 2012. Unfortunately no additional information was available about this church.

The Rutger-Steuben Park Historic District (90NR02056) is the next property listed for containing important historic cultural traits. Rutger-Steuben Park Historic District is a 25-acre (10 ha) historic district in the city of Utica in Oneida County, New York. The district

includes 63 contributing buildings and contains numerous examples of late 19th century Italian Villa style residences. A group of five exceptional dwellings are grouped together in a private segment, known as Rutger Park, at the center of the district. Noted architect Alexander Jackson Davis designed one of the dwellings on Rutger Park. The Roscoe Conkling House (90NR02070) is located at 3 Rutger Park and was declared a National Historic Landmark in 1975. Roscoe Conklin was a powerful and controversial politician during the 19th century. It has been reported that Conkling is responsible for the creation of an angry, political atmosphere that ultimately led to the assassination of U.S. President James Garfield.

The final property listed on the National Register of Historic Places is the Memorial Church of the Holy Cross (00NR01629). It is a historic Episcopal Church at 841 Bleecker Street in Utica, Oneida County, New York. It was built in 1891 and is a cruciform plan structure with a rectangular nave that intersects two flanking transepts at the apse. It is in the High Victorian Gothic style. A Ukrainian Orthodox congregation currently occupies this historic church.

Table 3. Previously identified historic sites and structures within one mile of project area.

Site Number	Cultural Affiliation	Status	Site Name	Distance	Reference
A065.40.000664	No Info	I	No Info	3,002 ft northeast	(OPRHP files)
A065.40.001075	No Info	I	No Info	3,624 ft northeast	(OPRHP files)
A065.40.000838	No Info	I	No Info	487 ft east	(OPRHP files)
A065.40.000839	No Info	I	No Info	435 ft east	(OPRHP files)
A065.40.000837	No Info	I	No Info	1,261 ft south	(OPRHP files)
A065.40.000836	No Info	I	No Info	2,157 ft south	(OPRHP files)
A065.40.000835	No Info	I	No Info	2,115 ft southeast	(OPRHP files)
A065.40.001458	No Info	I	No Info	2,889 ft southwest	(OPRHP files)
A065.40.000010	No Info	I	No Info	2,057 ft southwest	(OPRHP files)
A065.40.001654	No Info	I	No Info	4,526 ft southwest	(OPRHP files)
A065.40.001653	No Info	I	No Info	4,365 ft southwest	(OPRHP files)
A065.40.001655	No Info	I	No Info	3,663 ft southwest	(OPRHP files)
A065.40.001656	No Info	I	No Info	4,376 ft southwest	(OPRHP files)
A065.40.001661	No Info	I	No Info	4,736 ft southwest	(OPRHP files)
A065.40.001662	No Info	I	No Info	4,776 ft southwest	(OPRHP files)
A065.40.001663	No Info	I	No Info	4,801 ft southwest	(OPRHP files)
A065.40.001664	No Info	I	No Info	5,084 ft southwest	(OPRHP files)
A065.40.001692	No Info	I	No Info	4,898 ft southwest	(OPRHP files)
A065.40.001691	No Info	I	No Info	5,071 ft southwest	(OPRHP files)
A065.40.001693	No Info	I	No Info	3,255 ft southwest	(OPRHP files)

Table 3. Previously identified historic sites and structures within one mile of project area. (continued)

Site Number	Cultural Affiliation	Status	Site Name	Distance	Reference
90NR02060	19th - 20th C	L	Lower Genesee Historic District	1,246 ft southwest	(NRIS Database)
06NR05690	19th C	L	John C. Hieber Building	1,228 ft south	(NRIS Database)
90NR02057	20th C	L	Utica Union Station	1,152 ft south	(NRIS Database)
92NR00418	20th C	L	Utica Daily Press	1,444 ft south	(NRIS Database)
92NR00417	20th C	L	Byington Mill	1,807 ft south	(NRIS Database)
92NR00417	20th C	L	Doyle Hardware	1,566 ft south	(NRIS Database)
97NR01179	19th C	L	Grace Church	2,925 ft southwest	(NRIS Database)
90NR02059	20th C	L	St. Joseph's Church	4,462 ft southwest	(NRIS Database)
03NR05176	19th C	L	Fort Schuyler Club	3,977 ft southwest	(NRIS Database)
90NR02064	19th - 20th C	L	New Century Club	4,066 ft southwest	(NRIS Database)
90NR02058	20th C	L	Stanley Theater	4,267 ft southwest	(NRIS Database)
11NR06247	No Info	L	Tabernacle Baptist Church	4,209 ft southwest	(NRIS Database)
90NR02056	19th C	L	Rutger-Steuben park Historic District	3,858 ft south	(NRIS Database)
90NR02070	19th C	L	Conkling Roscoe House	4,261 ft south	(NRIS Database)
00NR01629	19th C	L	Memorial Church of the Holy Cross	4,282 ft southeast	(NRIS Database)

*Status: I=inventoried, E=eligible, L=listed

Assessment of Sensitivity for Cultural Resources

An assessment of whether significant cultural resources are likely to be present within a project area must consider what is known of the prehistory of the area, including likely locations of archaeological sites and proximity to known sites; and the history of the immediate area, including whether any historic structures or features are known to exist within the project boundaries. An assessment must also consider that if cultural resources *are* located on a parcel, will they likely retain *integrity* (without which they would not be considered significant). Modifications to the land may serve to destroy all or portions of any cultural deposits that may exist.

Prehistoric Sensitivity

Two precontact archaeological sites occur within one mile of the current project, located to the northwest and northeast. While there are no known prehistoric sites in the immediate vicinity of the proposed project, the area has long been traversed and populated. With its proximity to a number of major water sources lining the landscape, the project area would have made it an excellent location for prehistoric people to procure and process a large variety of resources. As a result, the project area is considered moderately sensitive for prehistoric remains. Areas of the project that have been substantially disturbed are considered poorly sensitive.

Historic Sensitivity

The Phase IA review identified 20 historic archaeological sites, however, due to the process of uploading files at the State Historic Preservation Office to an online database, no further information was available. Fifteen National Register listed properties occur within one mile of the proposed project, which are described with detail in the above section. All of these properties represent the developmental history and local character found in the City of Utica. In addition to these 15 listed properties, the APE boundaries encompass an area that belongs to the New York State Historic Barge Canal District (00104.000641). It is due to these factors that any undisturbed areas of the project should be considered highly sensitive for the recovery of historic remains.

Results

Surface Inspection

As part of the Phase IA sensitivity assessment, the entire area of potential effects (APE) was subjected to a surface inspection designed to look for evidence of artifacts or cultural features. The surface was initially conducted on November 19th and December 16th of 2014 by David Moyer, RPA. The project lies northwest of North Genesee Street in the City of Utica, Oneida County, NY (Figures 1 and 2; Photos 1-109). The project involves the extensive redevelopment and rehabilitation a series of former industrial properties located on the north side of the City of Utica. As part of the current proposed redevelopment, approximately 20 acres of the 140 acre Utica Harbor area will be redeveloped into a combination of residential and commercial land use.

The NYS Canal Corporation complex is accessed via an asphalt driveway extending west from North Genesee Street (Photos 1 and 2). The drive enters a fenced compound at the southwest corner of the Harbor (Photos 4-9). The NYS Division of Canals Machine Shop occurs to the west of the entrance (Photos 3). Several other structures occur along the eastern side of the harbor (Photo 10), including a concrete paint shop (Photos 11 and 12) connected to a wood framed warehouse building (Photos 13 and 24). This warehouse building is in poor condition, and is propped up by wooden supports in the rear (Photo 16) and by metal bands within the building (Photo 17). Both of these structures are schedule for demolition as part of the proposed project. More detailed information about each of these structures is provided in the following section.

A steel framed warehouse occurs directly to the west of the wood framed building (Photos 14, 15, 19, 20 and 22). This structure has large steel beams and roofing trusses, and is the earliest structure associated with the harbor complex. This structure will be adapted for reuse as part of the proposed development.

Large piles of asphalt and debris occur to the north of the buildings at the edge of the harbor complex (Photo 18). A gravel road extends north from the harbor facility and enters a gate surrounding a fenced in area (Photos 25 and 26). This gate enters into a series of elevated settlement ponds reclaimed as part of a reclamation project on the western side of the harbor (Photos 27-32). The elevation of the ponds provides an excellent view of the harbor and of the city skyline (Photos 34 and 35).

An abandoned concrete industrial building occurs to the north of the harbor complex and east of the spoils ponds (Photos 96, 97 and 99). The building is surrounded by asphalt paving, with dumpsters clustered along the western edge of the parking lot (Photo 98). A tall grassy field occurs to the north of the building (Photos100-105). Portions of this area appeared to have been disturbed, as gravels were visible on the surface beneath the light scatter of snow (Photo 106). The field is bounded to the east by rows of mature trees. Wetlands and piles of refuse were noted along this boundary (Photos 107-109).

Other buildings and landscape features associated with the canal complex occur along the southern edge of the harbor (Photos 36-40). Piles of old machinery including a large steam shovel occur in the paved yard at the southwestern corner of the harbor (Photos 41 and 42).

Small boats used by the canal corporation stand along the southern edge of the harbor (Photo 52). Two modern structures occur along the south side of the harbor to the west of the machine shop. The first is a steel clad structure located to the west of the other buildings (Photos 43 and 44), while the other is made of concrete blocks and is longer and more narrow (Photos 45, 46 and 55). The 1944 Sanborne Fire Insurance map shows two smaller wood framed buildings at each of these building locales, suggesting that they were both constructed sometime after that date (Figure 20). Both of these structures will be removed and replaced with other structures as part of the proposed redevelopment, A small wood framed structure occurs to the south of these two modern canal buildings (Photos 47 and 48). This building is not resting on any foundation and was likely moved to its current location from another site along the canal system. The Division of Canals machine shop is located to the north of this cluster of buildings (Photos 3, 49, 50, 53 and 54). This structure was constructed in 1933 and will be retained for reuse as part of the proposed redevelopment.

The eastern part of the project area involves the redevelopment of former industrial proposed properties along Lee Street. The area directly west of the harbor complex has been heavily disturbed by successive episodes on construction and remediation (Photos 56-61). Small grassy areas occur along both sides Lee Street, bounded by the chain like fencing of the different industrial parcels (Photos 62, 79, 89 and 90). The former Jones Chemical Company complex occurs in the northern part of the APE west of Lee Street (Photos 63-78). The chemical plant has been recently demolished, and a series of concrete foundations and asphalt parking areas are all that remain. Because of the lack of standing architecture, the Jones Chemical Company complex was designated a historic archaeological site. A NYS Historic Archaeological Site Form is provided in Appendix C. Under the current project plans, no development is currently planned in this area.

A chain link fence surrounds a former industrial lot to the south of the chemical complex. A series of concrete pads (Photo 80) and a small building currently occupied by the homeless occur on the lot (Photo 81). The remainder of the parcel consists of tall grass covering piles of gravel, asphalt and other debris (Photos 82-87). An access road connecting to north Genesee Street extends south from Lee Street to the northeast of this lot (Photos 88-92 and 95). A chain link fence surrounds a semi trailer parking lot in the southeastern end of the project area (Photos 93 and 94). This area was completely paved in gravel.

With the exception of the Jones Chemical Company Historic Site, no other archaeological sites were identified as part of the surface inspection. No evidence of precontact remains was noted.

Structures

Several historic and modern buildings occur within the APE boundaries and can be seen on the USGS topographic and Sanborne Fire Insurance maps. These structures were constructed in relation to Utica Harbor. Detailed NYS Structure Inventory Forms for each of these buildings is provided in Appendix D, while information about each structure is provided below.

Utica Canal Terminal Warehouse

The Utica Canal Terminal Warehouse is a one and a half story wood and steel building, measuring approximately 200 feet (61.0 m) in length and 40 feet (12.2 m) in width (Photo 14). It was erected during the construction of the harbor along the eastern bulkhead and acted as a storage location. This building is the earliest constructed building associated with the harbor complex. Concrete blocks reinforced with wooden beams comprise the foundation of the building. The walls are wood paneled and currently stand in good condition (Photo 15). The roof is made from asphalt and wood shingles also appearing in good condition. The building itself is structurally supported by large steel beams and truss roofing system designed to withstand the heavy loads of shipping cargo associated with the operation of the harbor. Today the building continues its use as a storage location for the various equipment found throughout the harbor. See the NYS Historic Structure Inventory Form for additional photographs of the interior of the warehouse building as well as undated historic photographs of the building.

Wood-framed Warehouse and Paint Shop

Just southeast of the Utica Canal Terminal Warehouse is another historic structure likely constructed at a similar time. It too functioned as a storage location with concrete blocks acting as the foundation. The walls were built from both wood panels and metal sheeting. Its wood framed roof was made from asphalt and wood shingles (Photo 13). The eastern wall of the warehouse is being held upright by a set of wooden beams (Photo 16). This warehouse continues its use as a storage location and the interior is filled with materials relating to Utica Harbor (Photo 17). A small external storage shed containing flammable/combustible gasses is located as the northern end of the structure (Photo 24). Located at the southern end of the structure is a small concrete paint shed with a corrugated steel roof, standing in good condition (Photo 12). Access for this small structure was not provided and its current use is not known though storage is a likely assumption.

The Division of Canals Machine Shop

The Division of Canals Machine Shop was built in 1933, just south of the harbor's edge. It is a two-story concrete and steel building, 3 bays wide and 11 bays long, measuring approximately 200 feet (61.0 m) by 60 feet (18.3 m) (Photo 53). It is resting on a concrete foundation and has asphalt tab shingles. The windows of the Division of Canals Machine shop have more recently been covered or replaced by metal sheeting (Photo 3). The building previously functioned as a repair station for faulty machinery, though the lack of a dry dock suggests boats weren't repaired here. Today, the structure maintains its historic role as a machine shop, with the eastern portion now acting as office space.

Modern Steel Clad Building

The Modern Steel Clad building was built more recently and likely serves as a storage warehouse for the large quantity of industrial equipment needed to operate a harbor (Photos 43 and 44). It was built using concrete and steel supports. Though this building was constructed more recently and is considered modern, the Sanborne Fire Insurance maps show a smaller building, which existed in the same space in 1944. The insurance map labels this building as a carpenter shop and may have possibly been incorporated into the design of the modern structure. Access to this building was not provided.

Modern Concrete Building

This structure was constructed more recently and consists of a long rectangular 1 ½ story concrete building with a wood framed half story and. It likely serves as a storage warehouse for the large quantity of industrial equipment needed to operate a harbor. This is based on the material visible outside of the structure (Photo 46). Access to the interior this building was not possible at the time of the investigations. The 1944 Sanborne Fire Insurance map (Figure 20) shows a different structure at this location, which was likely demolished and replaced with the current, larger building.

The proposed Utica harbor redevelopment will rejuvenate and revitalize this former industrial area, creating new forms of land use which still retaining the historic feel of the harbor complex and adjoining properties. The project is still early in the planning and design phases. As a result, it is difficult to ultimately determine any visual impacts to any of the historic properties associated with the New York State Historic Barge Canal District (001.04.000641). The developers will continue to work with the New York State Office of Parks, Recreation and Historic Preservation as the project design advances to develop a plan that adequately addresses potential impacts to any historic properties in the vicinity, specifically the machine shop and terminal warehouse building, which are included in the initial area to be redeveloped.

Visual Impacts

The project is situated on a mostly paved area bordering the south and east sections of Utica Harbor, in the City of Utica (Figures 1 and 2; Photos 1-109). The majority of the project area is paved with asphalt or gravel, and the vegetation that does occur consists of shrubs, sparse grasses, and some trees mostly found in the northeastern and southwestern extents of the project boundaries (Photos 82-87 and 100-105). As a result, the APE provides wide views of the surrounding area, including the harbor and the city skyline (Photos 34 and 35).

The proposed revitalization of the area will maintain the historic feel and association of the canal harbor as part of the proposed design. While the project is currently still early in the design phase, the developers and design team will work with the New York State Office of Parks, Recreation and Historic Preservation to develop a plan that adequately addresses potential impacts to any historic properties in the vicinity.

Summary and Recommendations

A Phase IA Cultural Resources Literature Review and Sensitivity Assessment has been completed for the Utica Harbor Redevelopment Project, located northwest of North Genesee Street in the City of Utica, Oneida County, New York (Figures 1 and 2; Photos 1-109). A portion of the project boundaries incorporate a section that has been listed as part of the New York State Historic Barge Canal District (001.04.000641). The project involves the extensive redevelopment and rehabilitation a series of former industrial properties located on the north side of the City of Utica. As part of the current proposed redevelopment, approximately 20 acres of the 140 acre Utica Harbor area will be redeveloped into a combination of residential and commercial land use.

The Phase IA literature review indicated that project area is considered highly sensitive for precontact archaeological resources due to its position formerly adjacent to the Mohawk River and because of the presence of two known precontact sites within one mile of the project. The area is also considered highly sensitive for historic resources due to the presence of 20 known historic archeological site and 15 NRHP listed properties located within one mile of the proposed redevelopment. A portion of the current project area is listed as part of the New York State Historic Barge Canal District (001.04.000641).

A review of soils information indicates that most of the filled areas were built up and leveled for urban development. In some areas fill has been used to build up industrial areas and roadways. The above soil description suggests that finding buried historic and prehistoric resources unlikely throughout the entirety of the project area. Because Udorthents are comprised of fill materials, any artifacts that were found would have no archaeological context. For this reason, no archaeological field work would appear warranted.

As part of the Phase IA sensitivity assessment, the entire area of potential effects (APE) was subjected to a surface inspection designed to look for evidence of artifacts or cultural features. While no evidence of precontact habitation was identified, several structures within the NYS Canal Corporation's property appear to be contributing elements to the New York State Historic Barge Canal District (001.04.000641). Detailed NYS Historic Structure Forms were completed for each standing structure within the project boundaries. In addition, one historic archaeological site, the Jones Chemical Company Historic Site, was identified as part of the Phase IA study. Buildings and landscape elements associated with the operation of the chemical plant have recently been removed, leaving asphalt parking areas, concrete foundations and several monitoring wells.

The proposed redevelopment of Utica Harbor is still early in the planning and design phases. As a result, it is difficult to ultimately determine any visual impacts to any of the historic properties associated with the New York State Historic Barge Canal District (001.04.000641). The developers should continue to work with the New York State Office of Parks, Recreation and Historic Preservation as the project design advances to develop a plan that adequately addresses potential impacts to any historic properties in the vicinity, specifically the machine shop and terminal warehouse building, which are included in the initial area to be redeveloped. These recommendations are subject to review and concurrence by the New York State Office of Parks, Recreation, and Historic Preservation.

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Appendix A.

Figures

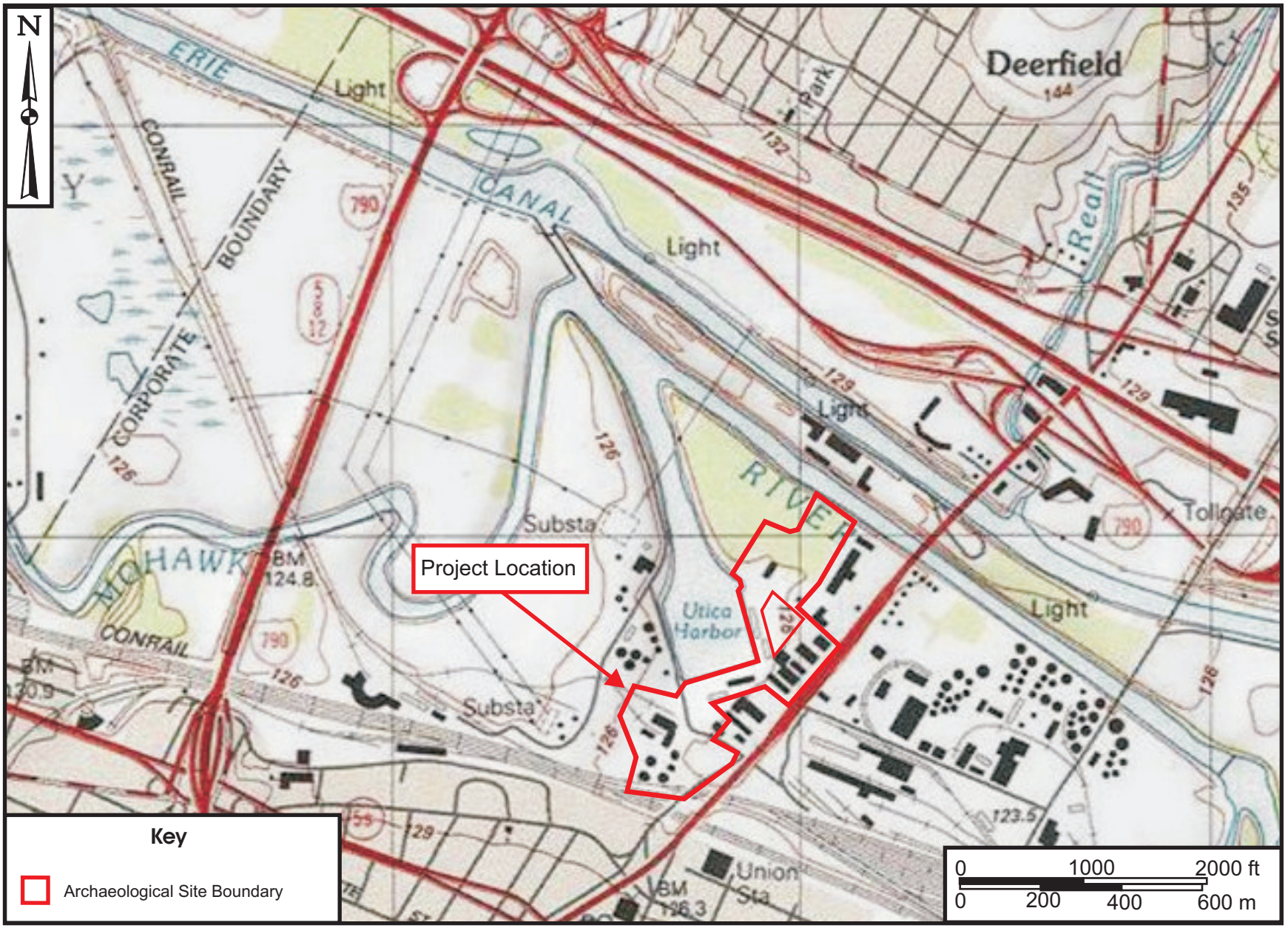


Figure 1.Map showing the location of the APE on Utica West USGS 7.5 minute topographic map.

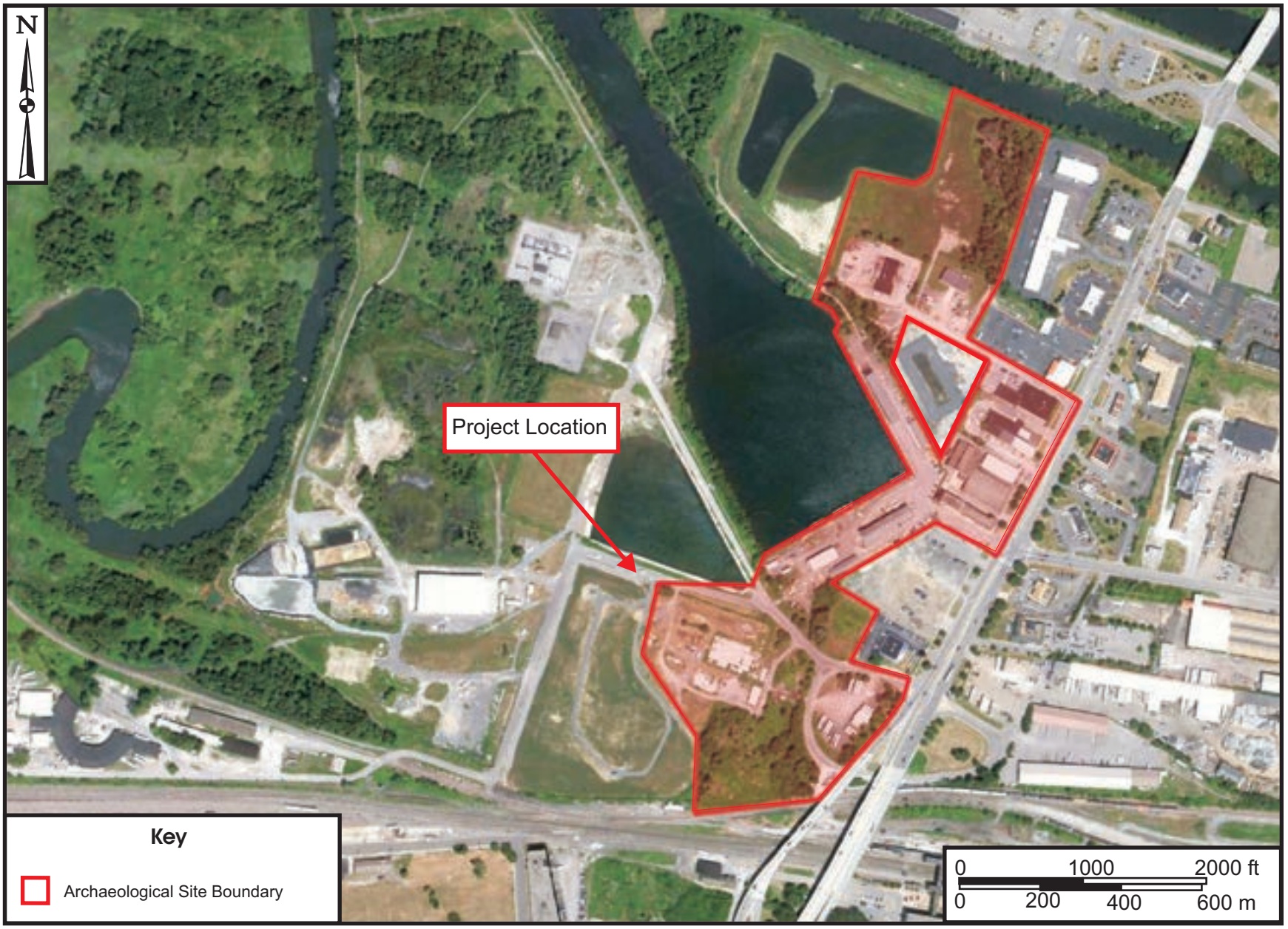


Figure 2.Aerial photograph showing the location of the project area.

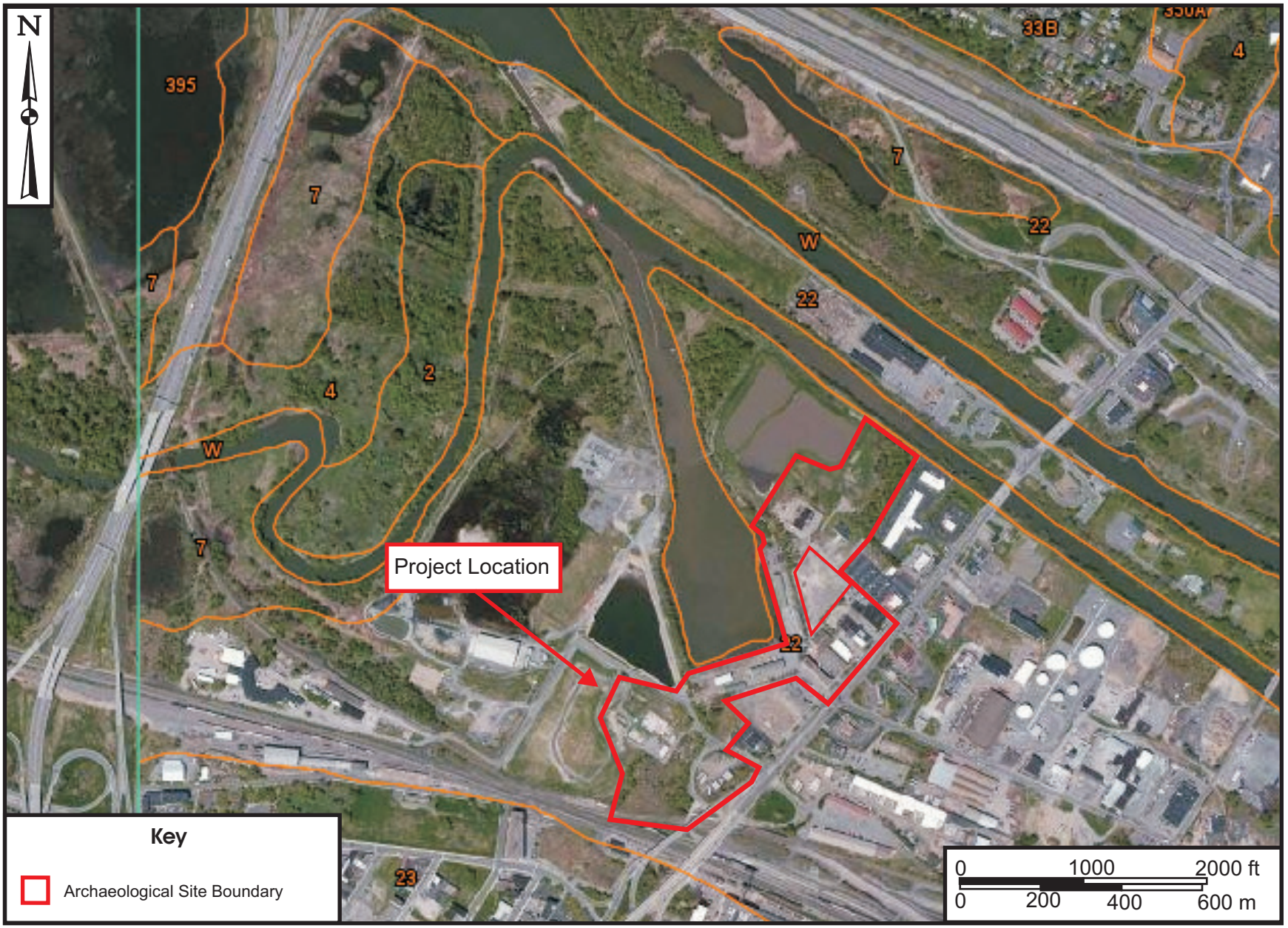


Figure 3.NRCS Web Soil Survey photograph with the project area indicated.

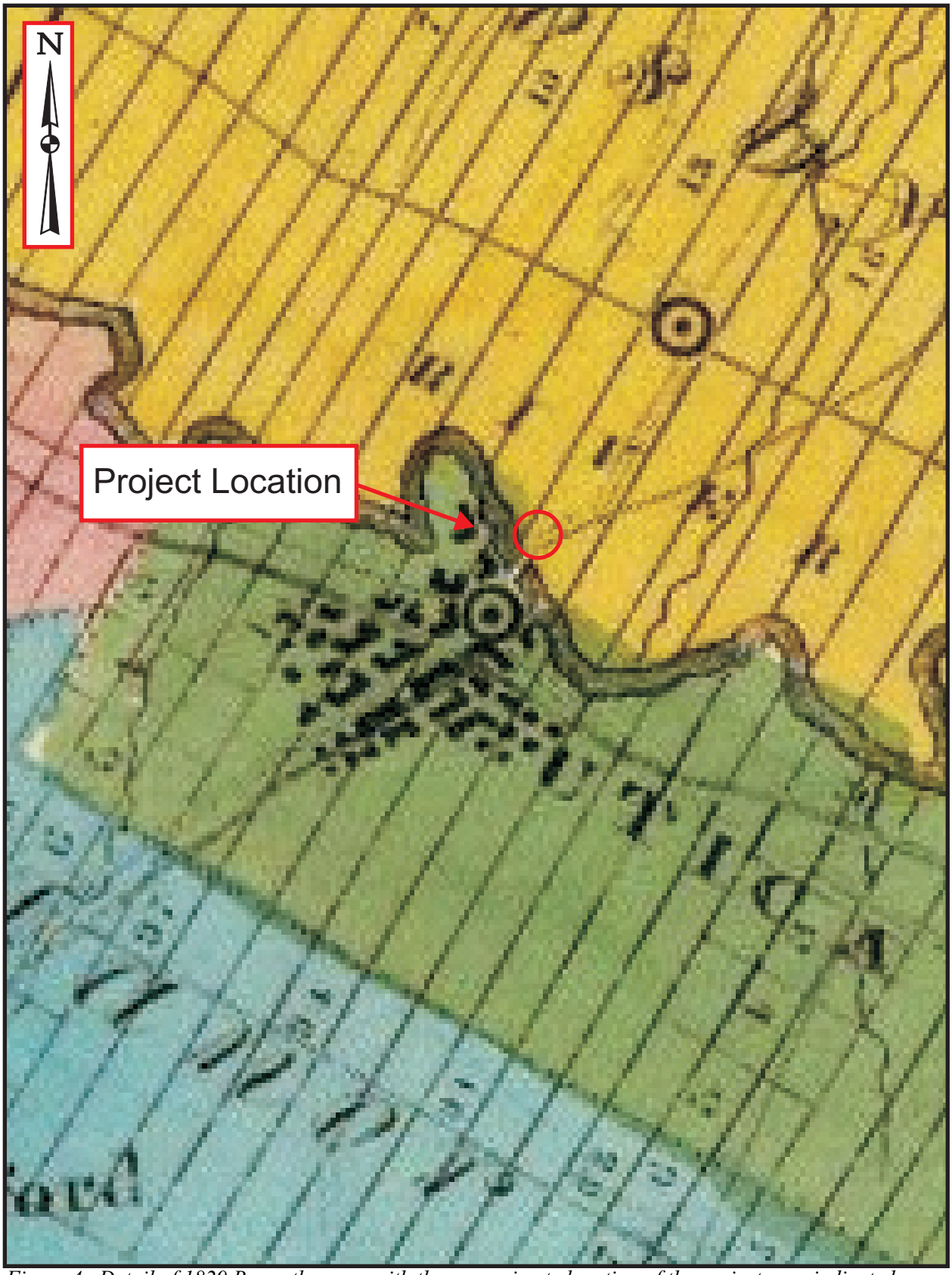


Figure 4. Detail of 1829 Burr atlas map with the approximate location of the project area indicated.

Figure 5. Detail of 1852 Rogerson and Murphy map with a portion of the project area indicated..

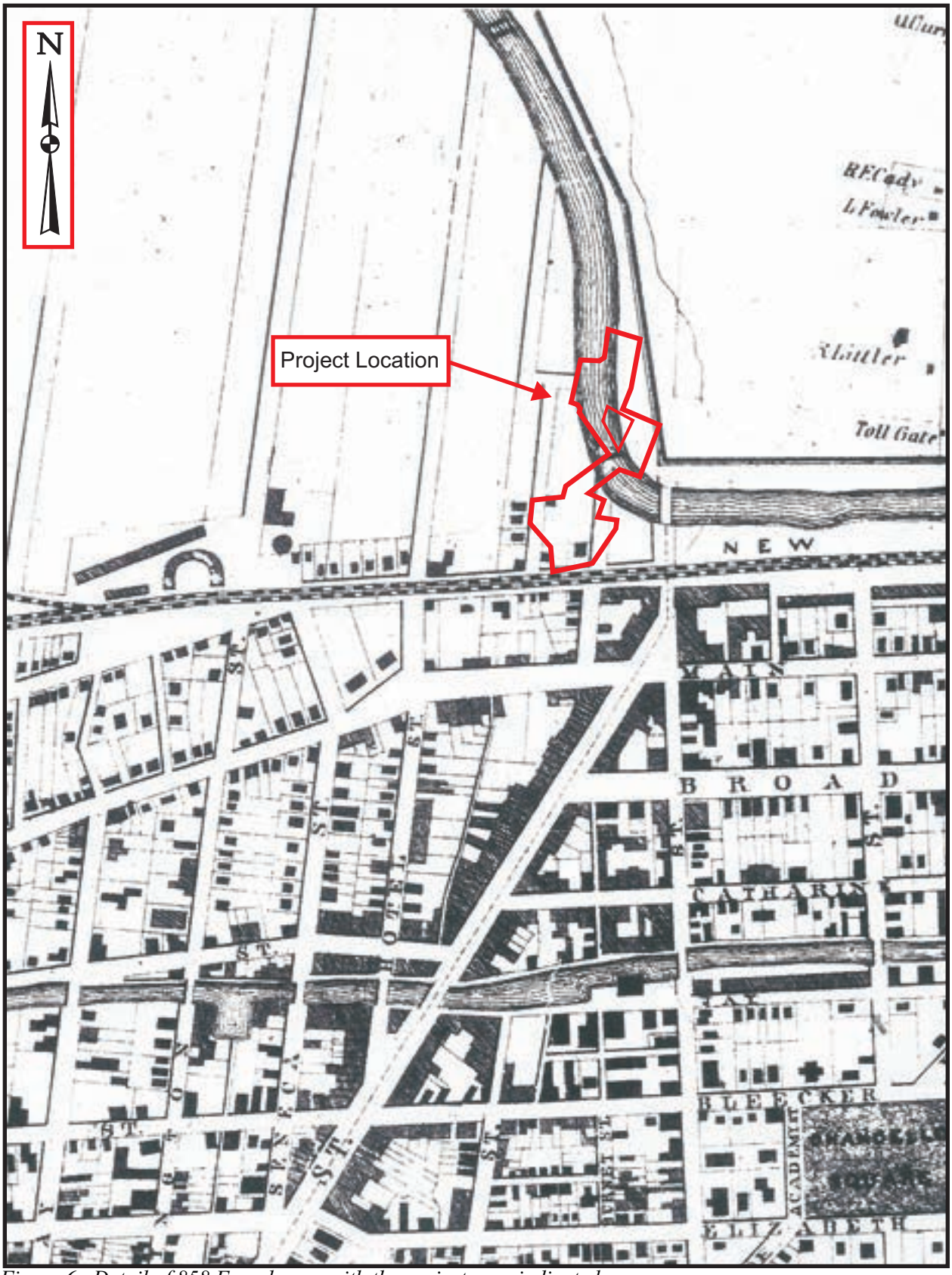


Figure 6. Detail of 858 French.map with the project area indicated.

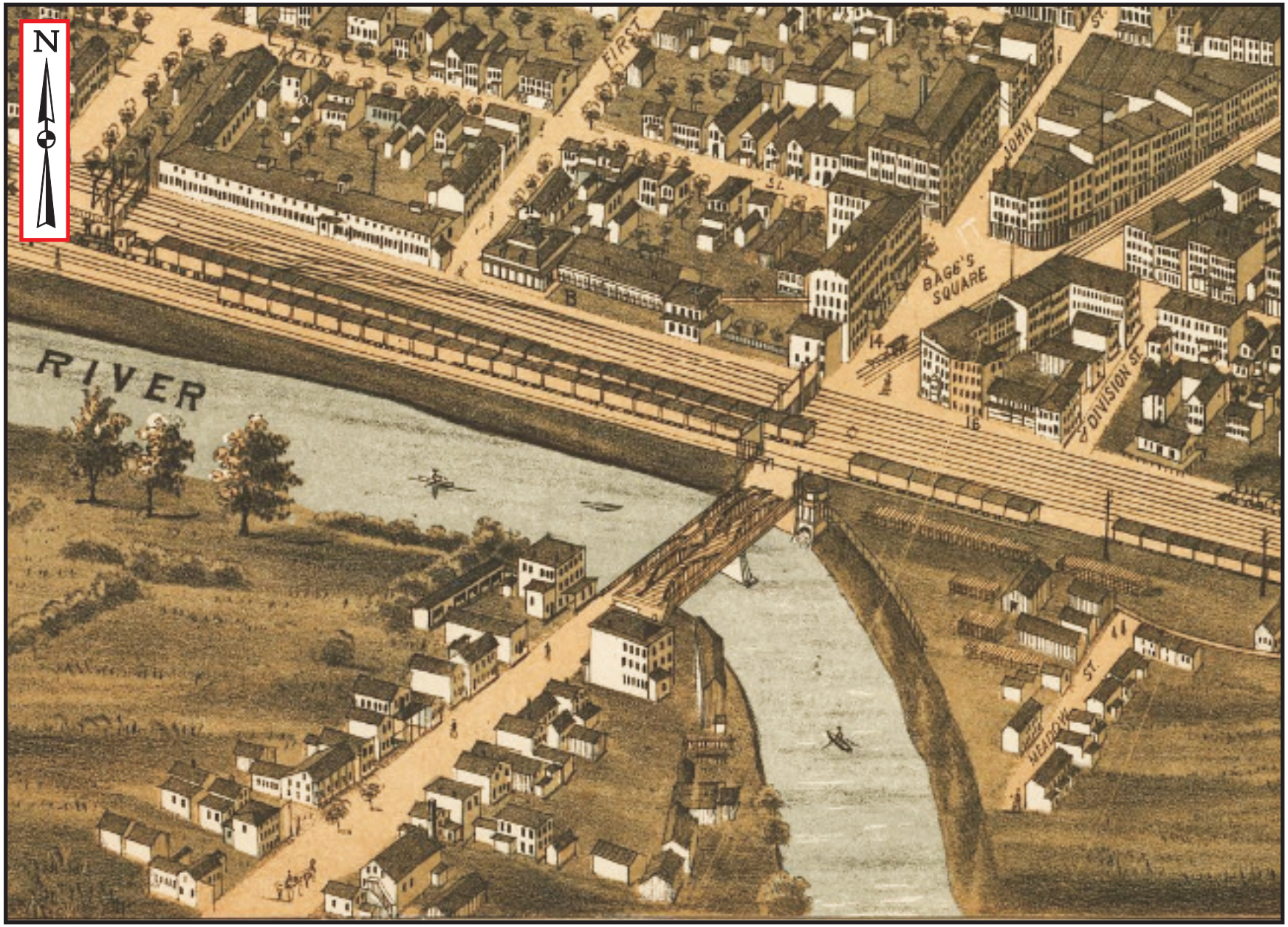


Figure 7. Detail of 1874 Birds Eye View of the city of Utica with the project area indicated.

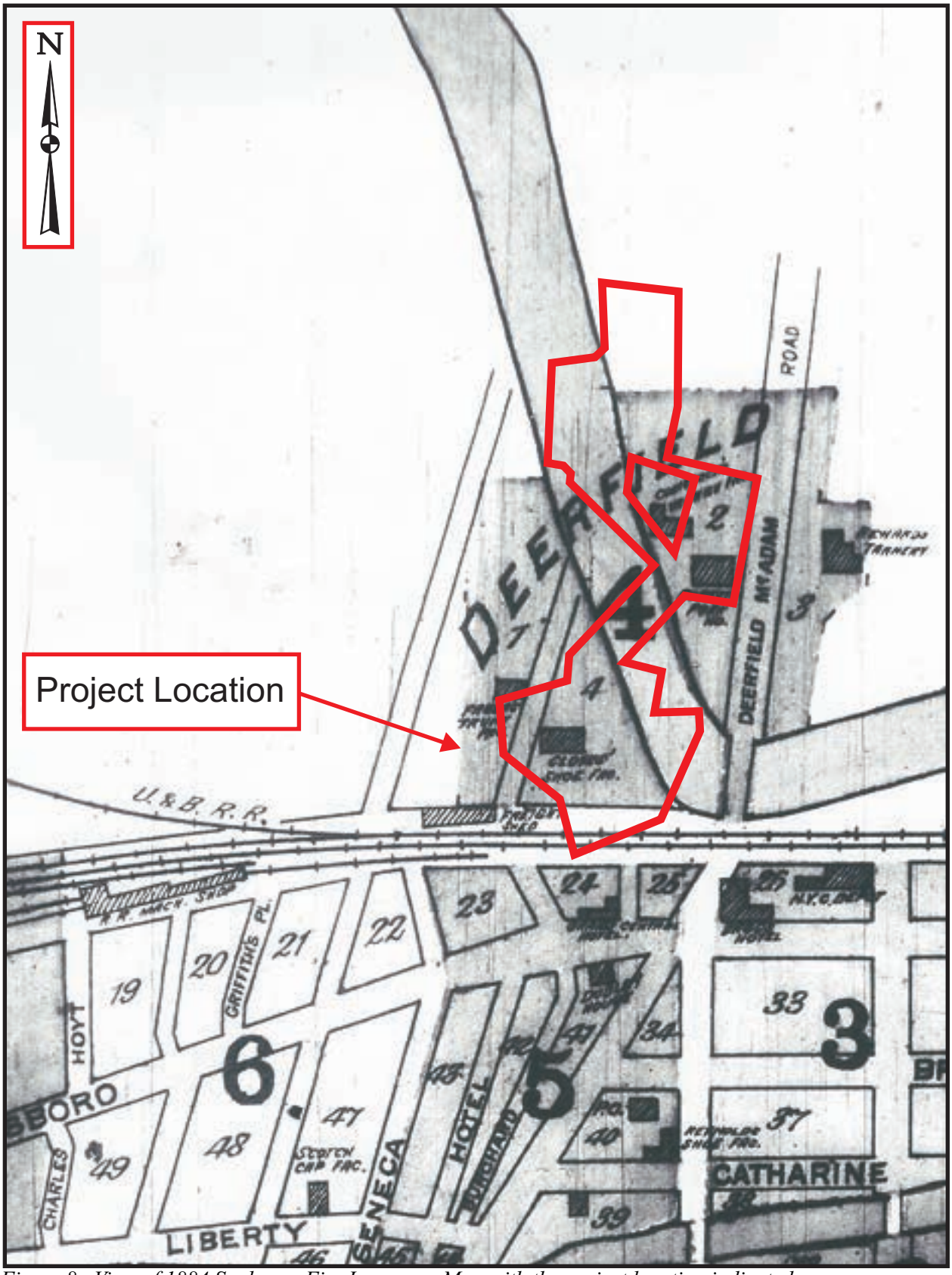
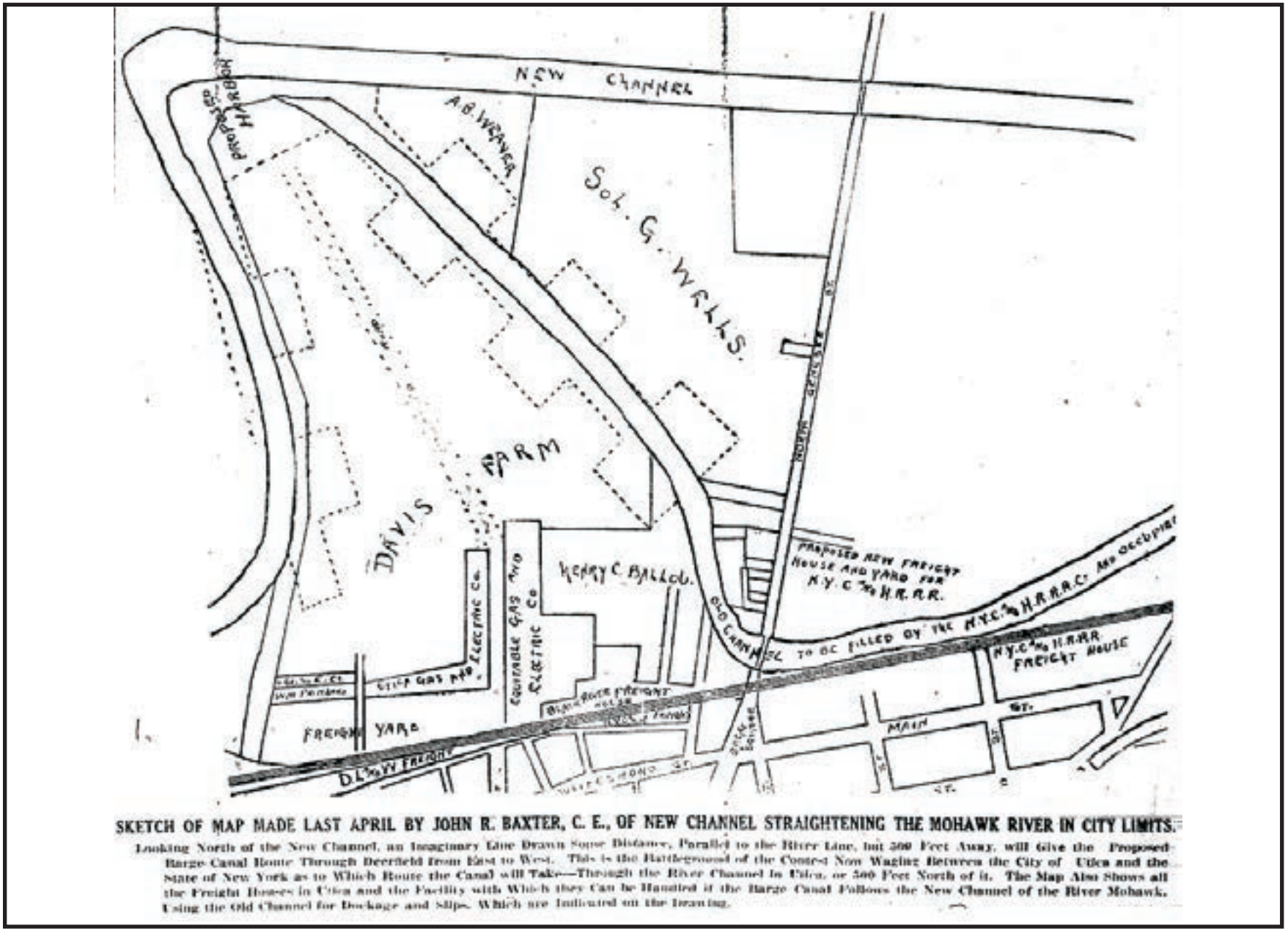


Figure 8. View of 1884 Sanborne Fire Insurance Map with the project location indicated.



SKETCH OF MAP MADE LAST APRIL BY JOHN R. BAXTER, C. E., OF NEW CHANNEL STRAIGHTENING THE MOHAWK RIVER IN CITY LIMITS.

Looking North of the New Channel, an Imaginary Line Drawn Some Distance, Parallel to the River Line, but 500 Feet Away, will Give the Proposed Barge Canal Route Through Deerfield from East to West. This is the Battleground of the Contest Now Waging Between the City of Utica and the State of New York as to Which Route the Canal will Take—Through the River Channel in Utica, or 500 Feet North of it. The Map Also Shows all the Freight Houses in Utica and the Facility with Which they Can be Handled if the Barge Canal Follows the New Channel of the River Mohawk. Using the Old Channel for Dockage and Slips, Which are Indicated on the Drawing.

Figure 9. Circa 1908 Baxter map showing the proposed construction of the Utica Harbor.

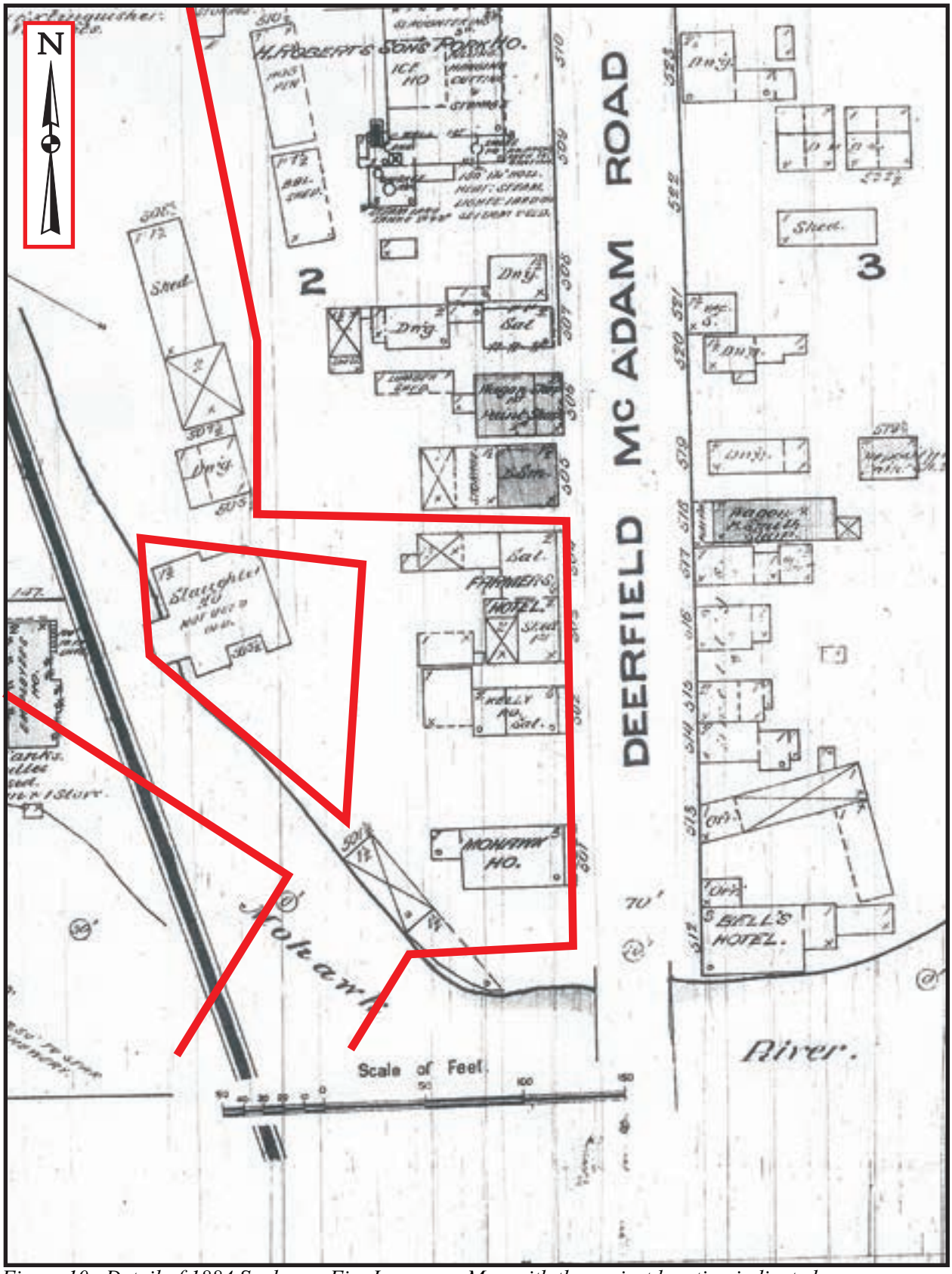


Figure 10. Detail of 1884 Sanborne Fire Insurance Map with the project location indicated.

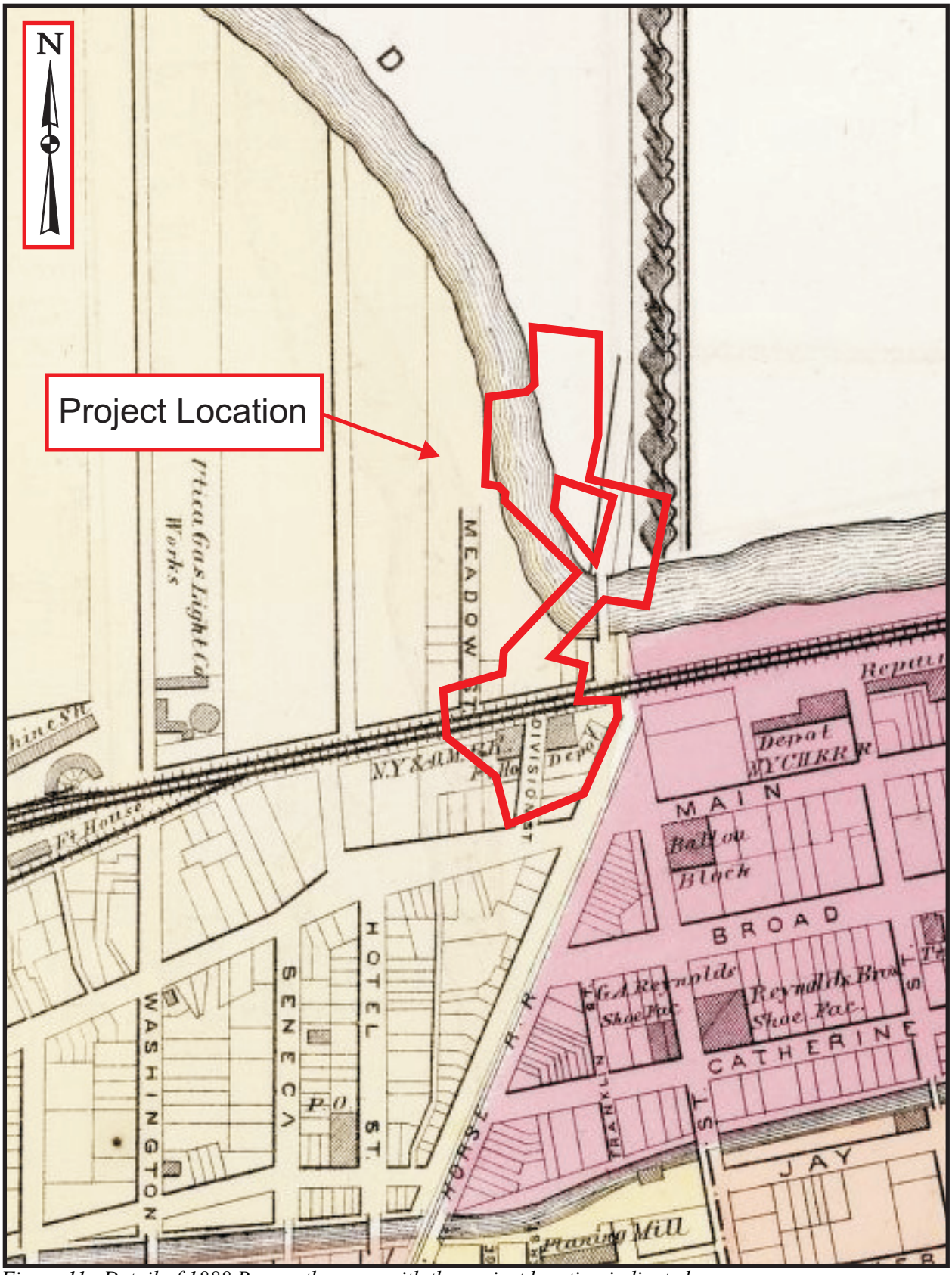


Figure 11. Detail of 1888 Beers atlas map with the project location indicated.

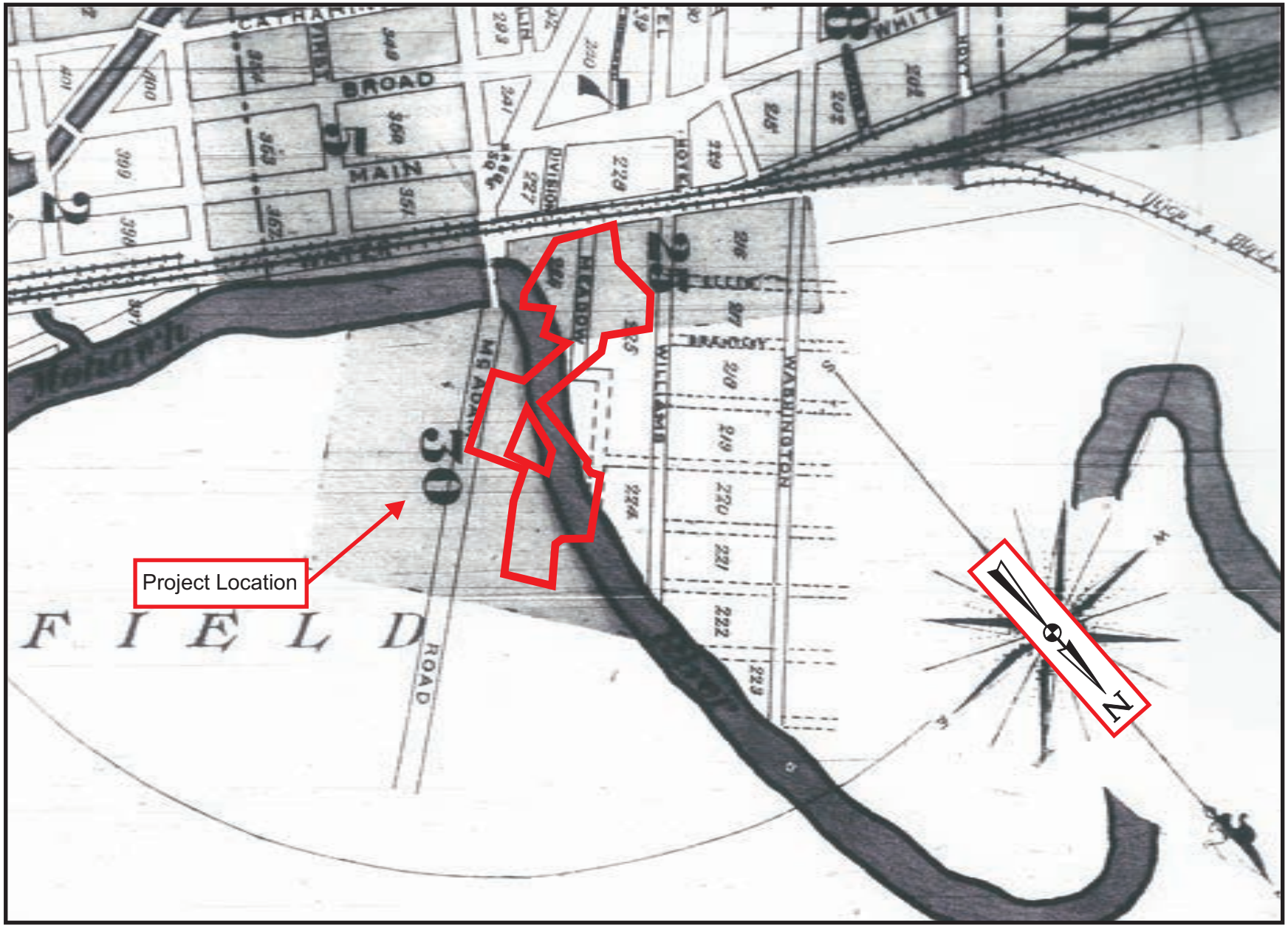


Figure 12. View of 1888 Sanborne Fire Insurance Map with the project location indicated

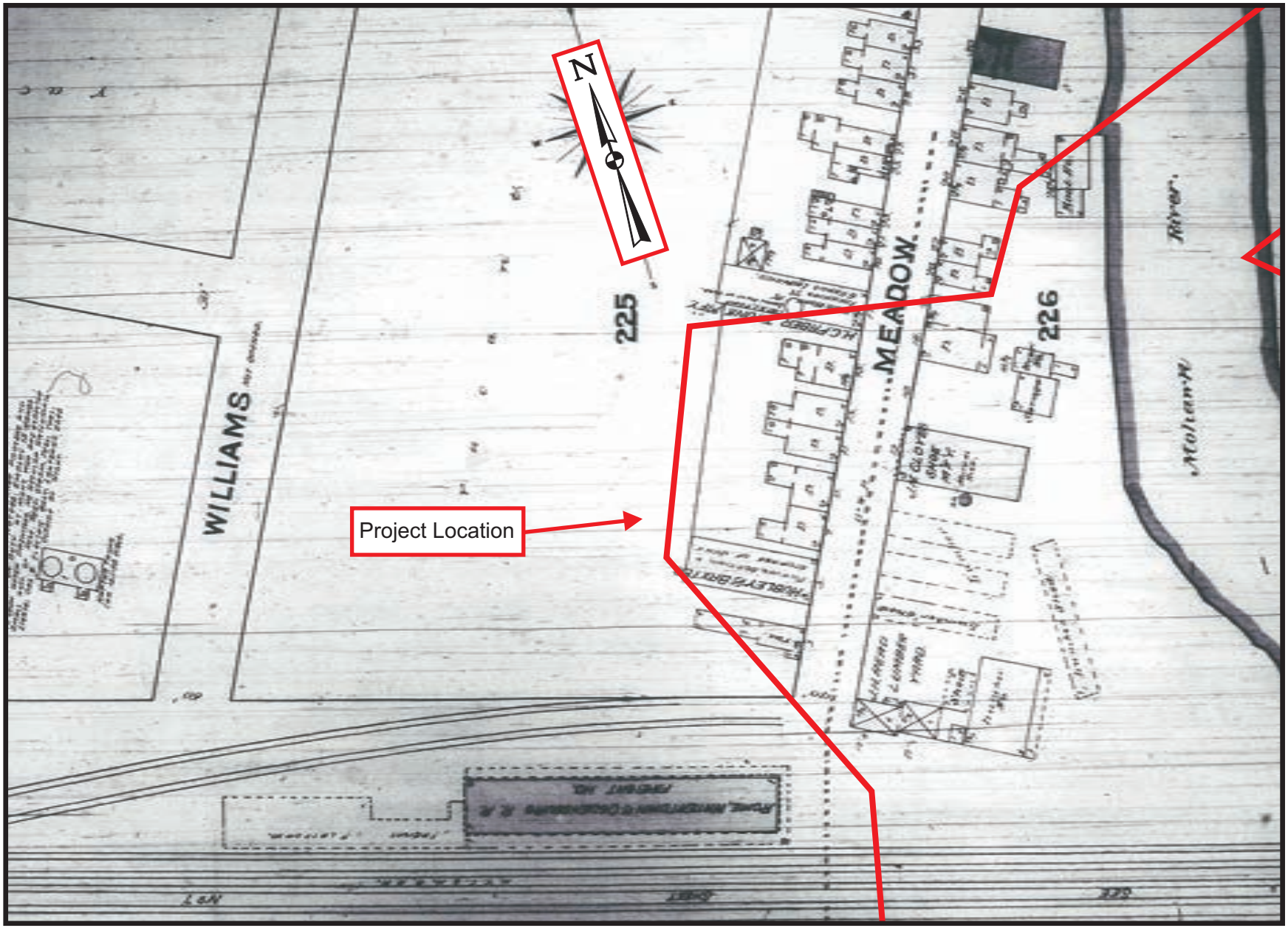


Figure 13. Detail of 1888 Sanborne Fire Insurance Map with the project location indicated.

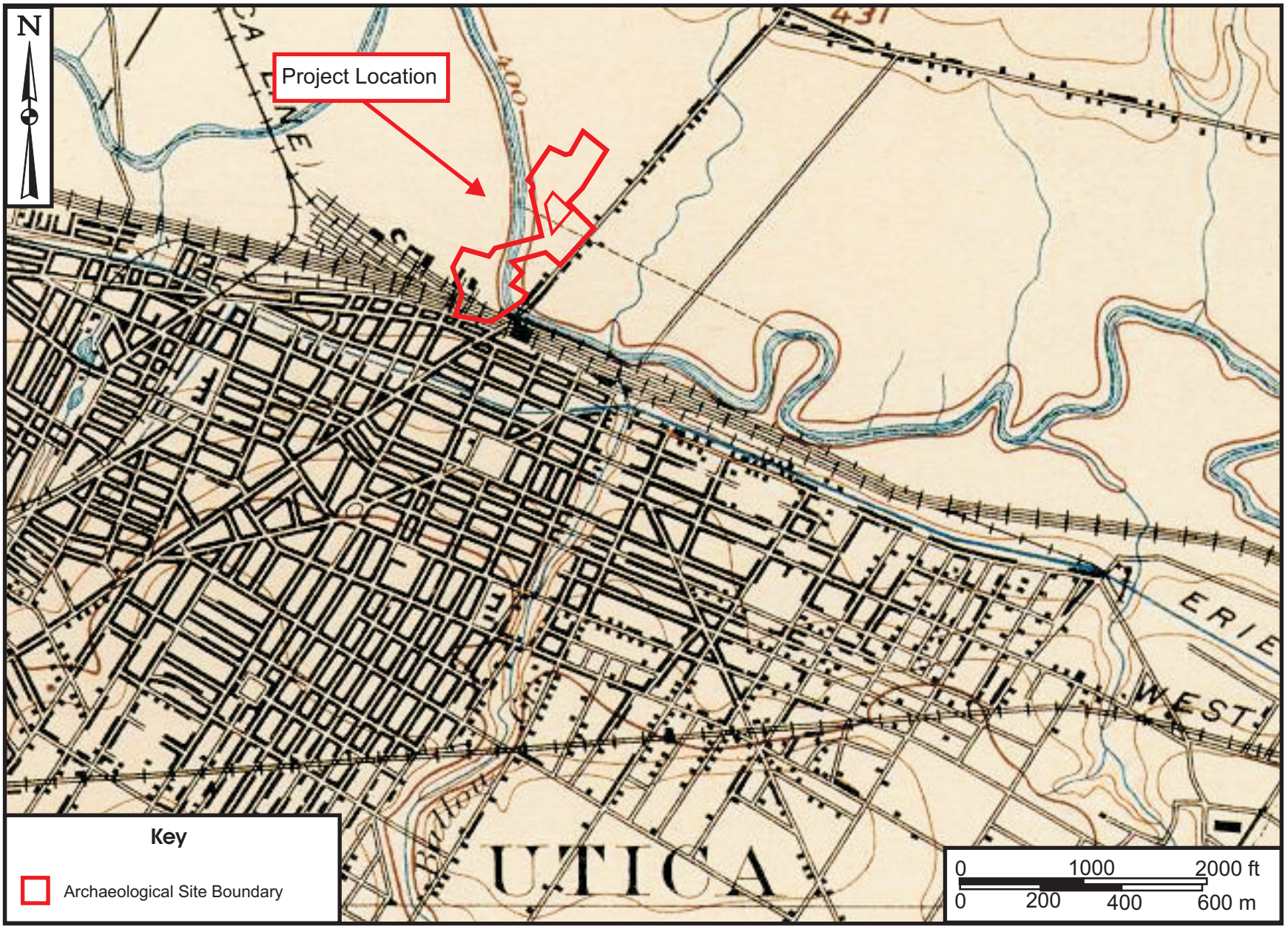


Figure 14. Detail of 1898 Utica 15 minute USGS map with the project location indicated.

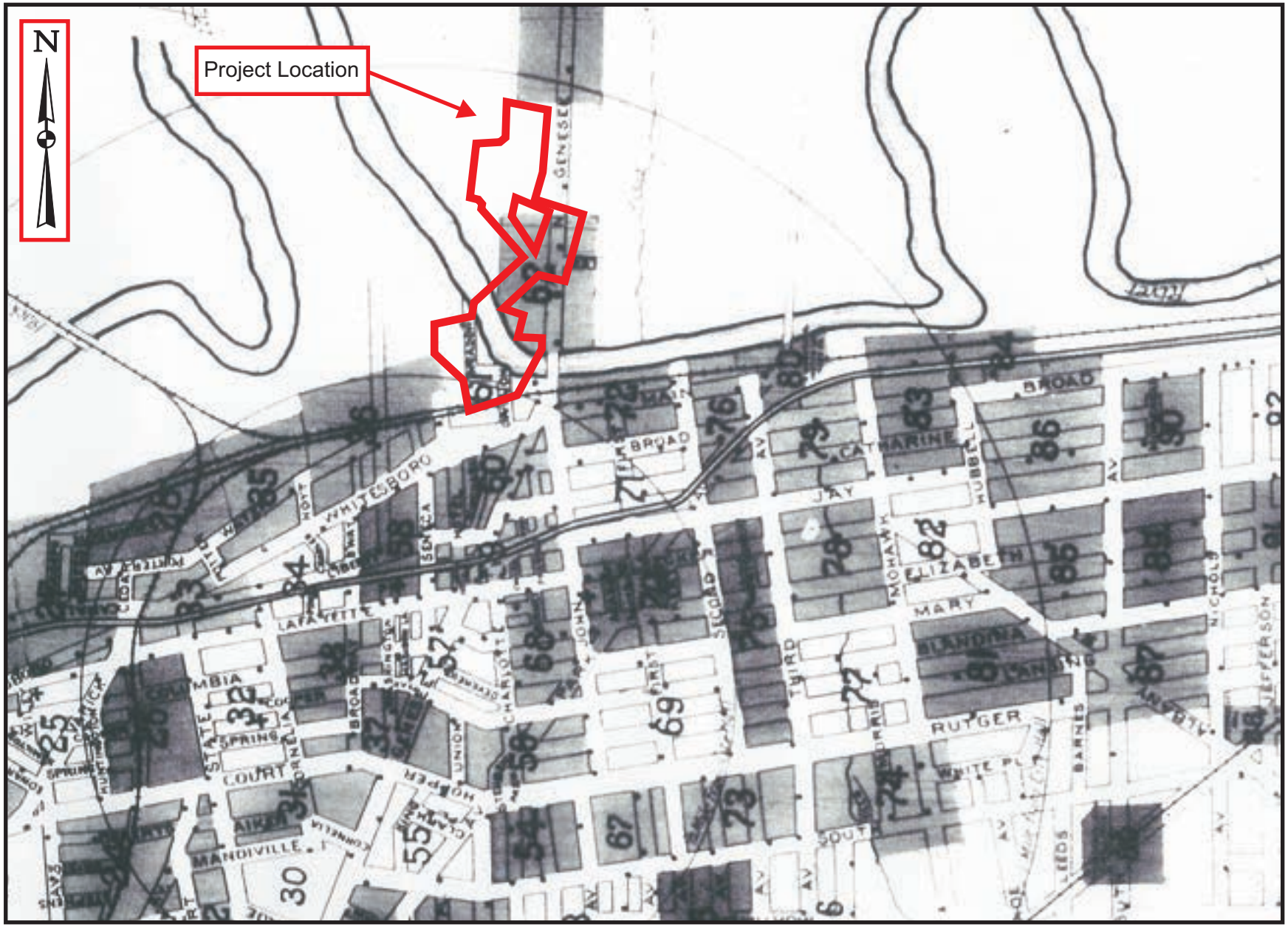


Figure 15. View of 1899 Sanborne Fire Insurance Map with the project location indicated.

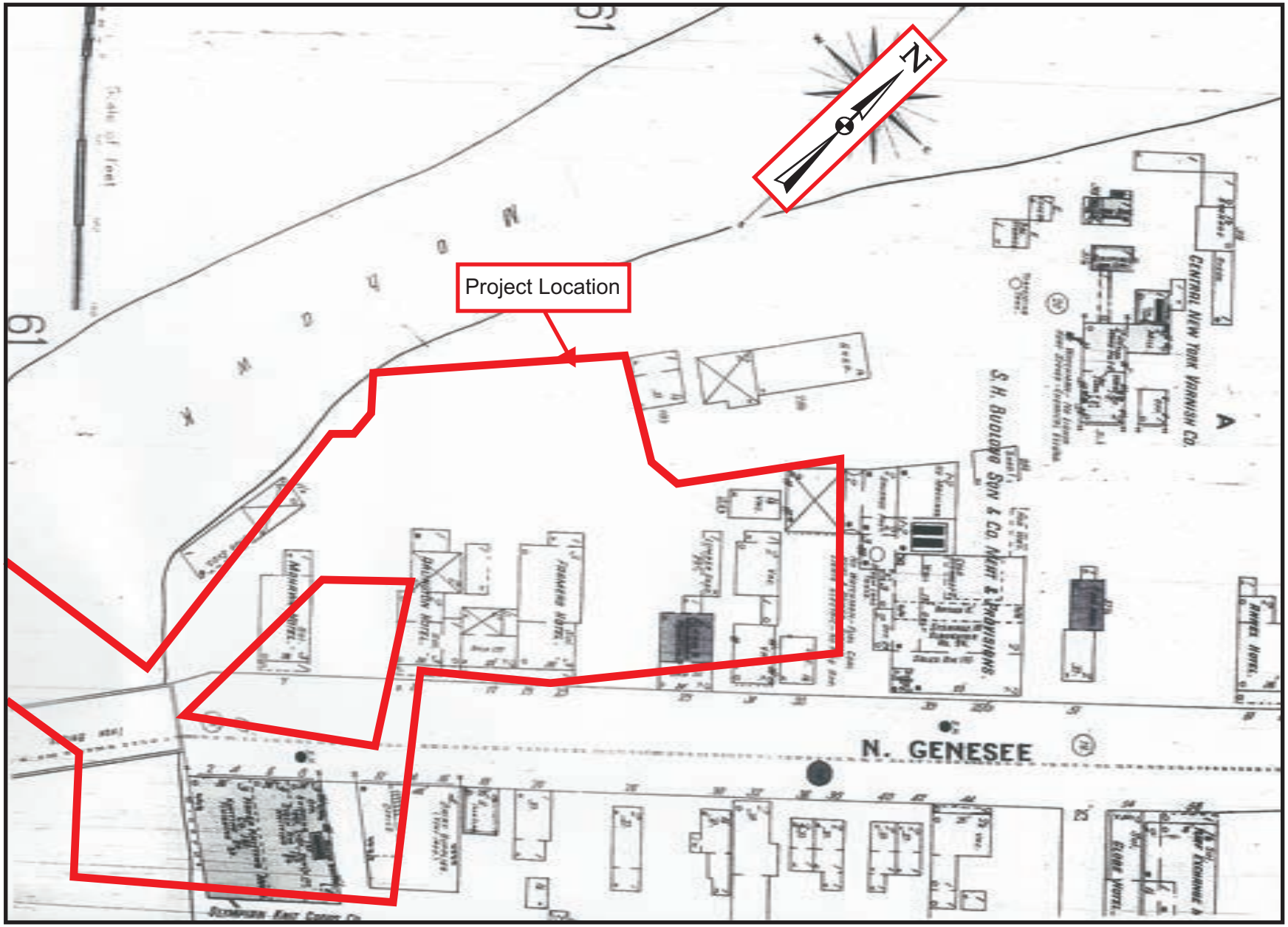


Figure 16. Detail of 1899 Sanborne Fire Insurance Map with the project location indicated.

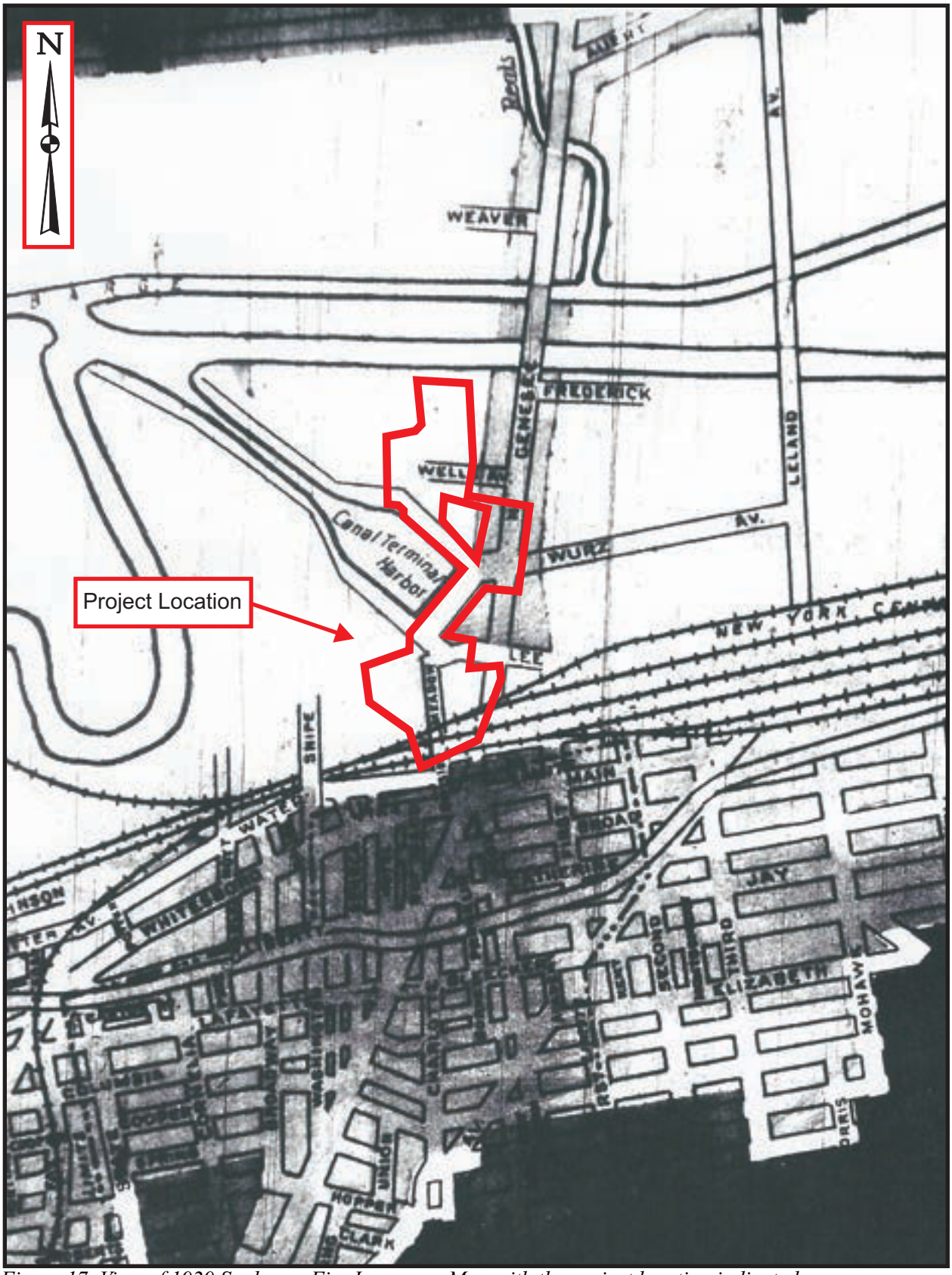


Figure 17. View of 1929 Sanborne Fire Insurance Map with the project location indicated.

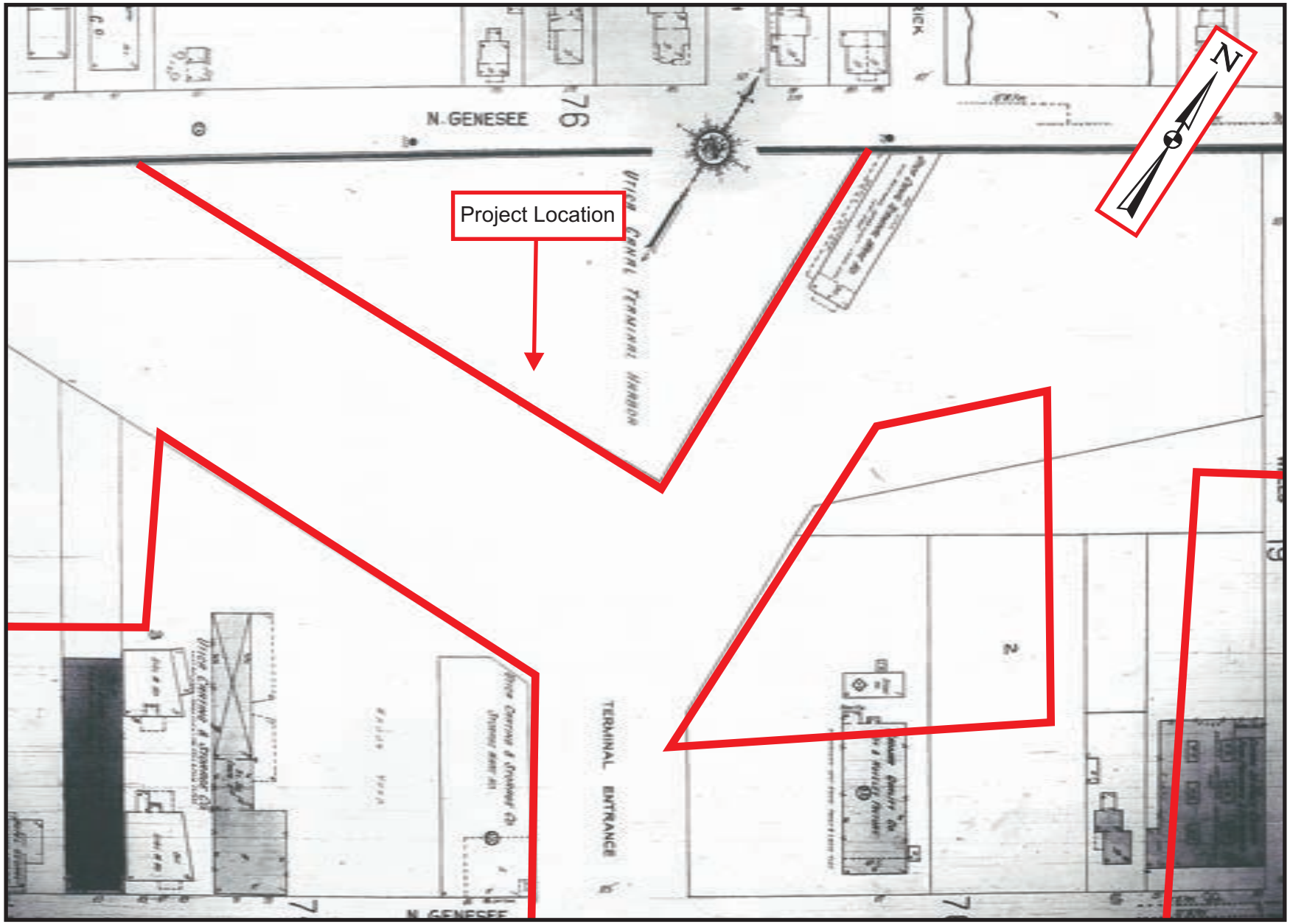


Figure 18. Detail of 1929 Sanborne Fire Insurance Map with a portion of the project location indicated.

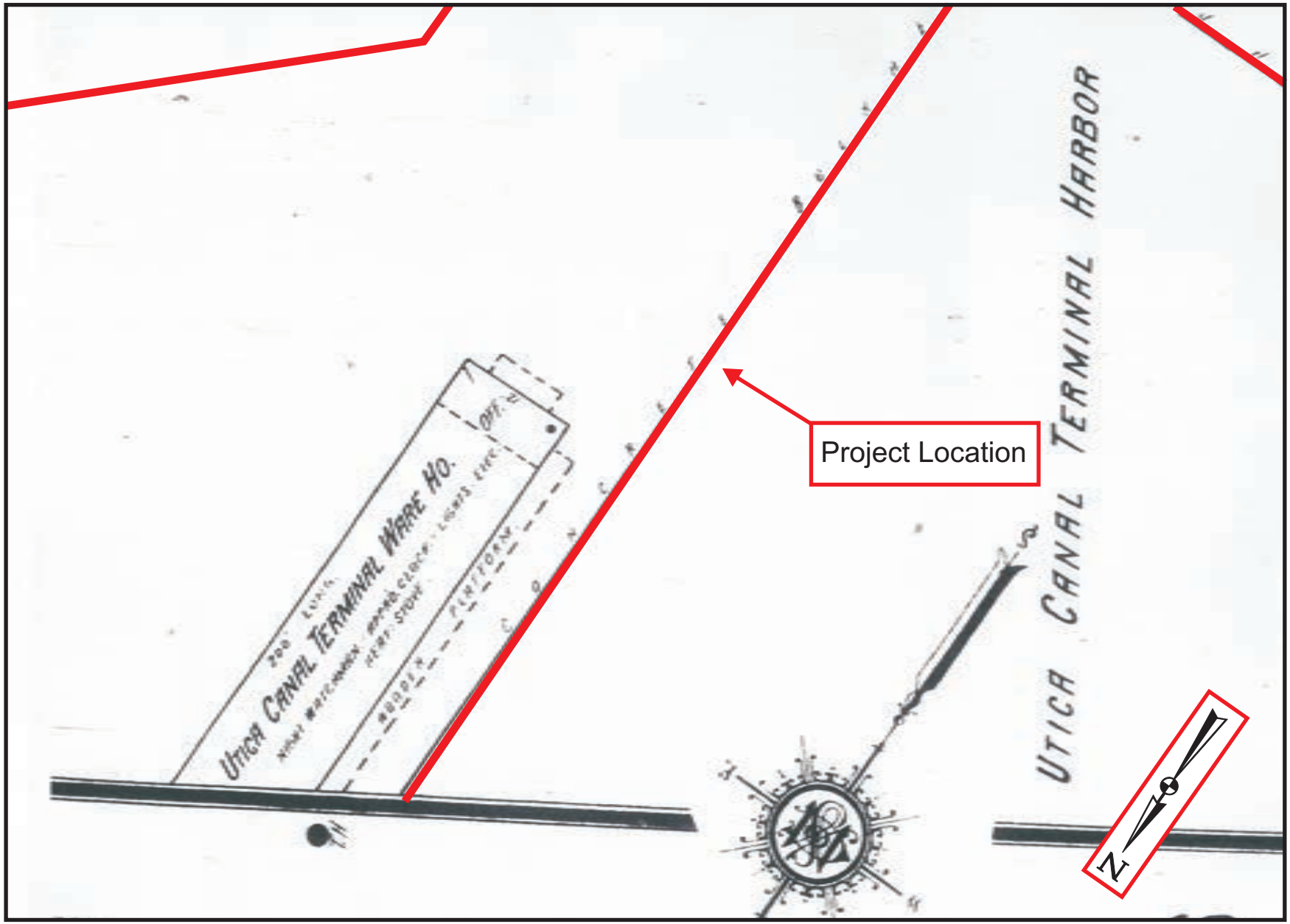


Figure 19. Detail of 1929 Sanborne Fire Insurance Map with a portion of the project location indicated.

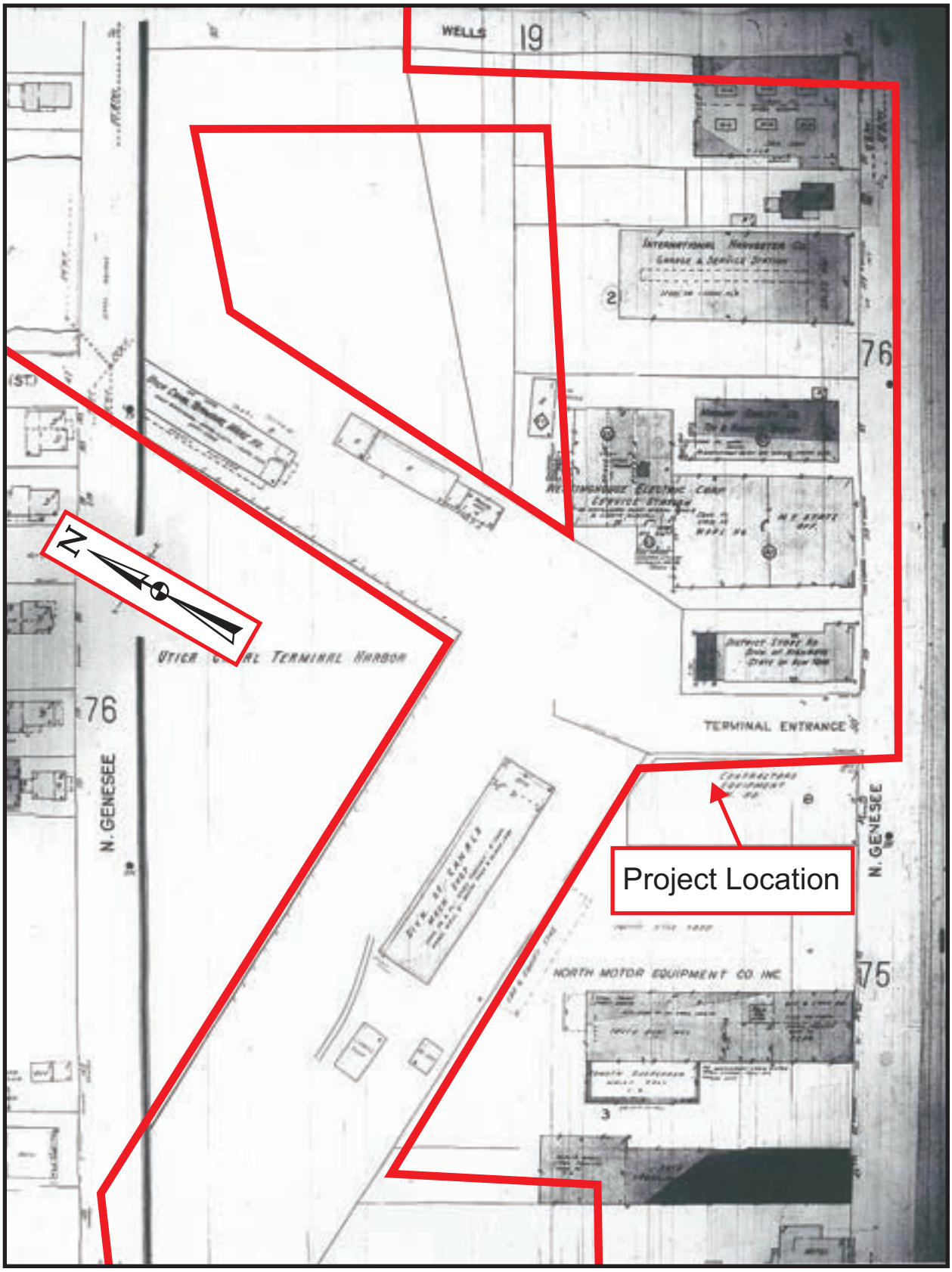


Figure 20. Detail of 1944 Sanborne Fire Insurance Map with a portion of the project location indicated.

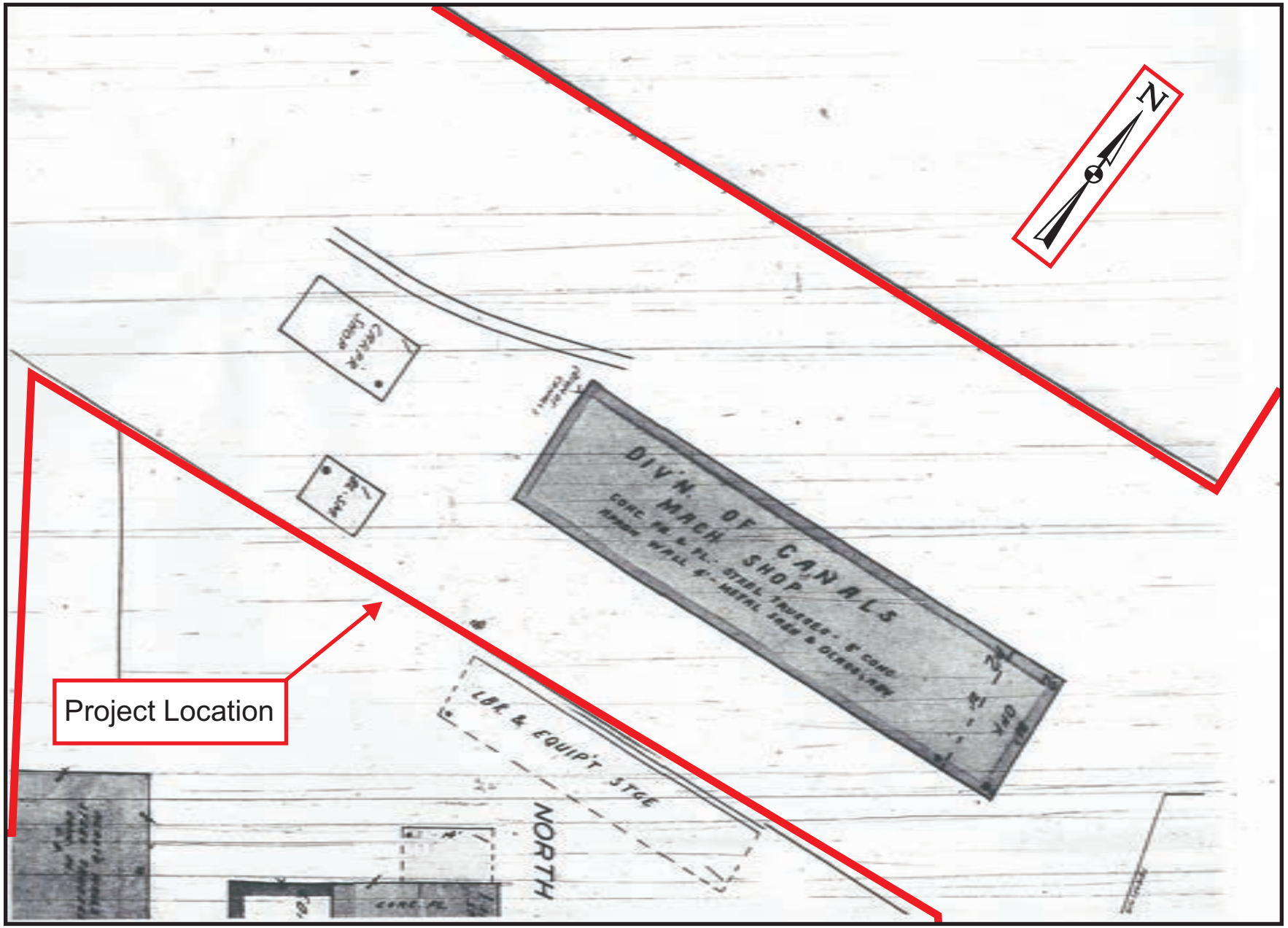


Figure 21. Detail of 1944 Sanborne Fire Insurance Map with a portion of the project location indicated.

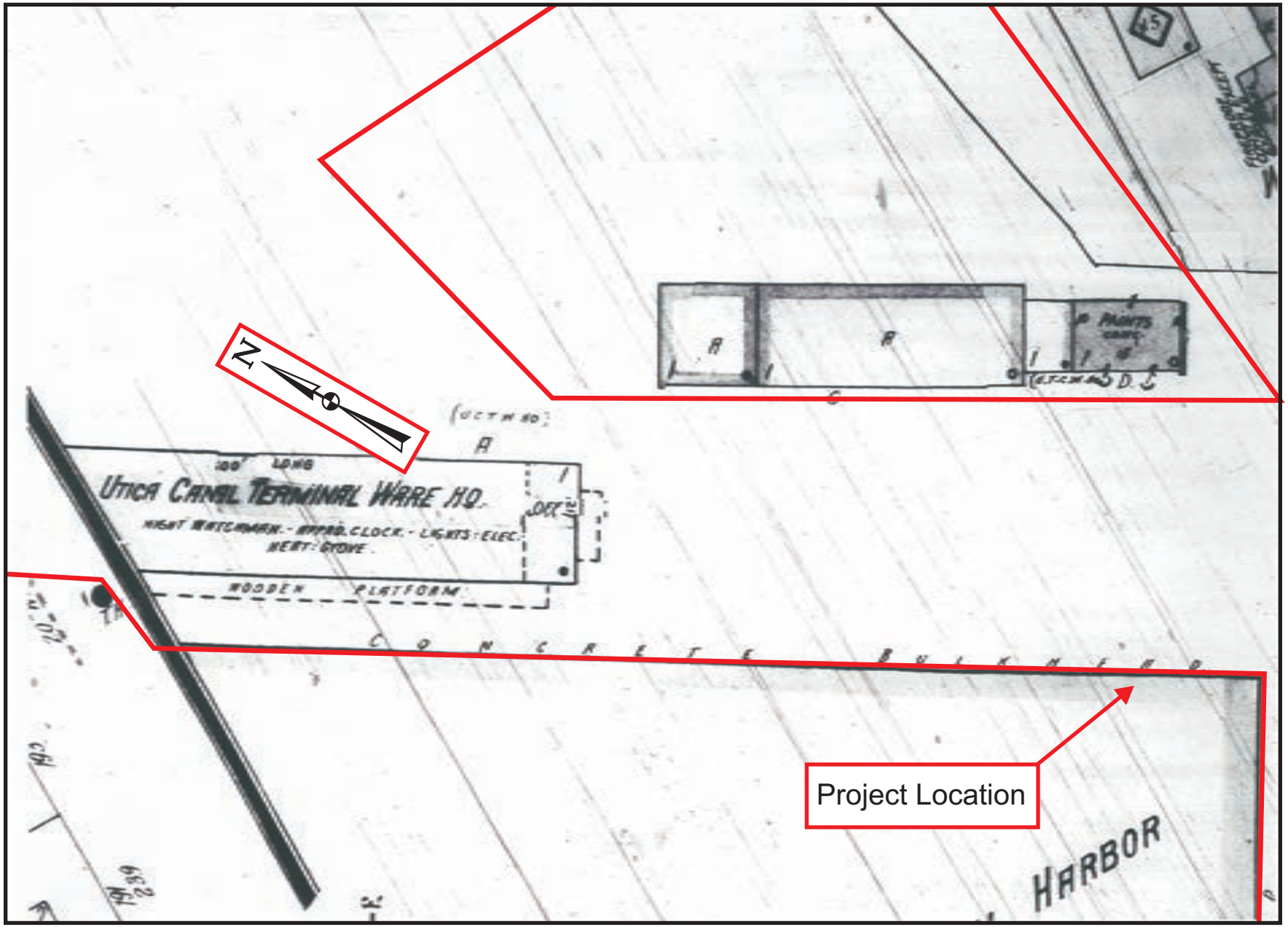


Figure 22. Detail of 1944 Sanborne Fire Insurance Map with a portion of the project location indicated.

Figure 23. Undated historic photograph showing the NYS Division of Canals machine shop.

Figure 24. Undated historic photograph showing the NYS Division of Canals machine shop.

Figure 25. Undated historic photograph showing the Utica Harbor terminal warehouse.

Figure 26. Undated historic photograph showing the Utica Harbor terminal warehouse.

Figure 27. Undated historic photograph showing the coal gasification works at Utica Harbor.

Figure 28. Undated historic photograph showing the coal gasification works at Utica Harbor.

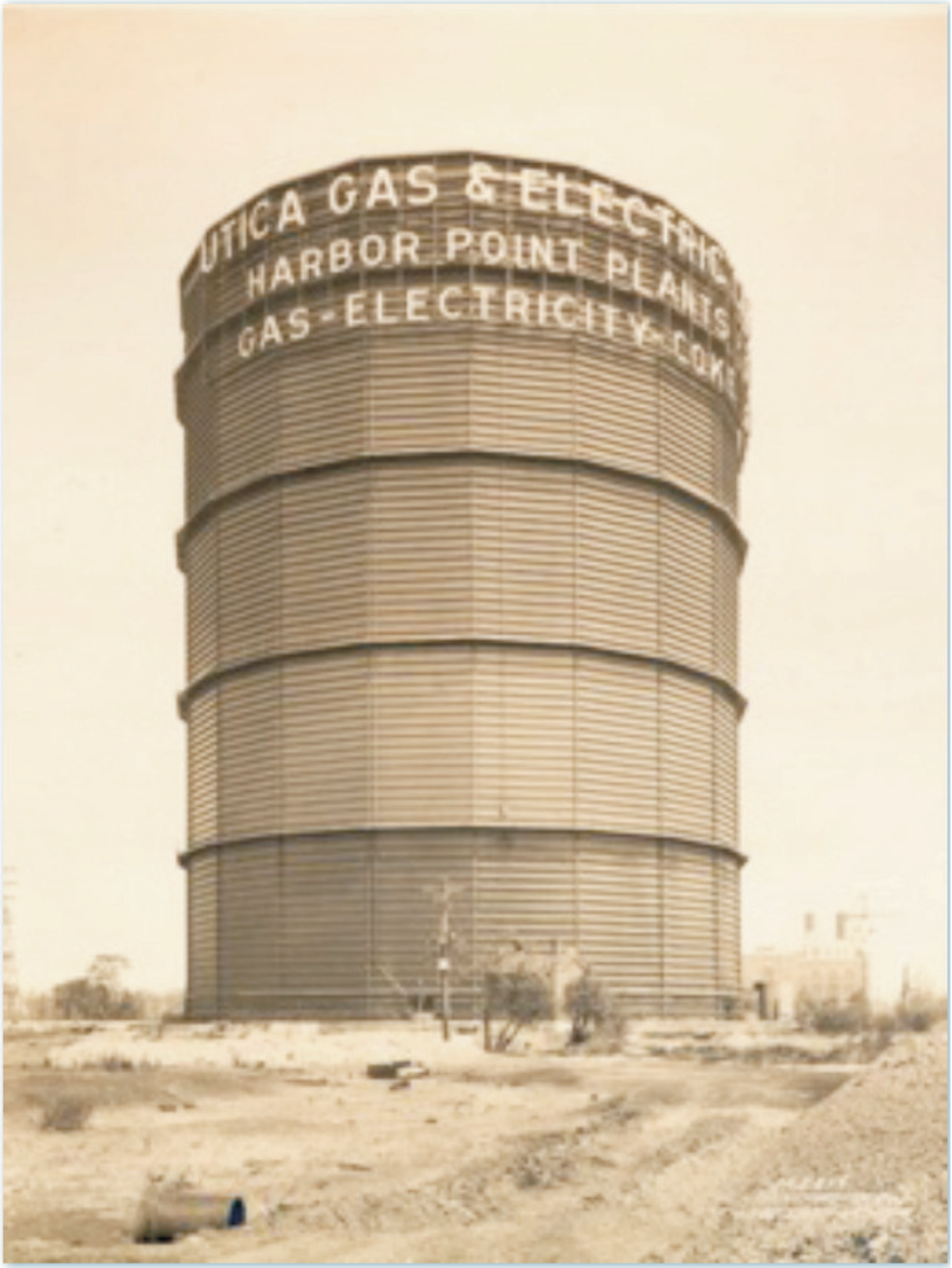
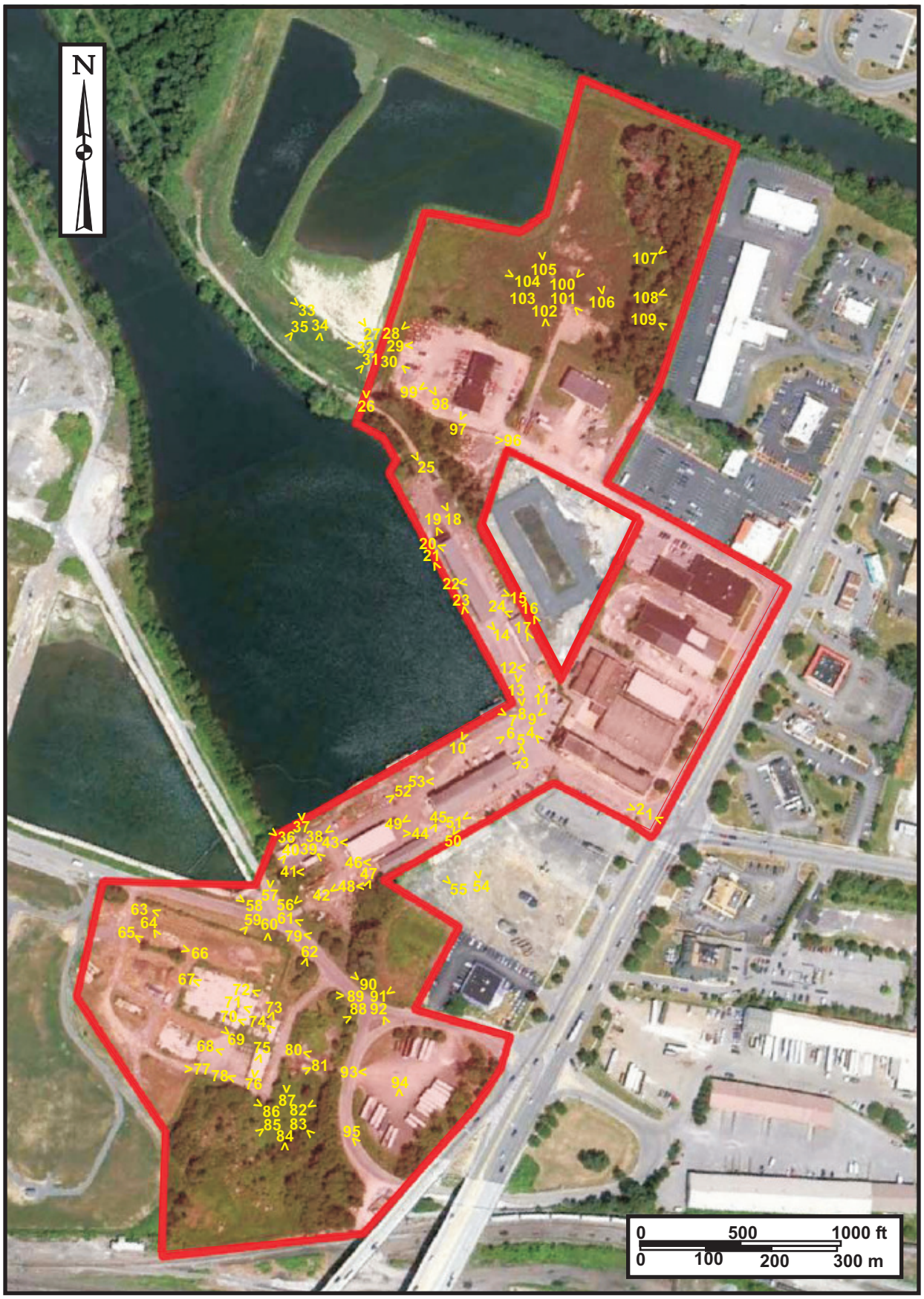


Figure 29. Undated historic photograph showing a water tower at Utica Harbor.

Appendix B.

Photographs



Map showing the location of photo angles within the project boundaries

Photo 1. View from the entrance to the Utica Harbor facility from North Genesee Street, facing southeast.

Photo 2. View from the entrance to the Utica Harbor facility from North Genesee Street, facing northwest.

Photo 3. View of the east façade of the Division of Canals machine shop, facing southwest.


Photo 4. Portion of panoramic view from the south end of Utica Harbor, facing southeast.

Photo 5. Portion of panoramic view from the south end of Utica Harbor, facing south.

Photo 6. Portion of panoramic view from the south end of Utica Harbor, facing southwest.

Photo 7. Portion of panoramic view from the south end of Utica Harbor, facing northwest.

Photo 8. Portion of panoramic view from the south end of Utica Harbor, facing north.

Photo 9. Portion of panoramic view from the south end of Utica Harbor, facing northeast.

Photo 10. View of the terminal warehouse buildings on the east side of Utica Harbor, facing northeast.

Photo 11. View of concrete paint shop at the Utica harbor complex, facing north.

Photo 12. View of concrete paint shop at the Utica harbor complex, facing east.

Photo 13. South and east façade of the wood frame warehouse building at Utica harbor, facing north.

Photo 14. South façade of the steel framed Utica Harbor terminal building, facing north.

Photo 15. East façade of the steel framed Utica Harbor terminal building, facing northwest.

Photo 16. Wood braces along the eastern façade of the wood framed warehouse building, facing southeast.

Photo 17. Interior of wood framed warehouse showing the use of cables to secure the structure.

Photo 18. View of fill and gravel piles to the north of the warehouse buildings, facing northwest.

Photo 19. North façade of the steel framed Utica Harbor terminal building, facing southeast.

Photo 20. West façade of the steel frame warehouse building at Utica harbor, facing southeast.

Photo 21. View of concrete bulkhead and canal boat along the east side of Utica Harbor, facing southeast.

Photo 22. Detail of warehouse doors along the west façade of the steel framed warehouse, facing east.

Photo 23. View of the Division of Canals machine shop from the east side of Utica Harbor, facing south.

Photo 24. North façade of the wood framed warehouse building, facing southeast.

Photo 25. View of gravel road leading north from the harbor complex, facing northeast.

Photo 26. View of entrance to dredged spoils area on the east side of Utica Harbor, facing north.

Photo 27. Portion of panoramic view from the dredged spoils area, facing northwest.

Photo 28. Portion of panoramic view from the dredged spoils area, facing northeast.

Photo 29. Portion of panoramic view from the dredged spoils area, facing east.

Photo 30. Portion of panoramic view from the dredged spoils area, facing southeast.

Photo 31. Portion of panoramic view from the dredged spoils area, facing southwest.

Photo 32. Portion of panoramic view from the dredged spoils area, facing west.

Photo 33. View from atop the berm at the dredged spoils area, facing northwest.

Photo 34. View of Utica Harbor from atop the berm at the dredged spoils area, facing south.

Photo 35. View of the City of Utica from atop the berm at the dredged spoils area, facing southwest.

Photo 36. Portion of panoramic view from the southwest corner of Utica Harbor, facing northwest.

Photo 37. Portion of panoramic view from the southwest corner of Utica Harbor, facing north.

Photo 38. Portion of panoramic view from the southwest corner of Utica Harbor, facing northeast.

Photo 39. Portion of panoramic view from the southwest corner of Utica Harbor, facing southeast.

Photo 40. Portion of panoramic view from the southwest corner of Utica Harbor, facing southwest.

Photo 41. View of steam shovel in the western end of the Utica Harbor canal facility, facing east.

Photo 42. View of paved yard at the western end of the Utica Harbor canal facility, facing northeast.

Photo 43. View of the southwest corner of the modern steel clad building at the canal facility, facing east.

Photo 44. View of the northeast corner of the modern steel clad building at the canal facility, facing west.

Photo 45. View of the northwest corner of modern concrete building at the canal facility, facing southwest.

Photo 46. View of the southwest corner of modern concrete building at the canal facility, facing east.

Photo 47. View of small wood framed structure at the Utica harbor facility, facing southwest.

Photo 48. View of small wood framed structure at the Utica harbor facility, facing east.

Photo 49. View of the west façade of the Division of Canals machine shop, facing northeast.


Photo 50. View of the south façade of the Division of Canals machine shop, facing northeast.

Photo 51. View of asphalt paving to the southeast of the machine shop building, facing northeast.

Photo 52. View of small canal boats on the southern end of Utica Harbor,, facing southwest.

Photo 53. View of the southwest corner of the Division of Canals machine shop, facing east.

Photo 54. View of the Division of Canals machine shop from an adjacent parcel, facing north.

Photo 55. View of the modern concretebui8lding from an adjacent parcel, facing northwest

Photo 56. Portion of panoramic view from south of the reclamation area on Lee Street, facing northeast.

Photo 57. Portion of panoramic view from south of the reclamation area on Lee Street, facing north.

Photo 58. Portion of panoramic view from south of the reclamation area on Lee Street, facing northwest.

Photo 59. Portion of panoramic view from south of the reclamation area on Lee Street, facing southwest.

Photo 60. Portion of panoramic view from south of the reclamation area on Lee Street, facing south.

Photo 61. Portion of panoramic view from south of the reclamation area on Lee Street, facing southeast.

Photo 62. View of grassy area on the west side of Lee Street, facing southwest.

Photo 63. View of grassy area at the former Jones Chemical complex, facing southeast.

Photo 64. View of office trailer at the former Jones Chemical complex, facing southeast.

Photo 65. View of overgrown foundation remains at the former Jones Chemical complex, facing southeast.

Photo 66. View of overgrown foundation remains at the former Jones Chemical complex, facing northwest.

Photo 67. View of foundation remains at the former Jones Chemical complex, facing east.

Photo 68. View of asphalt paving at the former Jones Chemical complex, facing southeast.

Photo 69. View of concrete well cap or man hole at the Jones Chemical complex, facing northwest.

Photo 70. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 71. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 72. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 73. View of foundation remains at the former Jones Chemical complex, facing southwest.

Photo 74. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 75. View of foundation remains at the former Jones Chemical complex, facing south.

Photo 76. View of foundation remains at the former Jones Chemical complex, facing north.

Photo 77. View of grassy area at the former Jones Chemical complex, facing west.

Photo 78. View of grassy area at the former Jones Chemical complex, facing east.

Photo 79. View of grassy area on the north side of Lee Street, facing east.

Photo 80. View of concrete pad at the lot south of the former chemical plant, facing east.

Photo 81. View of small modern structure at the lot south of the former chemical plant, facing southwest.

Photo 82. Portion of panoramic view from the grassy lot at the southern end of the APE, facing northeast.

Photo 83. Portion of panoramic view from the grassy lot at the southern end of the APE, facing southeast.

Photo 84. Portion of panoramic view from the grassy lot at the southern end of the APE, facing south.

Photo 85. Portion of panoramic view from the grassy lot at the southern end of the APE, facing southwest.

Photo 86. Portion of panoramic view from the grassy lot at the southern end of the APE, facing northwest.

Photo 87. Portion of panoramic view from the grassy lot at the southern end of the APE, facing north.

Photo 88. Portion of panoramic south of the canal harbor complex along Lee Street, facing southwest.

Photo 89. Portion of panoramic south of the canal harbor complex along Lee Street, facing west.

Photo 90. Portion of panoramic south of the canal harbor complex along Lee Street, facing northwest.

Photo 91. Portion of panoramic south of the canal harbor complex along Lee Street, facing northeast.

Photo 92. Portion of panoramic south of the canal harbor complex along Lee Street, facing southeast.

Photo 93. View of entrance to truck parking lot in the southern end of the APE, facing east.

Photo 94. View of semi trailers parked in lot at the southern end of the APE, facing south.

Photo 95. View of N. Genesee St. access road underpass at the south end of the project, facing southeast.

Photo 96. View of asphalt piles and other fill materials in the eastern part of the project area, facing west.

Photo 97. View of modern warehouse building in the eastern part of the APE, facing north.

Photo 98. View of asphalt parking area in the eastern part of the APE, facing northwest.

Photo 99. View of modern warehouse building in the eastern part of the APE, facing northeast.

Photo 100. Portion of panoramic view from grassy field in the eastern part of the APE, facing northeast.

Photo 101. Portion of panoramic view from grassy field in the eastern part of the APE, facing southeast.

Photo 102. Portion of panoramic view from grassy field in the eastern part of the APE, facing south.

Photo 103. Portion of panoramic view from grassy field in the eastern part of the APE, facing southwest.

Photo 104. Portion of panoramic view from grassy field in the eastern part of the APE, facing northwest.

Photo 105. Portion of panoramic view from grassy field in the eastern part of the APE, facing north.

Photo 106. View of gravelly soil exposed between the grasses in the western part of the APE, facing north.

Photo 107. View of wetland area along the eastern boundary of the project, facing northeast.

Photo 108. View of treed area along the eastern boundary of the APE, facing east.

Photo 109. View of treed area along the eastern boundary of the APE, facing southeast.

Appendix C.

NYS Historic Archaeological Site Form

NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier

Your Name David Moyer Date: 01/05/15
Address PO Box 333 Gilbertsville, NY 13776 Phone (607) 783-2186

Organization (if any) Birchwood Archaeological Services
1. SITE IDENTIFIER(S) Jones Chemical Company, Inc.

2. COUNTY Oneida County One of the following: CITY/
TOWNSHIP Utica
INCORPORATED VILLAGE
UNINCORPORATED VILLAGE OR HAMLET

3. PRESENT OWNER The City of Utica
Address Utica City Hall, 1 Kennedy Plaza, Utica, NY 13502

4. SITE DESCRIPTION (check all appropriate categories):

Structure/site

Superstructure: complete ___ partial _X_ collapsed ___ not evident ___
Foundation: above _X_ below _X_ (ground level) not evident ___
___ Structural subdivisions apparent ___Only surface traces visible
__ Buried traces detected
List construction materials (be as specific as possible): brick, concrete, window glass, and filling foundation.

Grounds

___Under cultivation ___Sustaining erosion __Woodland ___Upland
___Never cultivated ___Previously cultivated _X_Floodplain ___Pastureland
Soil Drainage: excellent ___ good _X_ fair ___ poor___
Distance to nearest water from structures (approx.): Previously adjacent to the Mohawk River before its diversion for construction of the Utica Harbor in 1918.
Elevation: 407 - 408 feet (124.1 - 127.4 m) above sea level.

5. Site Investigation (append additional sheets, if necessary):
Surface -- date (s) 11/19/2014 & 12/16/2014 Site map (submit with form*)
Collection No collection made; On Industrial Property
Subsurface -- date(s) No subsurface investigation conducted (Phase IA only).
Testing: shovel __ coring ___ other ___ unit size
No. units _____ (Submit plan of units with form*)

Excavation: unit size _____ no. of units
(Submit plan of units with form*)
* Submission should be 8 ½" by 11", if feasible

Investigator David Moyer, RPA and Matt Bandurchin

Manuscript or published report (s) (reference fully):

Bandurchin, Matthew and David Moyer, RPA
2015 *Phase IA Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

Present repository of materials no collection made

6. Site inventory:
   a. Date constructed or occupation period Post 1918
   b. Previous owners, if known The Mohawk River had previously flowed directly through the area.
   c. Modifications, if known
   (append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):
   a. Historic map references

   b. Representation in existing photography
      1) Photo date 11/2014 Where located: Birchwood Archaeological Svcs., Gilbertsville, NY
   c. Primary and secondary source of documentation (reference fully)
   d. Persons with memory of site
      1) Name_____ Address

List of material remains other than those used in construction (be as specific as possible in identifying object and material):

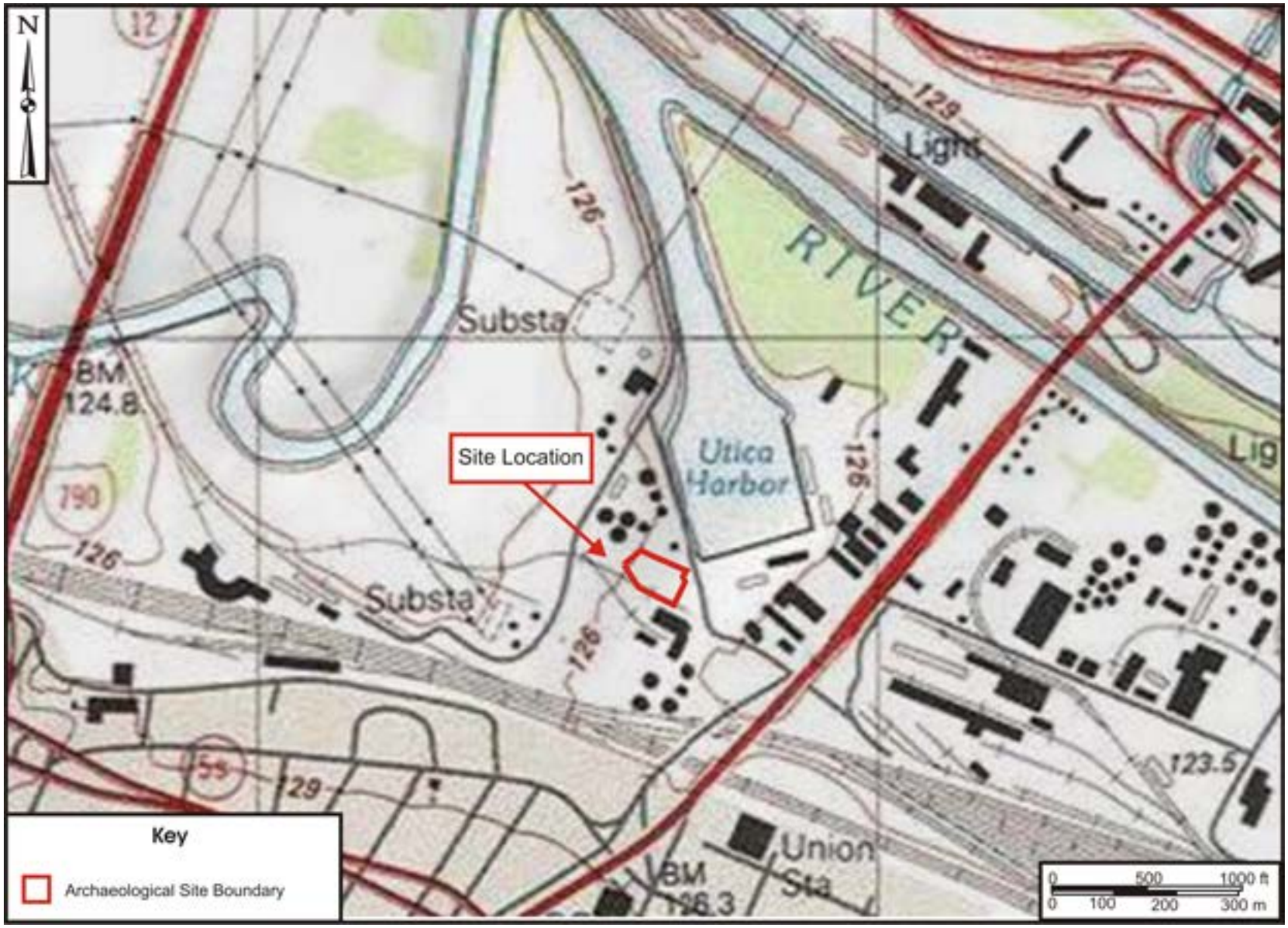
None.

If prehistoric materials are evident, check here and fill out prehistoric site form.

9. Map References: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.

   USGS 7.5 Minute Series Quad. Name Utica West
   For Office Use Only--UTM Coordinates

10. Photography (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.



Utica West USGS Topographic map with the location of Jones Chemical Company indicated.

Aerial photo showing the location of the Jones Chemical Company.

Photo 63. View of grassy area at the former Jones Chemical complex, facing southeast.

Photo 64. View of office trailer at the former Jones Chemical complex, facing southeast.

Photo 65. View of overgrown foundation remains at the former Jones Chemical complex, facing southeast.

Photo 66. View of overgrown foundation remains at the former Jones Chemical complex, facing northwest.

Photo 67. View of foundation remains at the former Jones Chemical complex, facing east.

Photo 68. View of asphalt paving at the former Jones Chemical complex, facing southeast.

Photo 69. View of concrete well cap or man hole at the Jones Chemical complex, facing northwest.

Photo 70. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 71. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 72. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 73. View of foundation remains at the former Jones Chemical complex, facing southwest.

Photo 74. View of foundation remains at the former Jones Chemical complex, facing southeast.

Photo 75. View of foundation remains at the former Jones Chemical complex, facing south.

Photo 76. View of foundation remains at the former Jones Chemical complex, facing north.

Photo 77. View of grassy area at the former Jones Chemical complex, facing west.

Photo 78. View of grassy area at the former Jones Chemical complex, facing east.

Appendix D.

NYS Historic Structure Inventory Forms

BUILDING-STRUCTURE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
DIVISION FOR HISTORIC PRESERVATION
(518) 237-8643

FOR OFFICE USE ONLY
UNIQUE SITE NO.
QUAD
SERIES
NEG. NO.

YOUR NAME: David Moyer DATE: 01/07/15
YOUR ADDRESS: PO Box 333, Gilbertsville, NY 13776 TELEPHONE: 607-783-2186

ORGANIZATION (if any): Birchwood Archaeological Services

IDENTIFICATION **Division of Canals Machine Shop**
2. COUNTY Oneida TOWN/CITY Utica VILLAGE
3. STREET LOCATION: Northwest of North Genesee Street, Utica, NY
4. OWNERSHIP: a. public [] b. private [X]
5. PRESENT OWNER: NYS Barge Canal Corporation ADDRESS 1 Canal View Drive, Oswego, NY 13126
6. USE: Original: industrial repair shop Present: industrial repair shop/office space
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [X] No [ ]
Interior accessible: Explain: Access provided by canal corporation

DESCRIPTION

8. BUILDING
MATIRIAL: a. clapboard [] b. stone [] c. brick [] d. board and batten []
e. cobblestone [] f. shingles [] g. stucco [] other (explain) [X] (concrete)
9. STRUCTURAL
SYSTEM: (if known) a. wood frame with interlocking joints []
b. wood frame with light members []
c. masonry load bearing walls [X] (concrete with steel roof supports)
d. metal (explain) []
e. other: (explain) []

10. CONDITION: a. excellent [] b. good [X] c. fair [] d. deteriorated []

11. INTEGRITY: a. original site [X] b. moved [] if so,when?
c. list major alterations and dates (if known):

12. PHOTO: See Attached Sheets **13. MAP:** See Attached Sheets

14. THREATS TO BUILDING: a. none known [] b. zoning [] c. roads []
d. developers [X] e. deterioration [X]
f. other: []

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn [] b. carriage house [] c. garage []
d. privy [] e. shed [] f. greenhouse []
g. shop [] h. gardens []
i. landscape features: []
j. other: []

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land [] b. woodland []
c. scattered buildings []
d. densely built-up [] e. commercial []
f. industrial [X] g. residential [] h. other:

17.

INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS: (Indicate if building or structure is in an historic district). The structure is located within the New York State Historic Barge Canal District (00104.000641). At its time of construction in the early 20th century, the barge was considered to be a marvel of engineering, spanning a total of 525 miles. It was said to rival, if not surpass the achievements made during the construction of the Panama Canal, being ten times as long and containing many more structures. Because of this, the canal system was added to the National Register in 2014. The Division of Canals Machine Shop served as a repair site for the industrial equipment used throughout Utica Harbor and contributes to the historic nature of the New York State Barge Canal District.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1933. Appears on the Sanborne Fire Insurance maps.

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

The Division of Canals Machine Shop is an important component to the architectural history of the barge canal district, associated with early 20th century industry. It functioned to repair industrial equipment used for operating and maintaining an active harbor. The architectural structure shows the durability of early 20th century engineering that combined the strength of concrete and steel. The lasting nature of these well-constructed buildings is evident in the Division of Canals Machine Shop, which stands in good condition today. Presently, the structure is occupied as office space by the New York State Barge Canal Corporation with a section of the building still operating machine repairs. Modern and historic photographs are provided below.

21. SOURCES:

Moyer, David and Matt Bandurchin
2015 *Phase IA/IB Cultural Resources Survey, Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

22. THEME: 20th century industrial, Canals, Oneida County

Aerial map of the project area with the Division of Canals Machine Shop indicated.

Photo 3. View of the east façade of the Division of Canals machine shop, facing southwest.

Photo 49. View of the west façade of the Division of Canals machine shop, facing northeast.

Photo 50. View of the south façade of the Division of Canals machine shop, facing northeast.

Photo 53. View of the southwest corner of the Division of Canals machine shop, facing east.

Historic photograph of the Division of Canals machine shop, facing east.

Historic photograph of the Division of Canals machine shop, facing northwest.

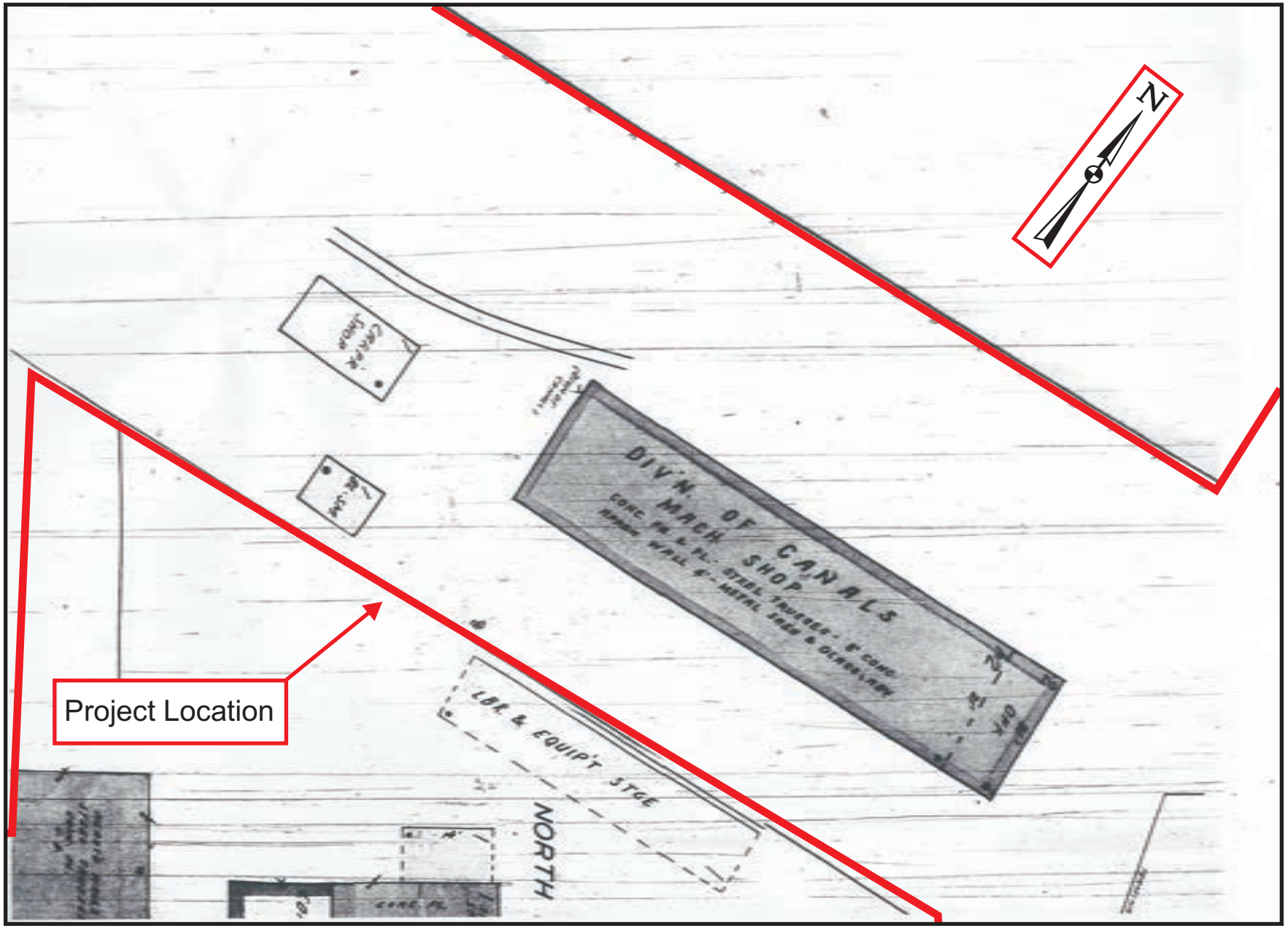


Figure 21. Detail of 1944 Sanborne Fire Insurance Map with a portion of the project location indicated.

BUILDING-STRUCTURE INVENTORY FORM

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UNIQUE SITE NO.
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SERIES
NEG. NO.

YOUR NAME: David Moyer DATE: 01/05/15
YOUR ADDRESS: PO Box 333, Gilbertsville, NY 13776 TELEPHONE: 607-783-2186

ORGANIZATION (if any): Birchwood Archaeological Services

IDENTIFICATION **Utica Canal Terminal Warehouse**

2. COUNTY Oneida TOWN/CITY Utica VILLAGE
3. STREET LOCATION: Northwest of North Genesee Street, Utica, NY
4. OWNERSHIP: a. public [] b. private [X]
5. PRESENT OWNER: NYS Barge Canal Corporation ADDRESS 1 Canal View Drive, Oswego, NY 13126
6. USE: Original: industrial storage Present: industrial storage
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [X] No [ ]
Interior accessible: Explain: Access provided.

DESCRIPTION

8. BUILDING
MATIRIAL: a. clapboard [X] b. stone [] c. brick [] d. board and batten []
e. cobblestone [] f. shingles [] g. stucco [] other (explain) []

9. STRUCTURAL
SYSTEM: (if known) a. wood frame with interlocking joints []
b. wood frame with light members []
c. masonry load bearing walls []
d. metal (explain) [X] (steel trusses)
e. other: (explain) []

10. CONDITION: a. excellent [] b. good [X] c. fair [] d. deteriorated []

11. INTEGRITY: a. original site [X] b. moved [] if so, when?
c. list major alterations and dates (if known):

12. PHOTO: See Attached Sheets **13. MAP:** See Attached Sheets

14. THREATS TO BUILDING: a. none known [] b. zoning [] c. roads []
d. developers [X] e. deterioration [X]
f. other: []

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn [] b. carriage house [] c. garage []
d. privy [] e. shed [] f. greenhouse []
g. shop [] h. gardens []
i. landscape features: []
j. other: []

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land [] b. woodland []
c. scattered buildings []
d. densely built-up [] e. commercial []
f. industrial [X] g. residential [] h. other:

17.

INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS: (Indicate if building or structure is in an historic district). The structure is located within the New York State Historic Barge Canal District (00104.000641). At its time of construction in the early 20th century, the barge was considered to be a marvel of engineering, spanning a total of 525 miles. It was said to rival, if not surpass the achievements made during the construction of the Panama Canal, being ten times as long and containing many more structures. Because of this, the canal system was added to the National Register in 2014. The warehouse building itself served as a storage location for the surrounding harbor activities and contributes to the historic nature of Utica Harbor.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known): The building is structurally sound being supported by steel beams and the building itself is resting on concrete beams.

SIGNIFICANCE

I9. DATE OF INITIAL CONSTRUCTION: 1911-1918. Appears on the Sanborne Fire Insurance maps.

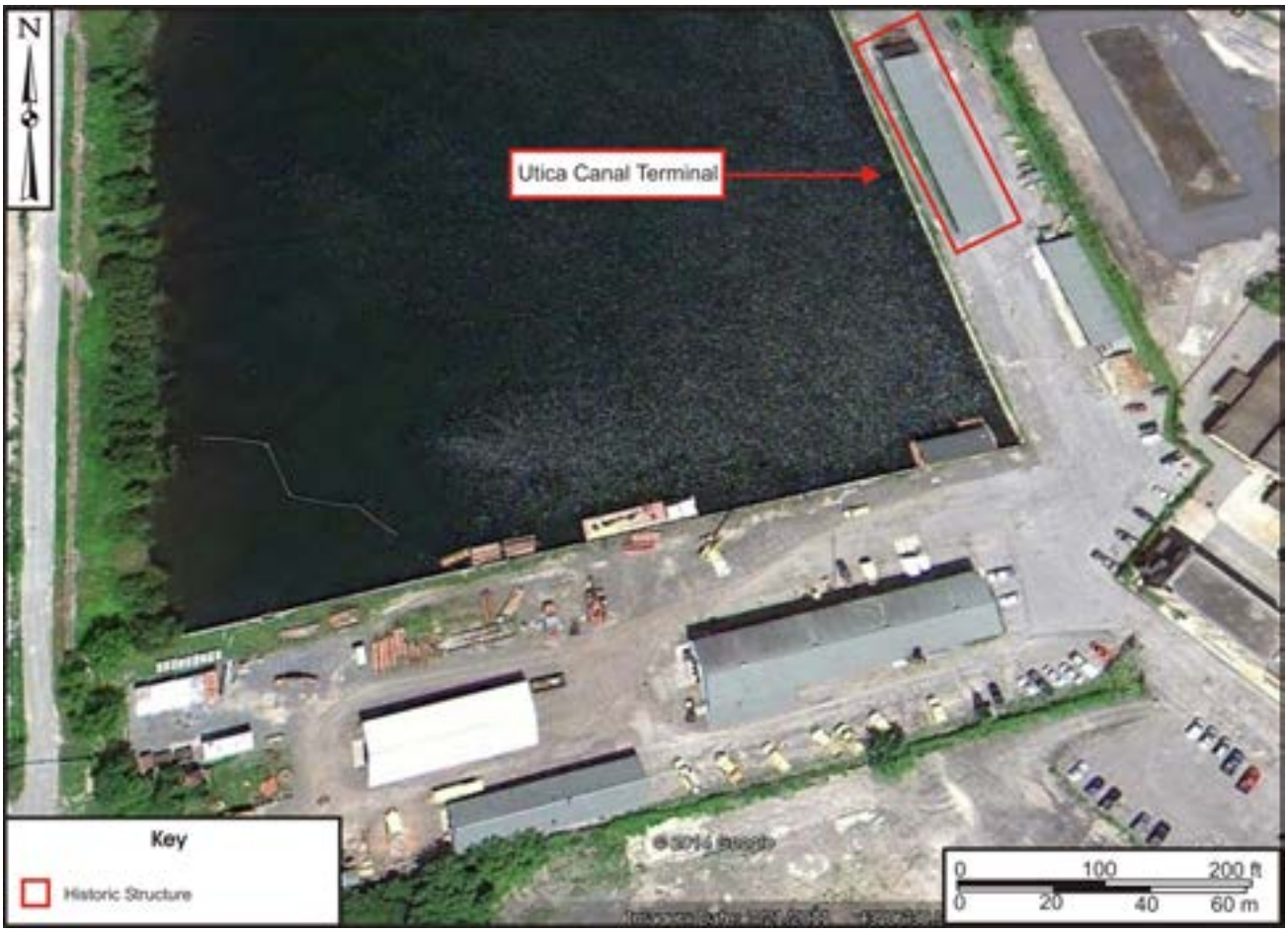
20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This warehouse is an important component to the architectural history of the barge canal district, associated with early 20th century industry and is still standing in good condition (Photos 14, 15, 19, 20, and 22). Photos 22 and 22c show the concrete pillars on which the structure is lying. The interior of the building is still used to store industrial equipment and remains architecturally sound, with a steel truss supporting system once necessary to support heavy weight on the second floor (Photo 22a and 22b). It does not appear on the USGS map of Utica, though it is shown on the Sanborne Fire Insurance maps and the historic pictures of Utica Harbor (provided below).

21. SOURCES:

Moyer, David and Matt Bandurchin
2015 *Phase IA/IB Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

22. THEME: 20th century industrial, Canals, Oneida County



Aerial map of the project area with the Utica Canal Terminal warehouse indicated.


Photo 14. Front of the Utica Canal Terminal Warehouse, facing north.

Photo 15. Eastern Façade of the Utica Canal Terminal Warehouse, facing northwest.

Photo 19. Back side of the Utica Canal Terminal Warehouse, facing south.

Photo 20. Western façade of the Utica Canal Terminal Warehouse, facing southeast.

Photo 22. Close up view of the western façade of the Utica Canal Terminal Warehouse.

Photo 22a. Interior view of the Utica Canal Terminal Warehouse showing the steel support system.

Photo 22b. Interior of the Utica Canal Terminal Warehouse showing the second floor.

Photo 22c. Western façade of the Utica Canal Terminal showing the concrete beam foundation, facing northeast.

Historic photograph of the Utica Canal Terminal warehouse, facing north.

Historic photograph of the Utica Canal Terminal warehouse, facing east.

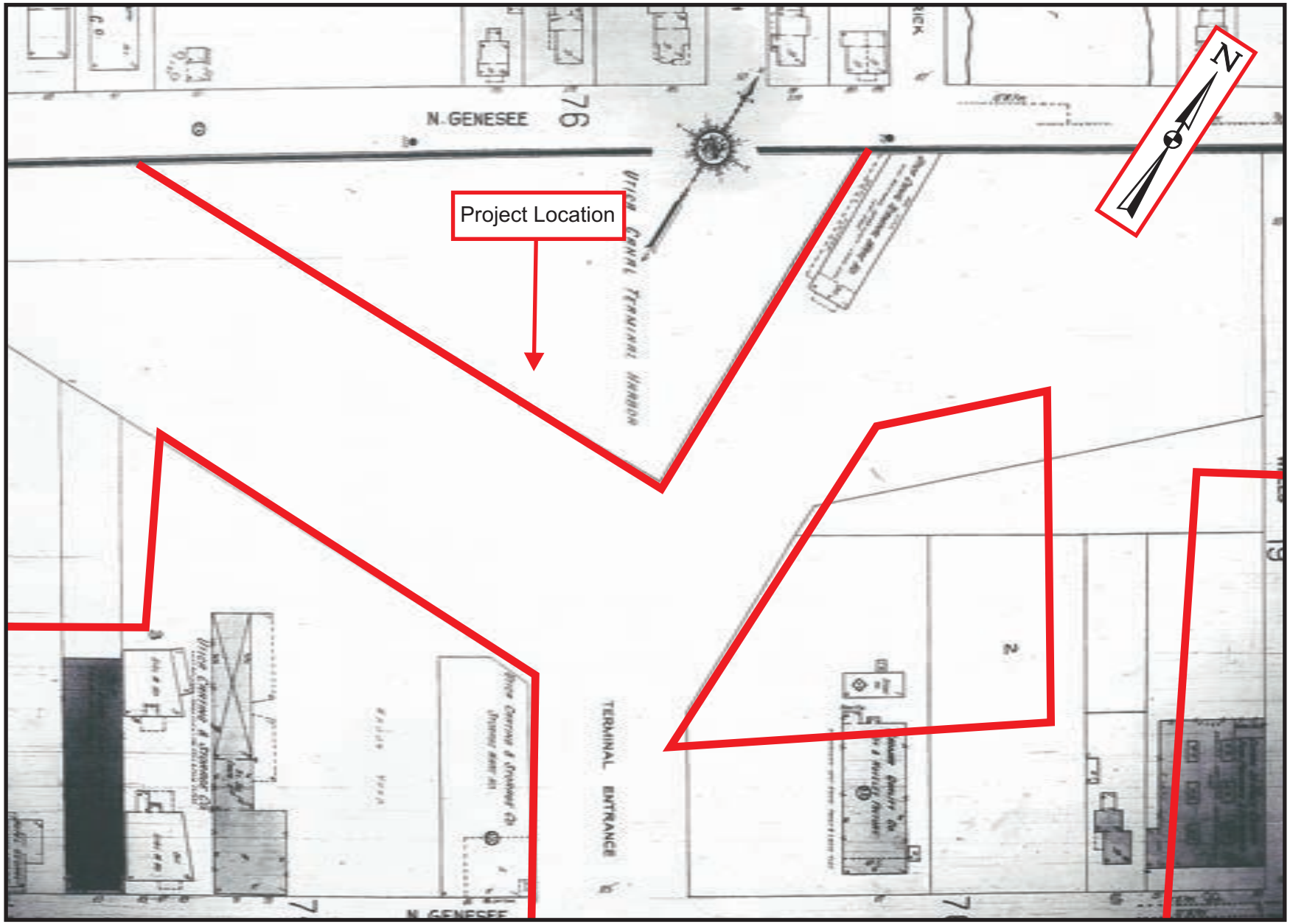


Figure 18. Detail of 1929 Sanborne Fire Insurance Map with a portion of the project location indicated.

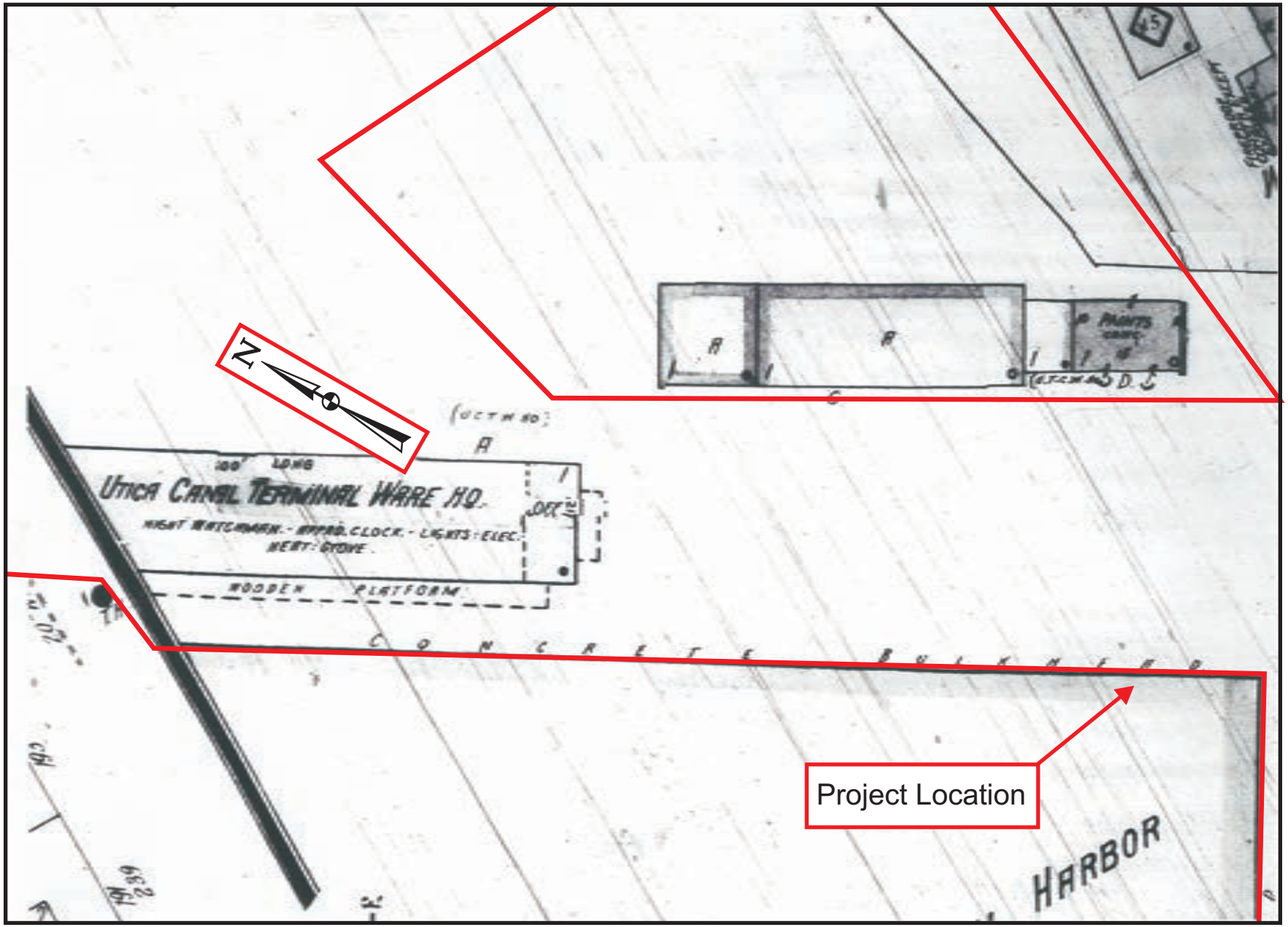


Figure 22. Detail of 1944 Sanborne Fire Insurance Map with a portion of the project location indicated.

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YOUR NAME: David Moyer DATE: 01/05/15
YOUR ADDRESS: PO Box 333, Gilbertsville, NY 13776 TELEPHONE: 607-783-2186

ORGANIZATION (if any): Birchwood Archaeological Services

IDENTIFICATION **Utica Harbor Paint Shop**
2. COUNTY Oneida TOWN/CITY Utica VILLAGE
3. STREET LOCATION: Northwest of North Genesee Street, Utica, NY
4. OWNERSHIP: a. public [] b. private [X]
5. PRESENT OWNER: NYS Barge Canal Corporation ADDRESS 1 Canal View Drive, Oswego, NY 13126
6. USE: Original: industrial paint storage Present: industrial paint storage
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [] No [X]
Interior accessible: Explain: Door Locked

DESCRIPTION

8. BUILDING
MATIRIAL: a. clapboard [] b. stone [] c. brick [] d. board and batten []
e. cobblestone [] f. shingles [] g. stucco [] other (explain) [X] (concrete)
9. STRUCTURAL
SYSTEM: (if known) a. wood frame with interlocking joints []
b. wood frame with light members []
c. masonry load bearing walls [X] (concrete)
d. metal (explain) []
e. other: (explain) []

10. CONDITION: a. excellent [] b. good [X] c. fair [] d. deteriorated []

11. INTEGRITY: a. original site [X] b. moved [] if so, when?
c. list major alterations and dates (if known):

12. PHOTO: See Attached Sheets **13. MAP:** See Attached Sheets

14. THREATS TO BUILDING: a. none known [] b. zoning [] c. roads []
d. developers [X] e. deterioration [X]
f. other: []

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn [] b. carriage house [] c. garage []
d. privy [] e. shed [] f. greenhouse []
g. shop [] h. gardens []
i. landscape features: []
j. other: []

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land [] b. woodland []
c. scattered buildings []
d. densely built-up [] e. commercial []
f. industrial [X] g. residential [] h. other:

17.

INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS: (Indicate if building or structure is in an historic district). The structure is located within the New York State Historic Barge Canal District (00104.000641). At its time of construction in the early 20th century, the barge was considered to be a marvel of engineering, spanning a total of 525 miles. It was said to rival, if not surpass the achievements made during the construction of the Panama Canal, being ten times as long and containing many more structures. Because of this, the canal system was added to the National Register in 2014. The paint shop building itself served as a storage location for industrial paints and likely other chemicals historically used during the operation of a canal. The structure contributes to the historic nature of Utica Harbor.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known): The building is structurally sound being supported by steel beams and the building itself is resting on concrete beams.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1911-1918. Appears on the Sanborne Fire Insurance maps.

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This paint shop is an important component to the architectural history of the barge canal district, associated with early 20th century industry and is still standing in good condition (Photos 11 and 12). Photo 11 shows the western façade of the Utica Harbor Paint Shop and its concrete post foundation. Two metal doors act as entrance ways into the structure and could possibly act as public bathrooms after the area is revitalized. The paint shop is also connected to the warehouse (Photo 12). It does not appear on the Historic USGS map of Utica, though it is depicted on the Sanborne Fire Insurance maps.

21. SOURCES:

Moyer, David and Matt Bandurchin
2015 *Phase IA/IB Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

22. THEME: 20th century industrial, Canals, Oneida County

Aerial map of the project area with the paint shop indicated.


Photo 11. View of concrete paint shop at the Utica harbor complex, facing north.

Photo 12. View of concrete paint shop at the Utica harbor complex, facing east.

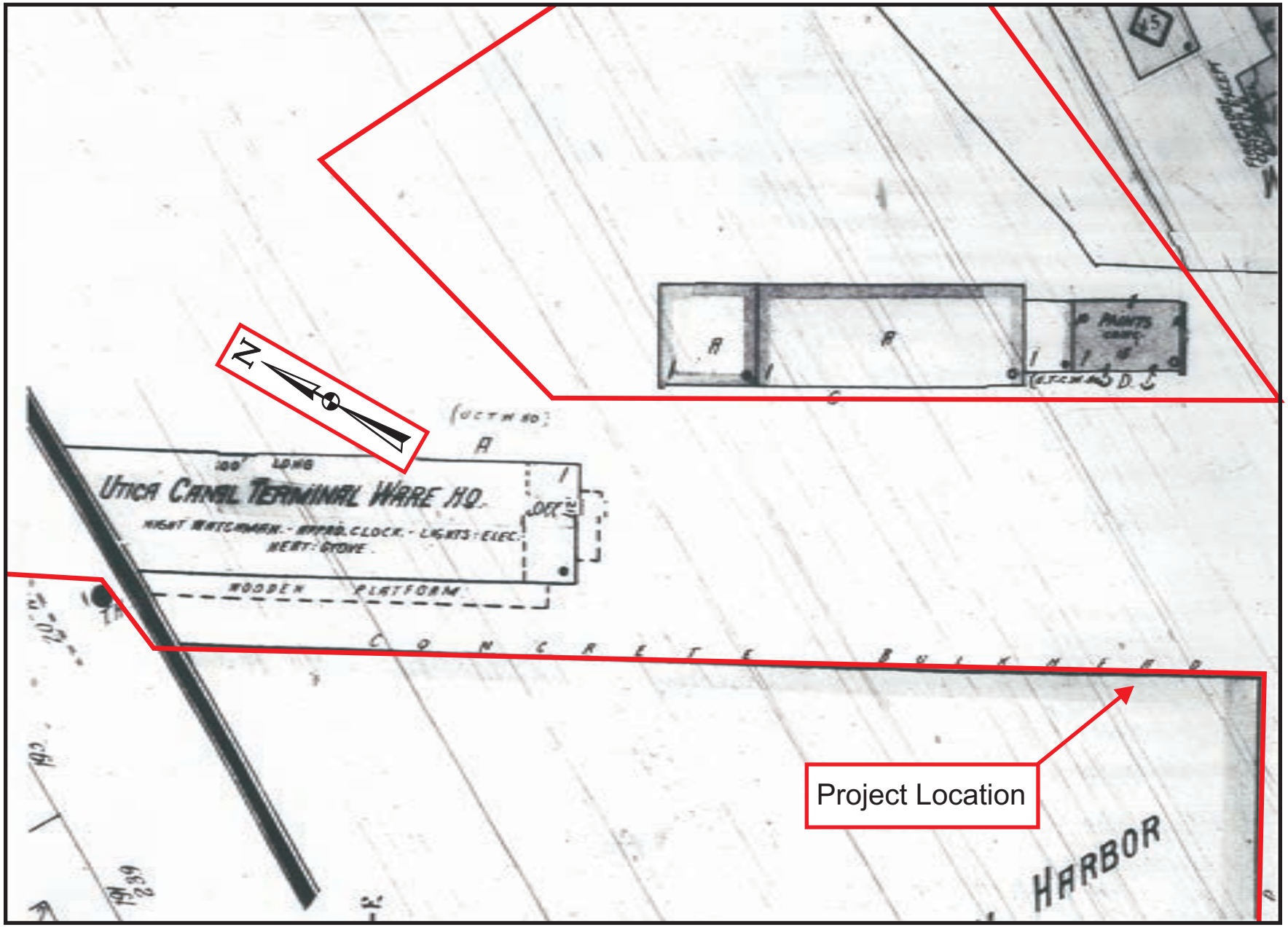

Figure 22. Detail of 1944 Sanborne Fire Insurance Map with a portion of the project location indicated.

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(518) 237-8643

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NEG. NO.

YOUR NAME: David Moyer DATE: 01/07/15
YOUR ADDRESS: PO Box 333, Gilbertsville, NY 13776 TELEPHONE: 607-783-2186

ORGANIZATION (if any): Birchwood Archaeological Services

1. IDENTIFICATION **Modern Concrete Building**
2. COUNTY Oneida TOWN/CITY Utica VILLAGE
3. STREET LOCATION: Northwest of North Genesee Street, Utica, NY
4. OWNERSHIP: a. public [] b. private [X]
5. PRESENT OWNER: NYS Barge Canal Corporation ADDRESS 1 Canal View Drive, Oswego, NY 13126
6. USE: Original: warehouse/ storage Present: industrial storage
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [] No [X]
Interior accessible: Explain: Door locked

DESCRIPTION

8. BUILDING
MATIRIAL: a. clapboard [] b. stone [] c. brick [] d. board and batten []
e. cobblestone [] f. shingles [] g. stucco [] other (explain) [X] (concrete)
9. STRUCTURAL
SYSTEM: (if known) a. wood frame with interlocking joints []
b. wood frame with light members []
c. masonry load bearing walls [X]
d. metal (explain) []
e. other: (explain) []

10. CONDITION: a. excellent [X] b. good [] c. fair [] d. deteriorated []

11. INTEGRITY: a. original site [X] b. moved [] if so, when?
c. list major alterations and dates (if known):

12. PHOTO: See Attached Sheets **13. MAP:** See Attached Sheets

14.THREATS TO BUILDING: a. none known [] b. zoning [] c. roads []
d. developers [X] e. deterioration [X]
f. other: []

15.RELATED OUTBUILDINGS AND PROPERTY:
a. barn [] b. carriage house [] c. garage []
d. privy [] e. shed [] f. greenhouse []
g. shop [] h. gardens []
i. landscape features: []
j. other: []

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land [] b. woodland []
c. scattered buildings []
d. densely built-up [] e. commercial []
f. industrial [X] g. residential [] h. other:

17.

INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS: (Indicate if building or structure is in an historic district). The structure is located within the New York State Historic Barge Canal District (00104.000641). At its time of construction in the early 20th century, the barge was considered to be a marvel of engineering, spanning a total of 525 miles. It was said to rival, if not surpass the achievements made during the construction of the Panama Canal, being ten times as long and containing many more structures. Because of this, the canal system was added to the National Register in 2014. The Modern Concrete Building itself was built more recently and likely serves as a storage warehouse for the large quantity of equipment needed to operate an industrial harbor. This is based on the material visible outside of the structure.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: Post 1944. Does not appear on any maps.

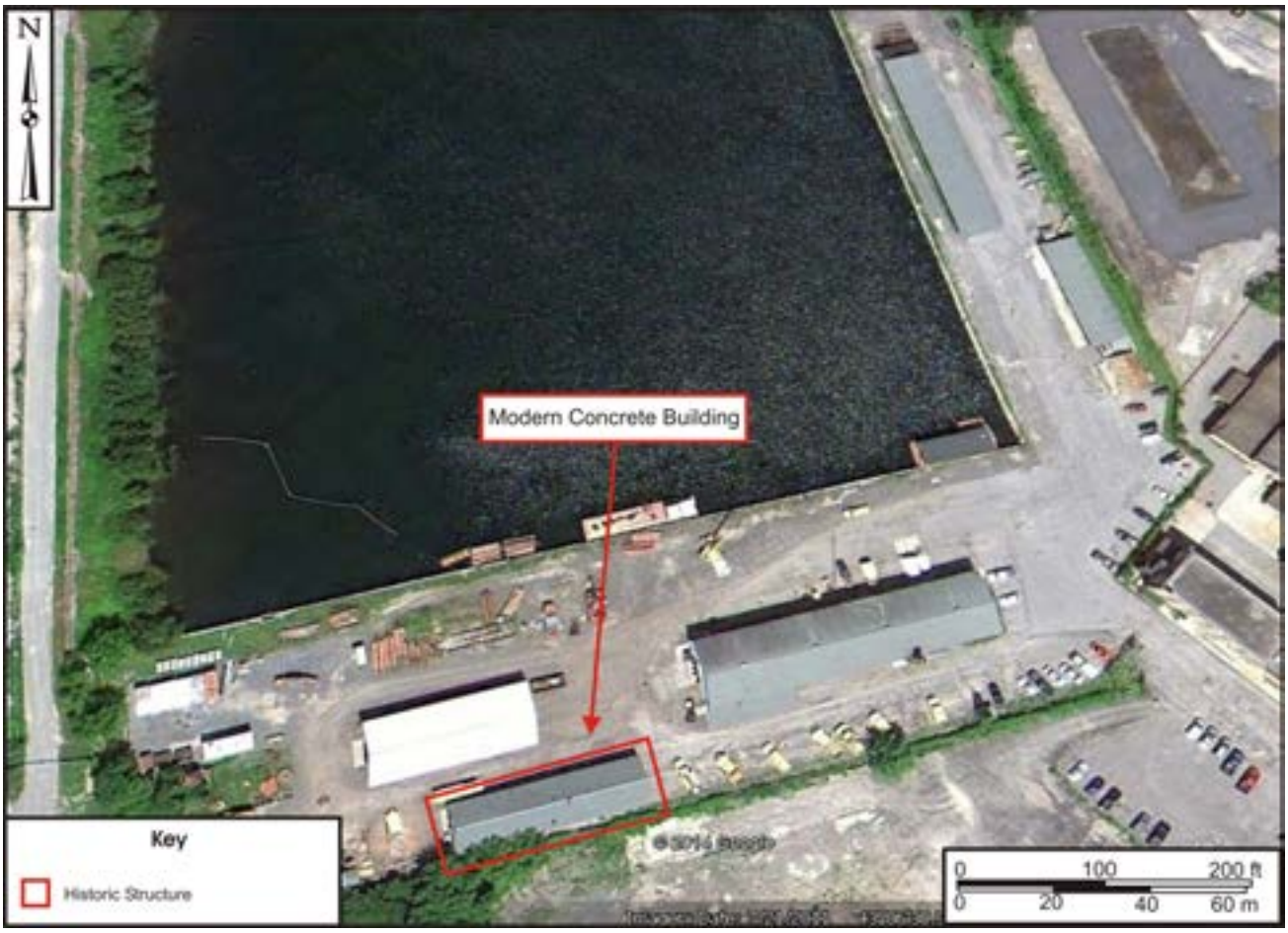
20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

Access to this building could not be obtained. It is evident through observation of the exterior that the structure was constructed more recently, likely after 1944, which is the date of the last available Sanborne Fire Insurance map for the area. An assortment of industrial and commercial material is visible around the exterior of the building suggesting it is currently being used as a workshop or for storage.

21. SOURCES:

Moyer, David and Matt Bandurchin
2015 *Phase IA/IB Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

22. THEME: 20th century industrial, Canals, Oneida County



Aerial map of the project area with the modern concrete building indicated.


Photo 45. View of the northwest corner of modern concrete building at the canal facility, facing southwest.

Photo 46. View of the southwest corner of modern concrete building at the canal facility, facing east.

BUILDING-STRUCTURE INVENTORY FORM

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YOUR NAME: David Moyer DATE: 01/05/15
YOUR ADDRESS: PO Box 333, Gilbertsville, NY 13776 TELEPHONE: 607-783-2186

ORGANIZATION (if any): Birchwood Archaeological Services

IDENTIFICATION **Utica Harbor Wood Framed Warehouse**
2. COUNTY Oneida TOWN/CITY Utica VILLAGE
3. STREET LOCATION: Northwest of North Genesee Street, Utica, NY
4. OWNERSHIP: a. public [] b. private [X]
5. PRESENT OWNER: NYS Barge Canal Corporation ADDRESS 1 Canal View Drive, Oswego, NY 13126
6. USE: Original: industrial storage Present: industrial storage
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [X] No [ ]
Interior accessible: Explain: access provided by owners

DESCRIPTION

8. BUILDING
MATIRIAL: a. clapboard [X] b. stone [] c. brick [] d. board and batten []
e. cobblestone [] f. shingles [] g. stucco [] other (explain) [] (concrete)

9. STRUCTURAL
SYSTEM: (if known) a. wood frame with interlocking joints []
b. wood frame with light members []
c. masonry load bearing walls []
d. metal (explain) [X] (steel trusses)
e. other: (explain) []

10. CONDITION: a. excellent [] b. good [] c. fair [X] d. deteriorated []

11. INTEGRITY: a. original site [X] b. moved [] if so, when?
c. list major alterations and dates (if known):

12. PHOTO: See Attached Sheets **13. MAP:** See Attached Sheets

14. THREATS TO BUILDING: a. none known [] b. zoning [] c. roads []
d. developers [X] e. deterioration [X]
f. other: []

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn [] b. carriage house [] c. garage []
d. privy [] e. shed [X] f. greenhouse []
g. shop [] h. gardens []
i. landscape features: []
j. other: []

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land [] b. woodland []
c. scattered buildings []
d. densely built-up [] e. commercial []
f. industrial [X] g. residential [] h. other:

17.

INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS: (Indicate if building or structure is in an historic district). The structure is located within the New York State Historic Barge Canal District (00104.000641). At its time of construction in the early 20th century, the barge was considered to be a marvel of engineering, spanning a total of 525 miles. It was said to rival, if not surpass the achievements made during the construction of the Panama Canal, being ten times as long and containing many more structures. Because of this, the canal system was added to the National Register in 2014. The warehouse building itself served as a storage location for the surrounding harbor activities and contributes to the historic nature of Utica Harbor.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known): The building is connected to a small concrete paint shop of similar age.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1911-1918. Appears on the Sanborne Fire Insurance maps.

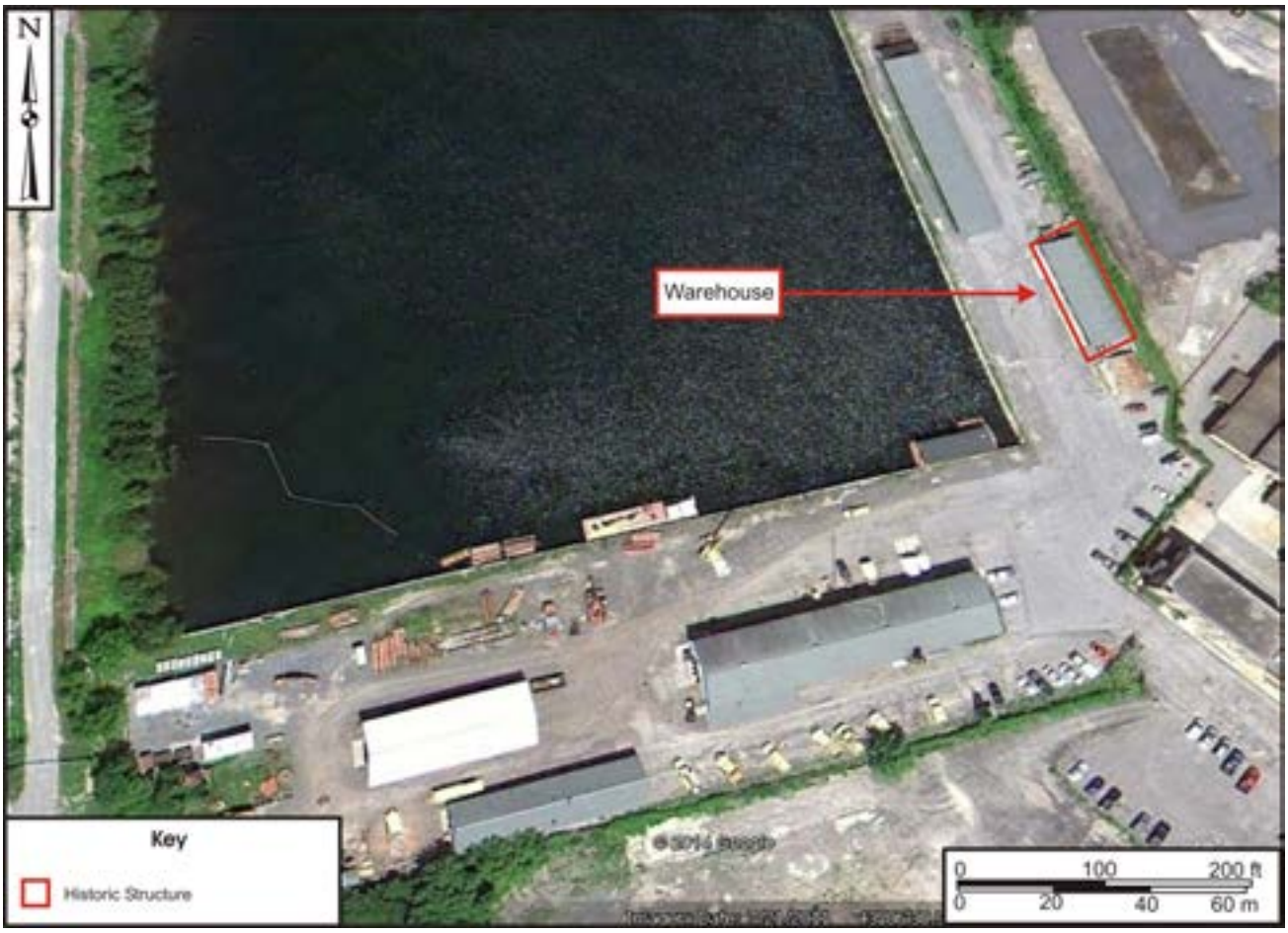
20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This warehouse is an important component to the architectural history of the barge canal district, associated with early 20th century industry. The eastern wall of the warehouse shows the wear time has had on the structure and is being supported by several wooden beams (Photo 16). Inside, the poor structural integrity is more evident, with the recent addition of metal bands to support the weight of the roof (Photo 17). Historically, the building was used as storage and continues that use today. It does not appear on the Historic USGS map of Utica, though it is depicted on the Sanborne Fire Insurance maps.

21. SOURCES:

Moyer, David and Matt Bandurchin
2015 *Phase IA/IB Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

22. THEME: 20th century industrial, Canals, Oneida County



Aerial map of the project area with the wood framed warehouse indicated.


Photo 13. South and east façade of the wood frame warehouse building at Utica harbor, facing north

Photo 16. Wood braces along the eastern façade of the wood framed warehouse building, facing southeast.

Photo 17. Interior of wood framed warehouse showing the use of cables to secure the structure.

Photo 24. North façade of the wood framed warehouse building, facing southeast.

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YOUR NAME: David Moyer DATE: 01/07/15
YOUR ADDRESS: PO Box 333, Gilbertsville, NY 13776 TELEPHONE: 607-783-2186

ORGANIZATION (if any): Birchwood Archaeological Services

IDENTIFICATION **Modern Steel Clad Building**
2. COUNTY Oneida TOWN/CITY Utica VILLAGE
3. STREET LOCATION: Northwest of North Genesee Street, Utica, NY
4. OWNERSHIP: a. public [] b. private [X]
5. PRESENT OWNER: NYS Barge Canal Corporation ADDRESS 1 Canal View Drive, Oswego, NY 13126
6. USE: Original: carpenter shop Present: industrial storage
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [X] No []
Interior accessible: Explain: Door locked

DESCRIPTION

8. BUILDING
MATIRIAL: a. clapboard [] b. stone [] c. brick [] d. board and batten []
e. cobblestone [] f. shingles [] g. stucco [] other (explain) [X] (concrete)
9. STRUCTURAL
SYSTEM: (if known) a. wood frame with interlocking joints []
b. wood frame with light members []
c. masonry load bearing walls []
d. metal (explain) [X] (steel trusses)
e. other: (explain) []

10. CONDITION: a. excellent [X] b. good [] c. fair [] d. deteriorated []

11. INTEGRITY: a. original site [X] b. moved [] if so, when?
c. list major alterations and dates (if known):

12. PHOTO: See Attached Sheets **13. MAP:** See Attached Sheets

14. THREATS TO BUILDING: a. none known [] b. zoning [] c. roads []
d. developers [X] e. deterioration [X]
f. other: []

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn [] b. carriage house [] c. garage []
d. privy [] e. shed [] f. greenhouse []
g. shop [] h. gardens []
i. landscape features: []
j. other: []

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land [] b. woodland []
c. scattered buildings []
d. densely built-up [] e. commercial []
f. industrial [X] g. residential [] h. other:

17.

INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS: (Indicate if building or structure is in an historic district). The structure is located within the New York State Historic Barge Canal District (00104.000641). At its time of construction in the early 20th century, the barge was considered to be a marvel of engineering, spanning a total of 525 miles. It was said to rival, if not surpass the achievements made during the construction of the Panama Canal, being ten times as long and containing many more structures. Because of this, the canal system was added to the National Register in 2014. The Modern Steel Clad building itself was built more recently and likely serves as a storage warehouse for the large quantity of industrial equipment needed to operate a harbor.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

SIGNIFICANCE

I9. DATE OF INITIAL CONSTRUCTION: Post 1944. Appears on the most recent USGS map but not on the Sanborne Fire Insurance maps.

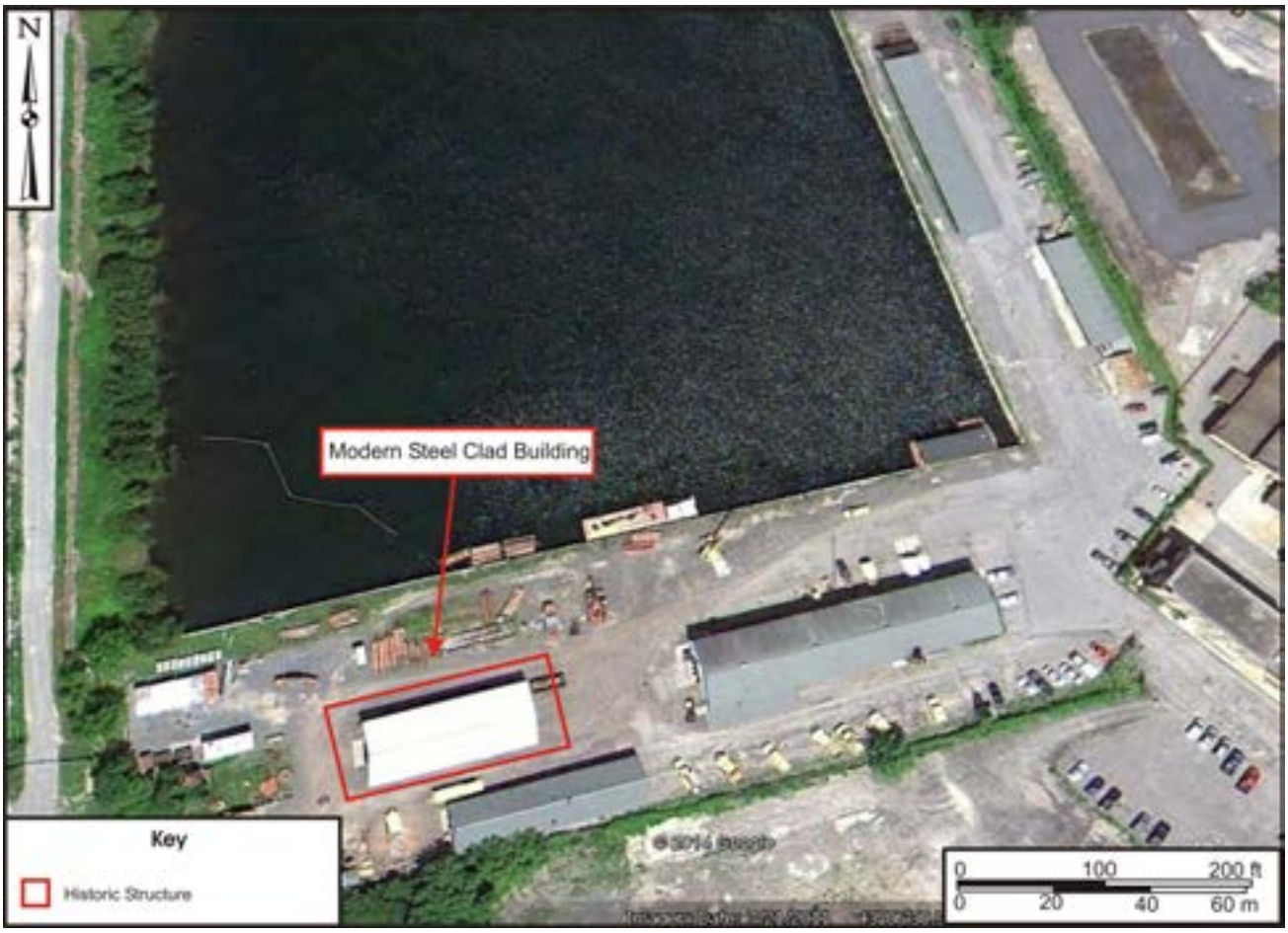
20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

Though this building was constructed more recently and is considered modern, the Sanborne Fire Insurance maps show a smaller building, which existed in the same space in 1944. The insurance map labels this building as a carpenter shop and may have possibly been incorporated into the design of the modern structure.

21. SOURCES:

Moyer, David and Matt Bandurchin
2015 *Phase IA/IB Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

22. THEME: 20th century industrial, Canals, Oneida County



Aerial map of the project area with the modern steel clad building indicated.


Photo 43. View of the southwest corner of the modern steel clad building at the canal facility, facing east.

Photo 44. View of the northeast corner of the modern steel clad building at the canal facility, facing west.

BUILDING-STRUCTURE INVENTORY FORM

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YOUR NAME: David Moyer DATE: 01/09/15
YOUR ADDRESS: PO Box 333, Gilbertsville, NY 13776 TELEPHONE: 607-783-2186

ORGANIZATION (if any): Birchwood Archaeological Services

IDENTIFICATION **Small Wood Framed Building**

2. COUNTY Oneida TOWN/CITY Utica VILLAGE
3. STREET LOCATION: Northwest of North Genesee Street, Utica, NY
4. OWNERSHIP: a. public [] b. private [X]
5. PRESENT OWNER: NYS Barge Canal Corporation ADDRESS 1 Canal View Drive, Oswego, NY 13126
6. USE: Original: valve or pump house Present: not in use
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [] No [X]
Interior accessible: Explain: Door locked

DESCRIPTION

8. BUILDING
MATIRIAL: a. clapboard [X] b. stone [] c. brick [] d. board and batten []
e. cobblestone [] f. shingles [] g. stucco [] other (explain) []

9. STRUCTURAL
SYSTEM: (if known) a. wood frame with interlocking joints []
b. wood frame with light members [X]
c. masonry load bearing walls []
d. metal (explain) []
e. other: (explain) []

10. CONDITION: a. excellent [] b. good [X] c. fair [] d. deteriorated []

11. INTEGRITY: a. original site [] b. moved [X] if so,when?
c. list major alterations and dates (if known):

12. PHOTO: See Attached Sheets **13. MAP:** See Attached Sheets

14. THREATS TO BUILDING: a. none known [] b. zoning [] c. roads []
d. developers [X] e. deterioration [X]
f. other: []

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn [] b. carriage house [] c. garage []
d. privy [] e. shed [] f. greenhouse []
g. shop [] h. gardens []
i. landscape features: []
j. other: []

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land [] b. woodland []
c. scattered buildings []
d. densely built-up [] e. commercial []
f. industrial [X] g. residential [] h. other:

17.

INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS: (Indicate if building or structure is in an historic district). The structure is located within the New York State Historic Barge Canal District (00104.000641). At its time of construction in the early 20th century, the barge was considered to be a marvel of engineering, spanning a total of 525 miles. It was said to rival, if not surpass the achievements made during the construction of the Panama Canal, being ten times as long and containing many more structures. Because of this, the canal system was added to the National Register in 2014. The small wood framed building itself likely served as a valve or pump house for the harbor and contributes to the historic nature of the district.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1911-1918. Does not appear on any maps.

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This small wood framed building appears associated with early 20th century harbor related operation. The building does not appear on any historic maps, including USGS topographic maps, and appears to have been constructed as a pump or valve house due to its small size. There is a noticeable lack of foundations, which suggests the structure has been moved. The building is in good condition and adds to the historic feel of Utica Harbor.

21. SOURCES:

Moyer, David and Matt Bandurchin
2015 *Phase IA/IB Cultural Resources Survey Utica Harbor Redevelopment Project, City of Utica, Oneida County, New York.*

22. THEME: 20th century industrial, Canals, Oneida County

Aerial map of the project area with the small wood framed building indicated.

Photo 47. View of small wood framed structure at the Utica harbor facility, facing southwest.

Photo 48. View of small wood framed structure at the Utica harbor facility, facing east.

Appendix E.

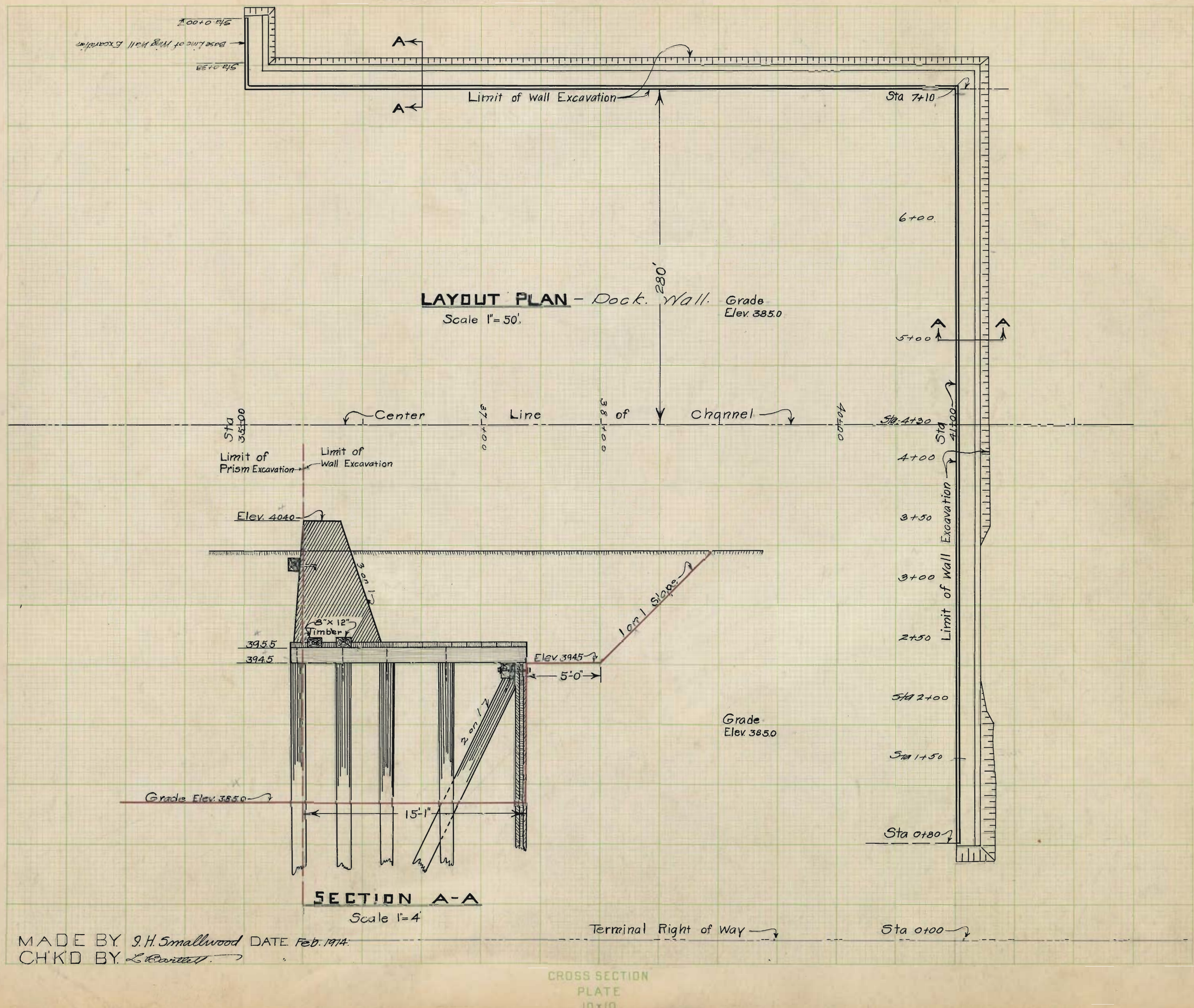
Plans for the Construction of the Bulkhead Wall at Utica Harbor

T. E. FORM 48. 1-6-13-3000 (60-2773)

FINAL ESTIMATE – Dock.

CROSS SECTIONS OF ..... ALTERATION NO. 1

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.



MADE BY J. H. Smallwood DATE Feb. 1914.

CH'K'D BY L. Bartlett.

CROSS SECTION
PLATE
10x10

FINAL ESTIMATE

SUMMARY OF DOCK

TERMINAL CONTRACT No. 15 LOCALITY UTICA, N.Y.

Page Reference	ITEM		Measure	QUANTITIES
	ORIGINAL CONTRACT			
	1st CLASS REINFORCED CONCRETE			
G - 21	Column 3	Total	Cu. Ft.	83.60
		Total	Cu. Yds.	3.10
	ALTERATION NO. 1			
	EXCAVATION			
G - 6	Column 1		Cu. Ft.	19199.4
G - 6	" 2		" "	57588.0
G - 6	" 3		" "	48098.2
G - 10	" 1		" "	58374.9
G - 10	" 2		" "	85423.1
G - 10	" 3		" "	118362.8
G - 13	" 1		" "	3094.0
G - 13	" 2		" "	10235.1
G - 13	" 3		" "	20028.0
G - 14	" 1		" "	12398.3
G - 14	" 2		" "	3751.3
G - 16	" 1		" "	9030.6
G - 16	" 2		" "	11554.3
		Total	" "	457138.0
		Total	Cu. Yds	16931.0
	LINING			
G - 18	Column 3	Total	Cu. Ft.	21432.0
		Total	Cu. Yds.	793.8
	SAWED LUMBER - Y.P. OR D.F.			
G - 20	Column 1	Total	Ft. B.M.	181565.0
		Total	M.Ft.B.M.	181.565
	FOUNDATION PILES			
G - 20	Column 3	Total	Lin. Ft.	74666.0
	WOODEN SHEET PILING			
G - 18	Column 1	Total	Ft. B.M.	233029.0
		Total	M.Ft.B.M.	233.029
	2ND CLASS CONCRETE			
G - 21	Column 2	Total	Cu. Ft.	44527.81
		Total	Cu. Yds.	1649.18
	4TH CLASS RIP RAP			
G - 24	Column 1		Cu. Ft.	9109.1
G - 24	" 2		" "	9472.5
G - 24	" 3		" "	26159.5
G - 25	" 1		" "	13827.5
G - 25	" 2		" "	19070.1
G - 25	" 3		" "	14323.0
		Total	" "	91961.7
		Total	Cu. Yds.	3406.0

Page Reference	ITEM		Measure	QUANTITIES
	ALTERATION NO. 1 - CONT'D			
	CAST IRON PIPE LAID			
G - 26	Column 2	Total	Lbs.	26707.0
		Est. Wt. + Overrun	"	27144.0
	STRUCTURAL STEEL			
G - 26	Column 1	Total	Lbs.	5372.0
		Est. Wt. + Overrun	"	6544.0
	MALLEABLE C.I. NOSING			
G - 26	Column 1	Total	Lin. Ft.	1160.0
	IRON CASTINGS - PLAIN			
G - 26	Column 1	Total	Lbs.	5830.0
		Est. Wt. + Overrun	"	5843.0
	ALTERATION NO. 3			
	LINING			
G - 18	Column 3	Total	Cu. Ft.	36492.3
		Total	Cu. Yds	1351.6
	STRUCTURAL STEEL			
G - 26	Column 1	Total	Lbs.	2974.0
		Est. Wt. + Overrun	"	3623.0

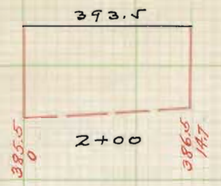
MADE BY :- E. Hulsapple
Checked by P. Bodgw
DIVISION CHECK BY :- D. H. Judson

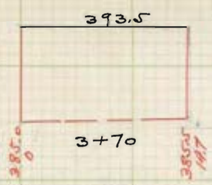
T. E. FORM 48. 1-8-15-3000 (65-8773)

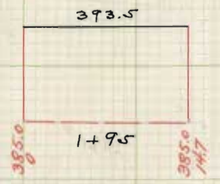
FINAL ESTIMATE

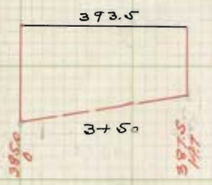
CROSS SECTIONS OF Dock (Below Elev. 393.5) Excavation

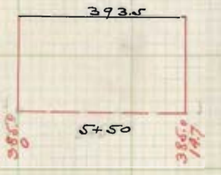
TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

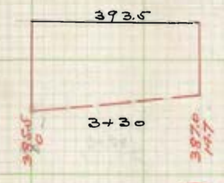


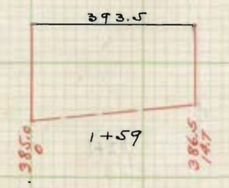


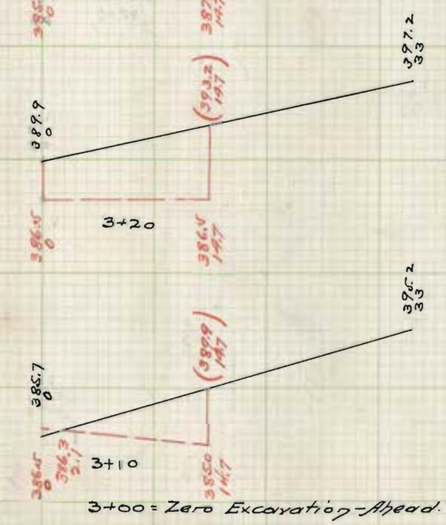


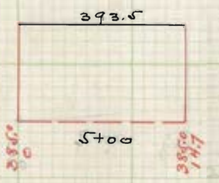


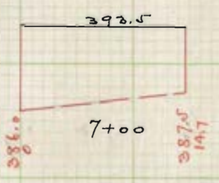


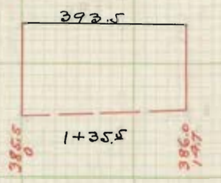






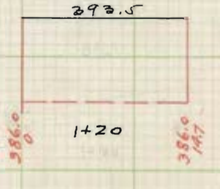


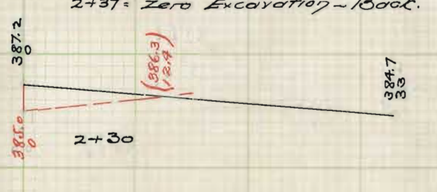


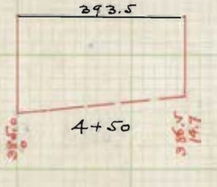


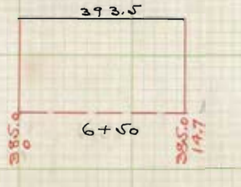
3+00 = Zero Excavation - Ahead.

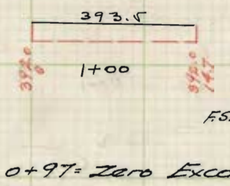
2+37 = Zero Excavation - Back.



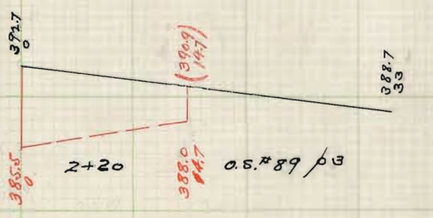






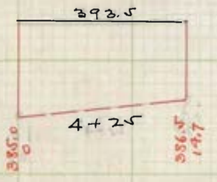


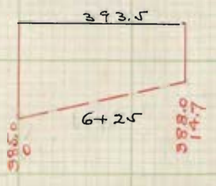
F.S. #90 p 58-60

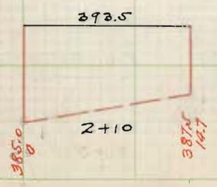


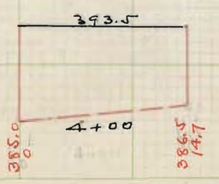
O.S. #89 p 3

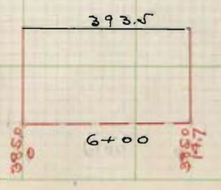
0+97 = Zero Excavation











Made by L. Bartlett.
Checked by Spencer.
Division Check E. Hulsapple

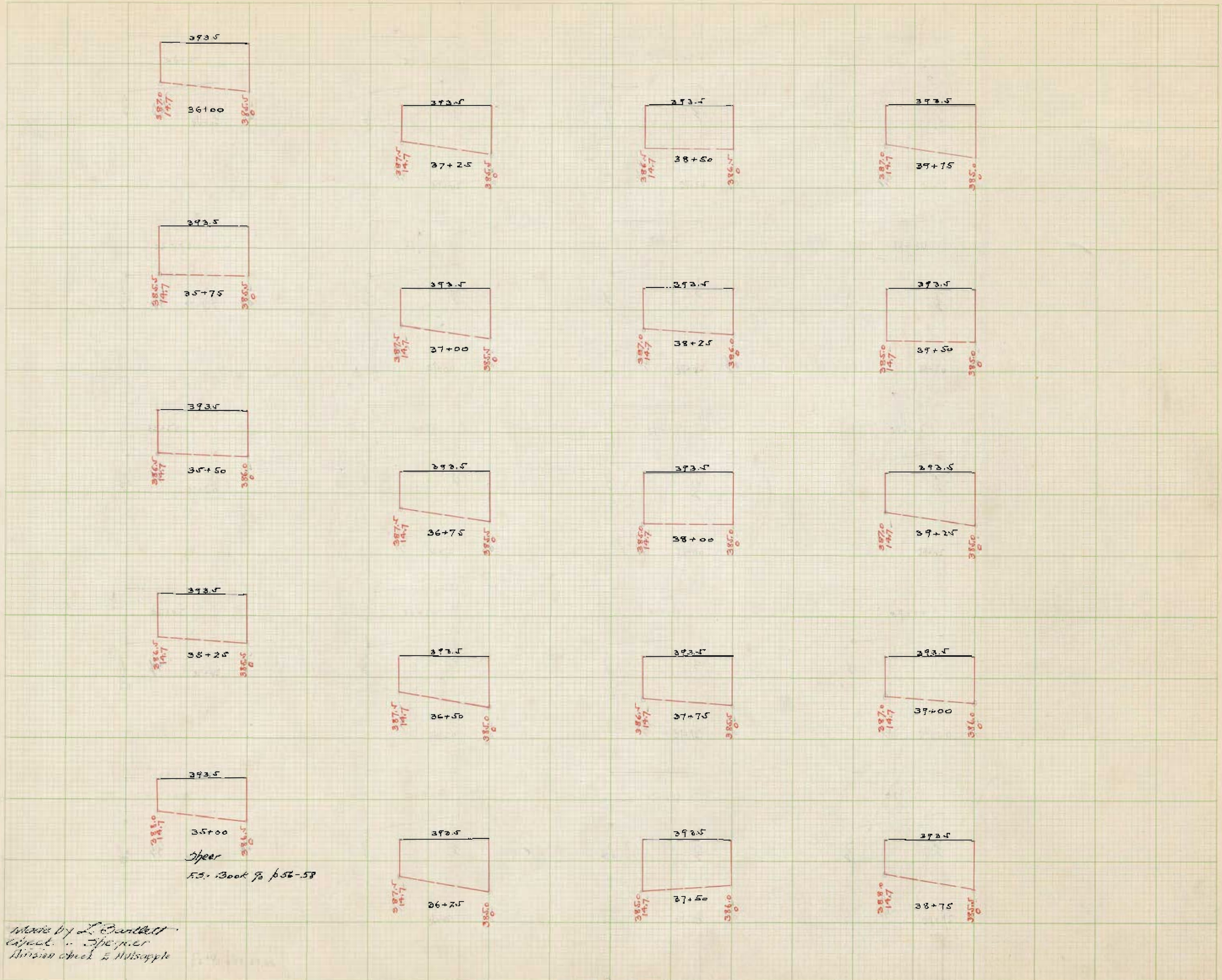
CROSS SECTION
PLATE
10 x 10

T. E. Form 45.

FINAL ESTIMATE

CROSS SECTIONS OF Dock (Below Elev 393.5) Excavation

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.



CROSS SECTION PLATE 10 x 10

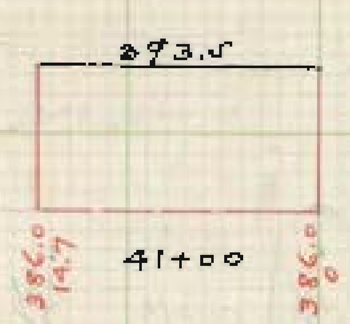
T. E. Form 48.

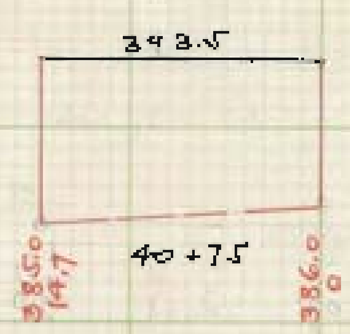
FINAL ESTIMATE

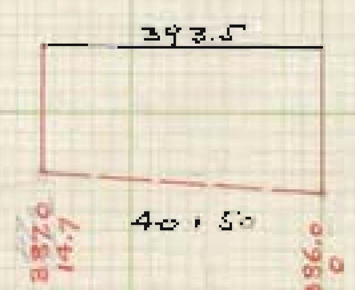
CROSS SECTIONS OF Dock - Below Elev. 393.5 Excavation

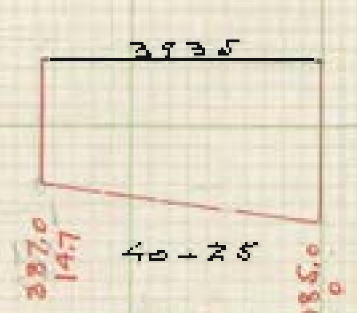
TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

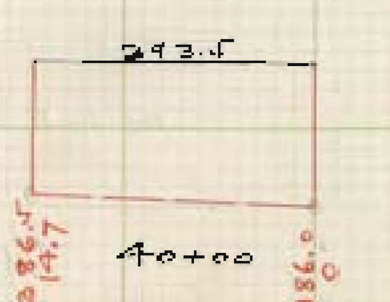
PART G PAGE 5

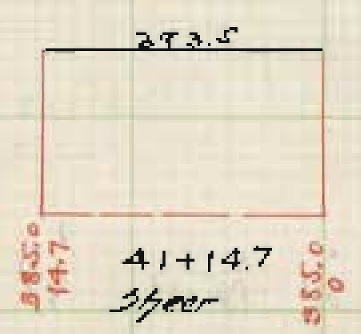












Made by Fasirtay.
Checked " Spencer.
Division check E. Hulsapple

CROSS SECTION PLATE 10x10

T. E. FORM 47. 1-5-12-2000 (6-2771)

FINAL ESTIMATE

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

Dock Wall Excavation (Below Elev. 393.5) ALTERATION NO. 1

POSITIVE FACTORS	NEGATIVE FACTORS	AREA	DIST.	CU. FT.	STA.
		0			0+97
			3	33.0	
3.5±3.5×14.7	51.4 2.0±2.0×14.7	29.4	22.0		1+00
			20	13220	
13.5±13.5×14.7	198.4 6.0±6.0×14.7	88.2	110.2		1+20
			15.5	1736.8	
13.5±13.5×14.7	198.4 5.5±6.0×14.7	84.5	113.9		1+35.5
			23.5	2676.6	
13.5±13.5×14.7	198.4 5.0±6.5×14.7	84.5	113.9		1+59
			21.5	2567.1	
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9		1+80.5
			14.5	1811.0	
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9		1+95
			5.0	587.8	
13.5±13.5×14.7	198.4 5.5±6.5×14.7	88.2	110.2		2+00
			10.0	1083.5	
13.5±13.5×14.7	198.4 5.0±7.5×14.7	91.9	106.5		2+10
			10.0	904.0	
12.7±10.9×14.7	173.5 5.5±8.0×14.7	99.2	74.3		2+20
			10.0	439.5	
7.2±6.3×12.4	83.7 5.0±6.3×12.4	70.1	13.6		2+30
			7.0	47.6	(Back) 2+37
		0			(Ahead) 3+00
			10.0	154.5	
6.3±9.9×12.6	102.1 6.3±5.0×12.6	71.2	30.9		3+10
			10.0	526.5	
9.9±13.2×14.7	169.8 6.5±6.5×14.7	95.6	74.2		3+20
			10.0	903.5	
13.5±13.5×14.7	198.4 5.5±7.0×14.7	91.9	106.5		3+30
			20.0	2130.0	
13.5±13.5×14.7	198.4 5.0±7.5×14.7	91.9	106.5		3+50
			20.0	2277.0	
13.5±13.5×14.7	198.4 5.0±5.5×14.7	77.2	121.2		3+70
		Total		19199.4	

POSITIVE FACTORS	NEGATIVE FACTORS	AREA	DIST.	CU. FT.	STA.
13.5±13.5×14.7	198.4 5.0±6.5×14.7	84.5	113.9	30 3526.5	4+00
13.5±13.5×14.7	198.4 5.0±6.5×14.7	84.5	113.9	25 2847.5	4+25
13.5±13.5×14.7	198.4 5.0±6.5×14.7	84.5	113.9	25 2847.5	4+50
13.5±13.5×14.7	198.4 5.5±6.5×14.7	88.2	110.2	25 2801.2	4+75
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9	25 2938.8	5+00
13.5±13.5×14.7	198.4 5.0±6.0×14.7	80.8	117.6	25 3031.2	5+25
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9	25 2892.5	5+50
13.5±13.5×14.7	198.4 5.0±7.5×14.7	91.9	106.5	25 2892.5	5+75
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9	25 2846.2	6+00
13.5±13.5×14.7	198.4 5.0±8.0×14.7	95.6	102.8	25 2846.2	6+25
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9	25 2755.0	6+50
13.5±13.5×14.7	198.4 7.0±7.0×14.7	102.9	95.5	25. 2433.8	6+75
13.5±13.5×14.7	198.4 6.0±7.5×14.7	99.2	99.2	10 1120.5	7+00
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9		7+10
					(Sheer)
13.5±13.5×14.7	198.4 6.5±8.0×14.7	106.6	91.8	25 2525.0	35+00
13.5±13.5×14.7	198.4 5.5±6.5×14.7	88.2	110.2	25 2708.8	35+25
13.5±13.5×14.7	198.4 6.0±6.5×14.7	91.9	106.5	25 2801.2	35+50
13.5±13.5×14.7	198.4 5.5±5.5×14.7	80.8	117.6	25 2801.2	35+75
13.5±13.5×14.7	198.4 5.5±7.0×14.7	91.9	106.5	25 2892.5	36+00
13.5±13.5×14.7	198.4 5.0±7.5×14.7	91.9	106.5	25 2662.5	36+25
13.5±13.5×14.7	198.4 5.0±7.5×14.7	91.9	106.5	25 2662.5	36+50
13.5±13.5×14.7	198.4 5.5±7.5×14.7	95.6	102.8	25 2616.2	36+75
		Total		57588.0	

POSITIVE FACTORS	NEGATIVE FACTORS	AREA	DIST.	CU. FT.	STA.
13.5±13.5×14.7	198.4 5.5±7.5×14.7	95.6	102.8	25 2570.0	37+00
13.5±13.5×14.7	198.4 5.5±7.5×14.7	95.6	102.8	25 2755.0	37+25
13.5±13.5×14.7	198.4 6.0±5.0×14.7	80.8	117.6	25 2847.5	37+50
13.5±13.5×14.7	198.4 5.5±6.5×14.7	88.2	110.2	25 2938.8	37+75
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9	25 2846.2	38+00
13.5±13.5×14.7	198.4 6.0±7.0×14.7	95.6	102.8	25 2570.0	38+25
13.5±13.5×14.7	198.4 6.5±6.5×14.7	95.6	102.8	25 2552.5	38+50
13.5±13.5×14.7	198.4 5.5±8.0×14.7	99.2	99.2	25 2525.0	38+75
13.5±13.5×14.7	198.4 6.0±7.0×14.7	95.6	102.8	25 2662.5	39+00
13.5±13.5×14.7	198.4 5.0±7.0×14.7	88.2	110.2	25 2938.8	39+25
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9	25 2938.8	39+50
13.5±13.5×14.7	198.4 5.0±7.0×14.7	88.2	110.2	25 2708.8	39+75
13.5±13.5×14.7	198.4 6.0±6.5×14.7	91.9	106.5	25 2708.8	40+00
13.5±13.5×14.7	198.4 5.0±7.0×14.7	88.2	110.2	25 2662.5	40+25
13.5±13.5×14.7	198.4 6.0±7.0×14.7	95.6	102.8	25 2755.0	40+50
13.5±13.5×14.7	198.4 6.0±5.0×14.7	80.8	117.6	25 2847.5	40+75
13.5±13.5×14.7	198.4 6.0±6.0×14.7	88.2	110.2	14.7 1728.0	41+00
13.5±13.5×14.7	198.4 5.0±5.0×14.7	73.5	124.9		41+14.7 (Sheer)
		Total		48098.2	

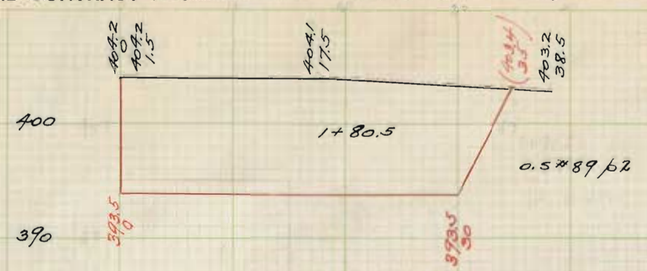
Computed by Krafinger
Checked " Spencer
Division check E. Hulsapple

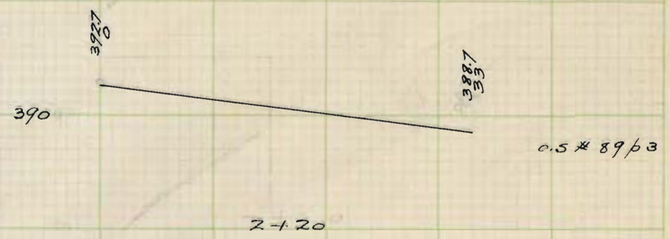
T. E. Form 48. 1-6-35-3000 (65-3273)

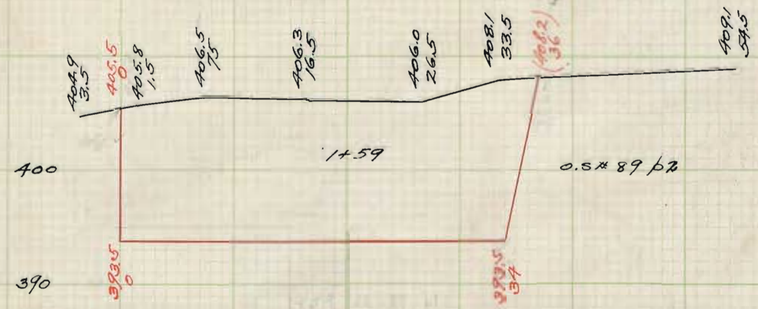
FINAL ESTIMATE

CROSS SECTIONS OF Dock Wall (Above El. 393.5) Excavation

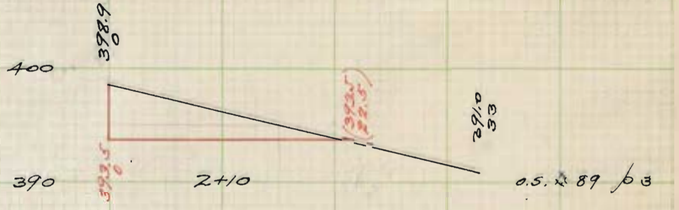
TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

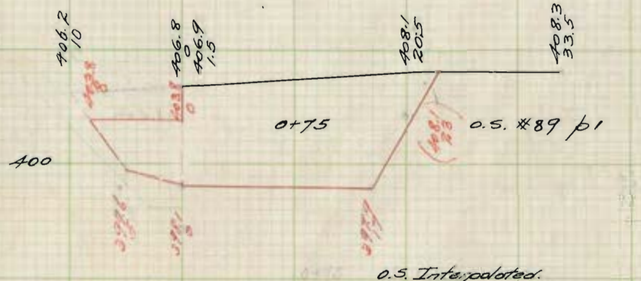




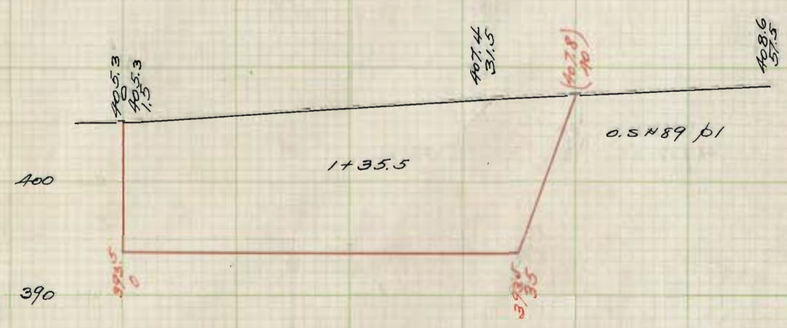


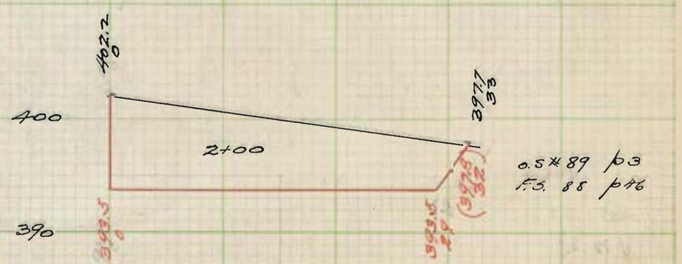
Sta 2+18.7 = Zero Excavation above Elev. 393.5

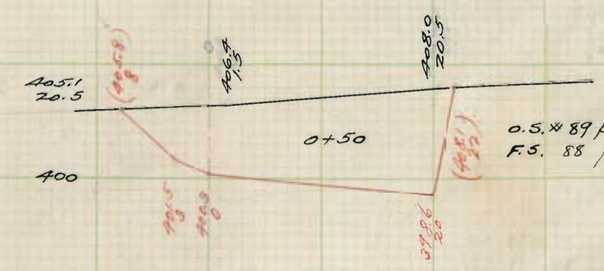


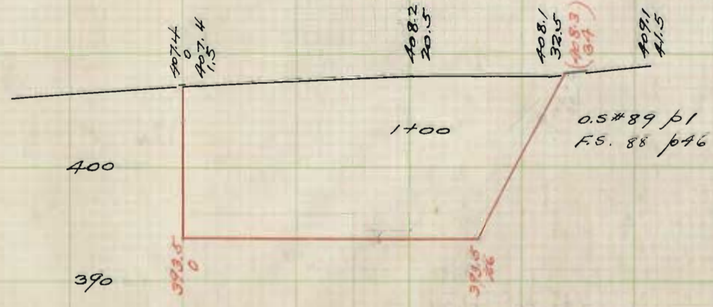


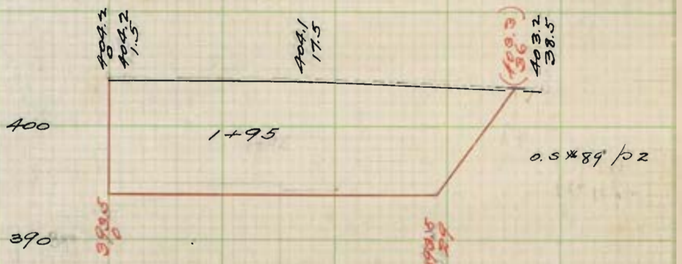
0.5 Interpolated.
F.S. #88 p48











0+40 = Zero Excavation

Made by L. N. Bartlett
Check. " Oliver
Division Check E. Holsapple

Zero for Stationing = 430 feet right of ℄.
" " Base Line - Sta 41+00 - Harper ℄.

0 10 20 30

Note - Excavation between Stas. 0+40 — 2+20 was done for the original type of dock wall, and therefor does not correspond with the remaining sections that were done after Alteration No. 1 went into effect.

0 10 20 30 40

0 10 20 30 40

CROSS SECTION PLATE 10×10

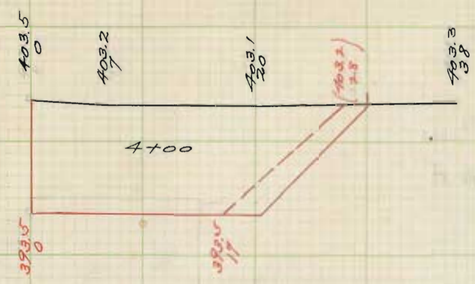
T. E. FORM 48. 1-13-1900 (61-2773)

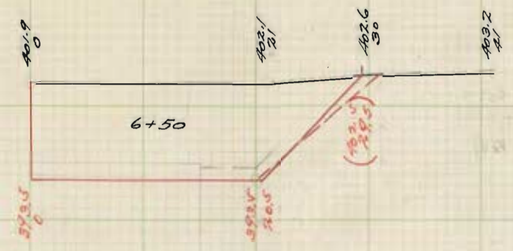
FINAL ESTIMATE

CROSS SECTIONS OF Dock Wall (Above Elev. 393.5) Excavation

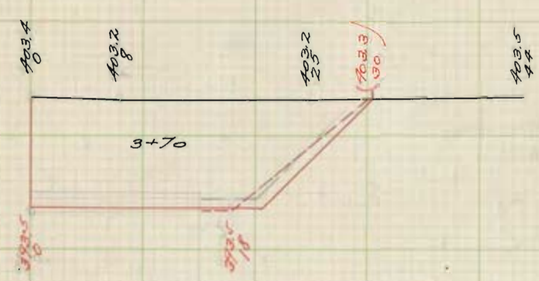
TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

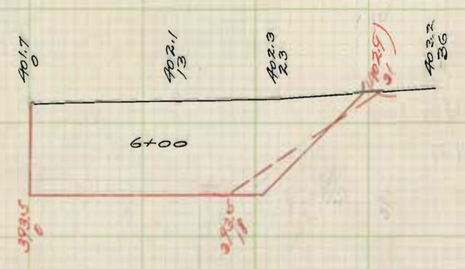
PART G PAGE 8



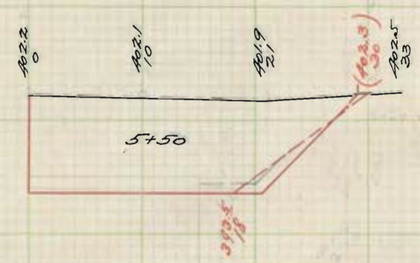


0.5. # 89 p6
F.S. # 88 p64



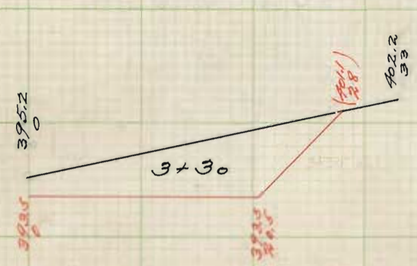


0.5 # 89 p7
F.S # 88 p48

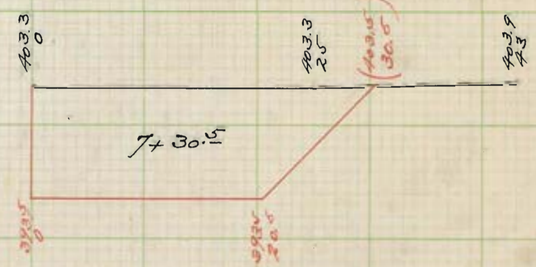


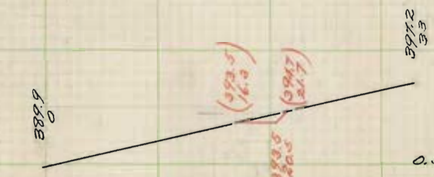
7+40 = Zero Excavation.

Slope Stakes Book 96 p6



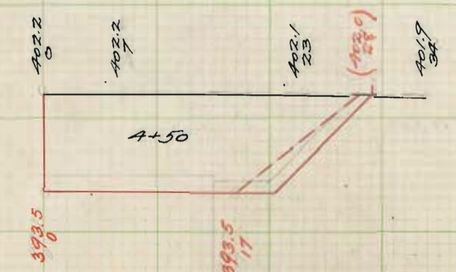
05 # 89 p6
F.S # 88 p64.





0.5. # 89 p7

3+20 = Sheer



made by L. Bartlett.
checked " Oliver
Division check E. Hulsapple

CROSS SECTION
PLATE
10×10

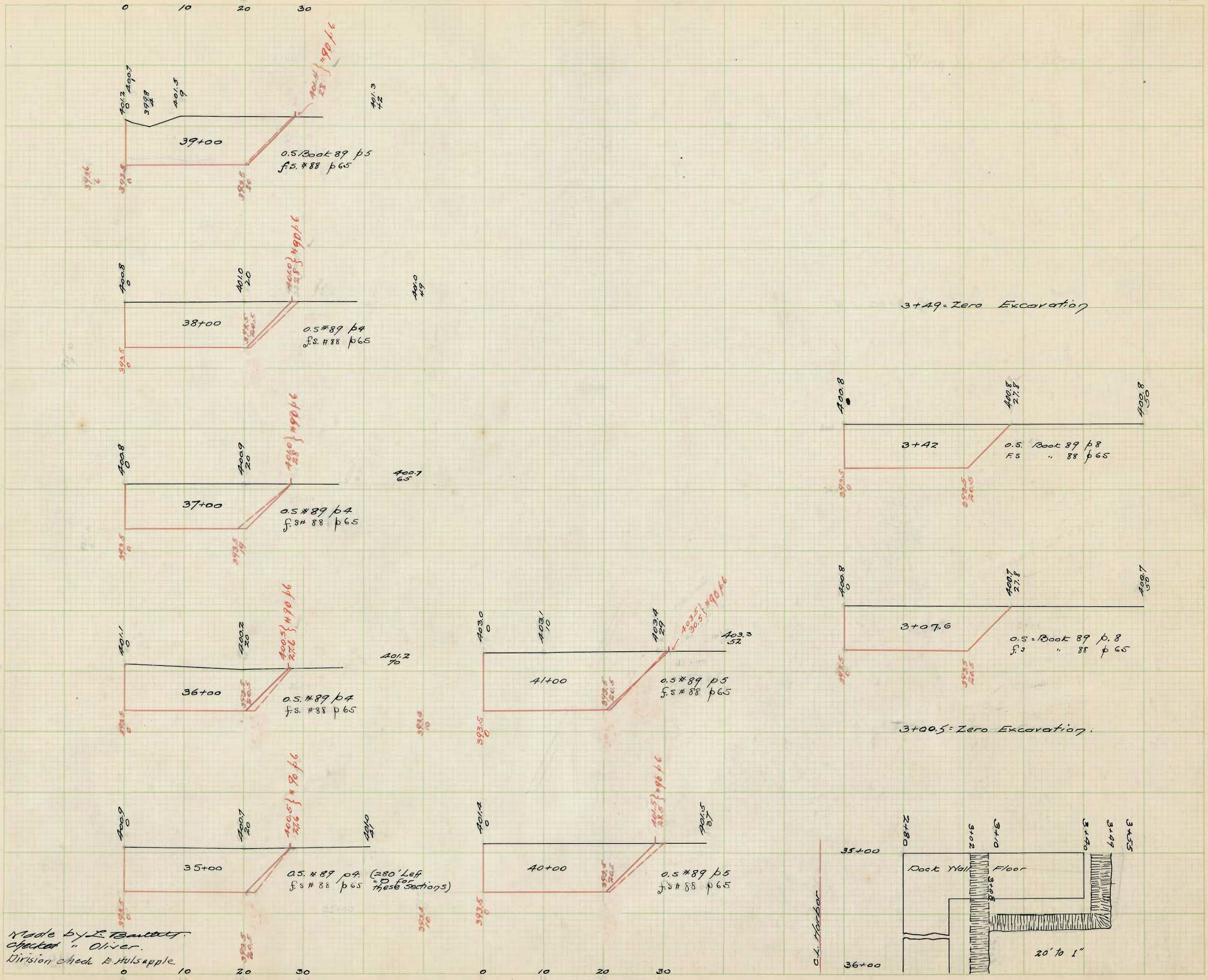
T. E. FORM 48. 1-6-15-3000 (61-2773)

FINAL ESTIMATE

CROSS SECTIONS OF Dock Wall - Excavation (Above 393.5)

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

PART G PAGE 9



Made by L. Bartlett.
Checked " Oliver.
Division Chief E. Hulsapple

CROSS SECTION
PLATE
10 x 10

Dock Wall Excavation (Above Elev. 393.5)

POSITIVE FACTORS		NEGATIVE FACTORS		AREA	DIST.	CU. FT.	STA.
				0			0+40
15.8±16.4×9.5	153.0	15.8±11.5×5.0	68.2				
16.4 " 18.0×19.0	326.8	11.5 " 10.3×3.0	32.7				
18.0 " 18.1× 1.5	27.1	10.3 " 8.6×20.0	189.0				
		8.6 " 18.1×2.0	26.7	190.3	10	951.5	0+50
	506.9		316.6				
13.8±13.8×8.0	110.4	13.8±9.6× 3.0	35.1				
16.8 " 16.9× 1.5	25.3	9.6 " 8.1× 5.0	44.2				
16.9 " 18.1×19.0	332.5	8.1 " 7.9× 17.0	136.0				
18.1 " 18.1× 2.5	45.2	7.9 " 18.1× 6.0	78.0		25	5130.0	0+75
	513.4		293.3	220.1			
12.5±12.5×11.9	148.8	12.5±3.5× 9.0	72.0				
16.9 " 17.0× 1.5	25.4	3.5 " 3.5× 17.6	61.6				
17.0 " 18.1×19.0	333.4	3.5 " 5.5× 3.3	14.8			1413.8	(Back)
18.1 " 18.1× 2.5	45.2	5.5 " 18.1× 5.0	59.0		5		0+80
	552.8		207.4	345.4			
16.9±17.0× 1.5	25.4	3.5±3.5× 14.7	51.4				
17.0 " 18.1×19.0	333.4	3.5 " 5.5× 3.3	14.8				(Ahead)
18.1 " 18.1× 2.5	45.2	5.5 " 18.1× 5.0	59.0		0		0+80
	404.0		125.2	278.8			
17.4±17.4× 1.5	26.1	3.5±3.5×26.0	91.0				
17.4 " 18.2×19.0	338.2	3.5 " 18.3× 8.0	87.2			7100.0	
18.2 " 18.1×12.0	217.8						
18.1 " 18.3× 1.5	27.3				20		1+00
	609.4		178.2	431.2			
15.3±15.3× 1.5	23.0	3.5±3.5×35.0	122.5				
15.3 " 17.4× 30.0	490.5	3.5 " 17.8× 5.0	53.2				
17.4 " 17.8× 8.5	149.6				35.5	16305.2	1+35.5
	663.1		175.7	487.4			
15.5±15.8× 1.5	23.5	3.5±3.5×34.0	119.0				
15.8 " 16.5× 6.0	96.9	3.5 " 18.2× 2.0	21.7				
16.5 " 16.3× 9.0	147.6						
16.3 " 16.0×10.0	161.5					11056.8	
16.0 " 18.1× 7.0	119.4						
18.1 " 18.2× 2.5	45.4				23.5		1+59
	594.3		140.7	453.6			
14.2±14.2× 1.5	21.3	3.5±3.5× 30.0	105.0				
14.2 " 14.1× 16.0	226.4	3.5 " 13.4× 5.0	42.2				
14.1 " 13.4×17.5	240.6				21.5	8543.0	1+80.5
	488.3		147.2	341.1			
14.2±14.2× 1.5	21.3	3.5±3.5×29.0	101.5				
14.2 " 14.1× 16.0	226.4	3.5 " 13.3× 7.0	58.8				
14.1 " 13.3×18.5	253.4				14.5	4943.8	1+95
	501.1		160.3	340.8			
12.2±7.8×32.0	320.0	3.5±3.5×29.0	101.5				
		3.5 " 7.8× 3.0	17.0		5	1355.8	2+00
	320.0		118.5	201.5			
8.9±3.5×22.5	139.5	3.5±3.5×22.5	78.8	60.7	10	1311.0	2+10
					8.7	264.0	
				0			2+18.7
				Total		58374.9	

POSITIVE FACTORS		NEGATIVE FACTORS		AREA	DIST.	CU. FT.	STA.
3.5±4.7×5.4	22.1	3.5±3.5×4.2	14.7				(Sheer)
		3.5 " 4.7× 1.2	4.9				3+20
	22.1		19.6	2.5			
5.2±11.1×28.0	228.2	3.5±3.5×20.5	71.8				
		3.5 " 11.1× 7.5	54.8		10		3+30
	228.2		126.6	101.6			
13.2±13.5×30.0	400.5	3.5±3.5×15.0	52.5			3363.0	
		3.5 " 5.6× 6.0	27.3				
		5.6 " 13.5× 9.0	86.0		20		3+50
	400.5		165.8	234.7			
13.4±13.2× 8.0	106.4	3.5±3.5×18.0	63.0			4679.0	
13.2 " 13.2×17.0	224.4	3.5 " 13.3×12.0	100.8				
13.2 " 13.3× 5.0	66.2				20		3+70
	397.0		163.8	233.2			
13.5±13.2× 7.0	93.4	3.5±3.5×17.0	59.5			6772.5	
13.2 " 13.1×13.0	171.0	3.5 " 13.2×11.0	91.8				
13.1 " 13.2× 8.0	105.2				30		4+00
	369.6		151.3	218.3			
12.2±12.2× 7.0	85.4	3.5±3.5×17.0	59.5			10340.0	
12.2 " 12.1×16.0	194.4	3.5 " 12.0×11.0	85.2				
12.1 " 12.0× 5.0	60.2				50		4+50
	340.0		144.7	195.3			
11.8±11.5×12.0	139.8	3.5±3.5×18.0	63.0			9637.5	
11.5 " 12.1× 8.0	94.4	3.5 " 11.9×10.0	77.0				
12.1 " 11.9× 8.0	96.0				50		5+00
	330.2		140.0	190.2			
12.2±12.1×10.0	121.5	3.5±3.5×18.0	63.0			9870.0	
12.1 " 11.9× 11.0	132.0	3.5 " 12.3×12.0	94.8				
11.9 " 12.3× 9.0	108.9				50		5+50
	362.4		157.8	204.6			
11.7±12.1×13.0	154.7	3.5±3.5×18.0	63.0			10312.5	
12.1 " 12.3×10.0	122.0	3.5 " 12.9×13.0	106.6				
12.3 " 12.9× 8.0	100.8				50		6+00
	377.5		169.6	207.9			
11.9±12.1×21.0	252.0	3.5±3.5×20.5	71.8			10517.5	
12.1 " 12.5× 8.5	104.6	3.5 " 12.5× 9.0	72.0		50		6+50
	356.6		143.8	212.8			
13.0±13.3×30.0	394.5	3.5±3.5×18.0	63.0			13305.0	
		3.5 " 13.3×12.0	100.8		60		7+10
	394.5		163.8	230.7			
13.3±13.3×25.0	332.5	3.5±3.5×20.5	71.8				
13.3 " 13.5× 5.5	73.7	3.5 " 13.5×10.0	85.0	249.4	20.5	4921.0	7+30.5
	406.2		156.8				
					9.5	1184.6	
				0			7+40
				Total		85423.1	

POSITIVE FACTORS		NEGATIVE FACTORS		AREA	DIST.	CU. FT.	STA.
10.9±10.7×20.0	216.0	3.5±3.5×20.5	71.8				
10.7 " 10.5× 7.6	80.6	3.5 " 10.5× 7.1	49.7				3.5+00
	296.6		121.5	175.1			
						17265.0	
11.1±10.2×20.0	213.0	3.5±3.5×20.5	71.8				
10.2 " 10.5× 7.6	78.7	3.5 " 10.5× 7.1	49.7		100		3.6+00
	291.7		121.5	170.2			
10.8±10.9×20.0	217.0	3.5±3.5× 19.0	66.5				
10.9 " 11.0× 8.0	87.6	3.5 " 11.0× 9.0	65.2	172.9	100		3.7+00
	304.6		131.7				
						17635.0	
10.8±11.0×20.0	218.0	3.5±3.5×20.5	71.8				
11.0 " 11.0× 8.0	88.0	3.5 " 11.0× 7.5	54.4		100		3.8+00
	306.0		126.2	179.8			
11.2±10.7× 1.0	11.0	3.5±3.5×20.0	70.0				
10.7 " 9.8× 3.0	30.8	3.5 " 11.4× 8.0	59.6			18140.0	
9.8 " 11.5× 5.0	53.2						
11.5 " 11.4×19.0	217.6				100		3.9+00
	312.6		129.6	183.0			
11.4±11.5×28.5	326.3	3.5±3.5×20.5	71.8			18875.0	
		3.5 " 11.5× 8.0	60.0	194.5	100		4.0+00
	326.3		131.8				
13.0±13.1×10.0	130.5	3.5±3.5×20.5	71.8			22010.0	
13.1 " 13.4×19.0	251.8	3.5 " 13.5×10.0	85.0				
13.4 " 13.5× 1.5	20.2			245.7	100		4.1+00
	402.5		156.8				
				0			3+00.5
10.8±10.7×27.8	298.8	3.5±3.5×20.5	71.8				
		3.5 " 10.7× 7.3	51.8		7.1	622.0	3+07.6
	298.8		123.6	175.2			
10.8±10.8×27.8	300.2	3.5±3.5×20.5	71.8			6044.1	
		3.5 " 10.8× 7.3	52.2		34.4		3+42
	300.2		124.0	176.2			
					7	616.7	
				0			3+49
				Total		118362.8	

Made by Koffinger
Checked :. Spencer.
Division check E. Hulsapple

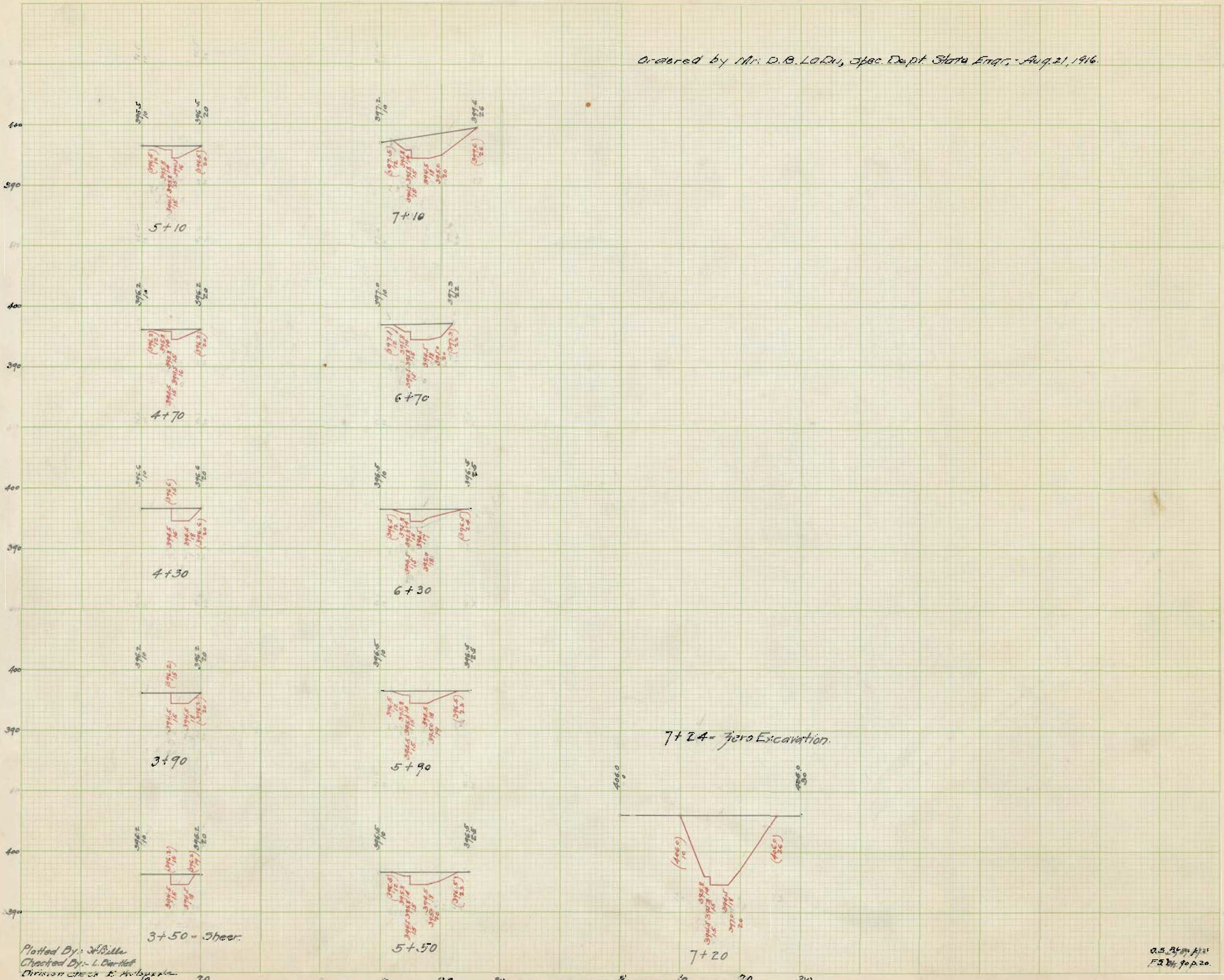
T. E. FORM 48.

FINAL ESTIMATE

CROSS SECTIONS OF *Trench for Placing Fillers Back of Dock Floor.*

TERMINAL CONTRACT NO. *15* LOCALITY *Utica, N.Y.*

PART *G* PAGE *11*



CROSS SECTION
PLATE
10 x 10

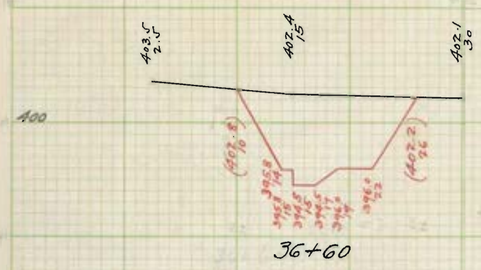
T. E. FORM 48. 1-15-3000 (63-2773)

FINAL ESTIMATE

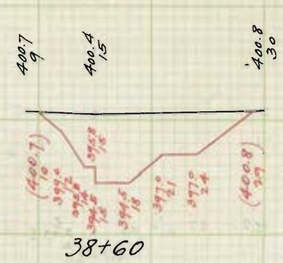
CROSS SECTIONS OF Trench for Placing Fillers Backs of Dock Floor

TERMINAL CONTRACT NO. 15 LOCALITY Utica N.Y.

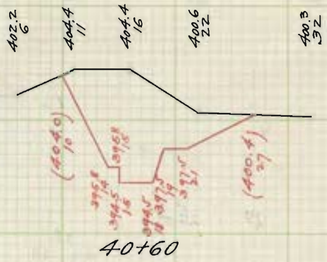
0+43 = Zero Excavation-Wing Wall.



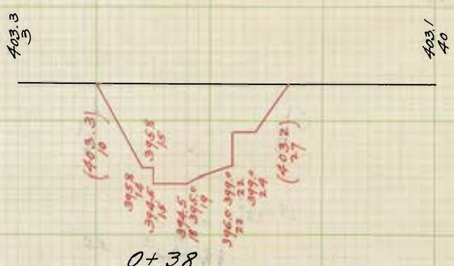
36+60



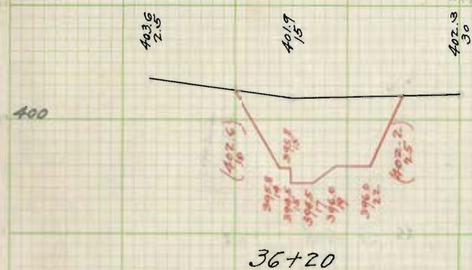
38+60



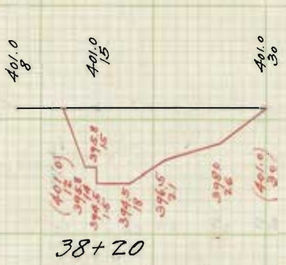
40+60



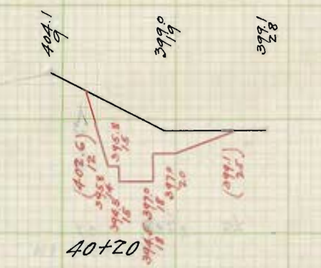
0+38



36+20



38+20



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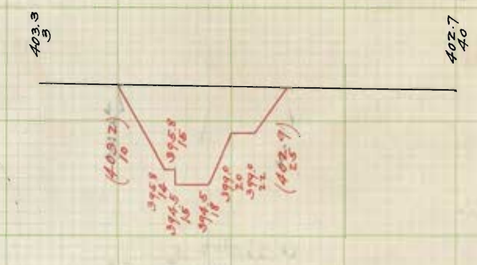

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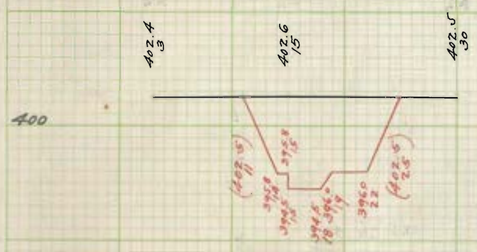
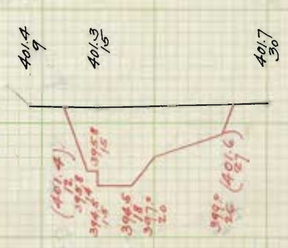


35+80



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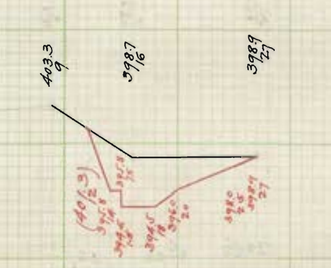
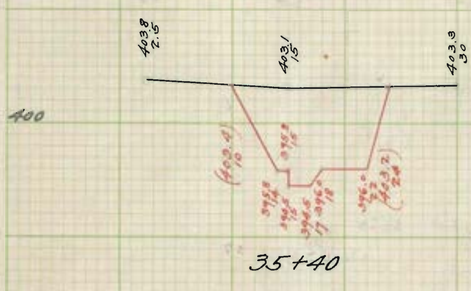


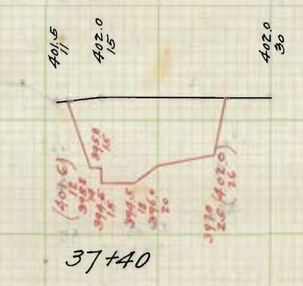
39+80

0.0-8 = Zero Excavation-Wing Wall.

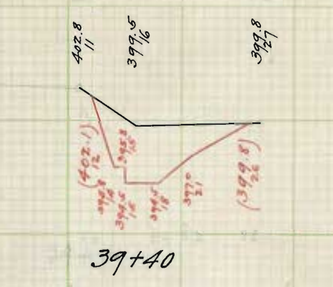
41+25 = Zero Excavation.



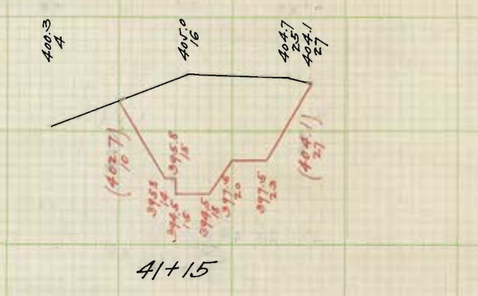
35+40



37+40

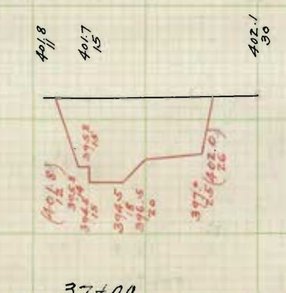


39+40

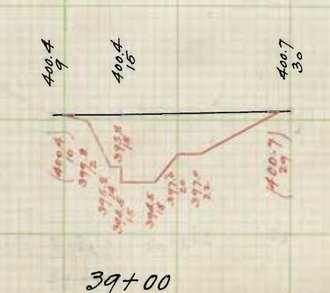


41+15

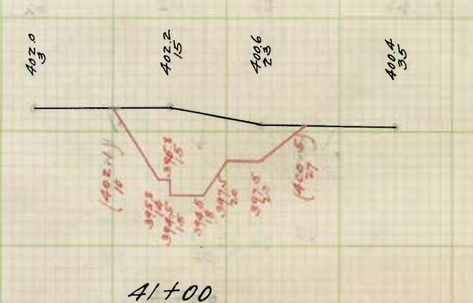
35+15



37+00



39+00



41+00

Plotted By, J.Bille.
Checked By, L.Bartlett.
Division check E.Hulsapple
F.S. Bk 90 p. 19
O.S. Bk 89 p. 72

35+06 = Zero Excavation.

0 10 20 30 0 10 20 30 0 10 20 30 0 10 20 30 40

CROSS SECTION PLATE 10x10

FINAL ESTIMATE

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

Trench for Fillers -- Dock. — Excavation. Alteration No. 1

Positive Factors		Negative Factors		Area	Dist.	Cu. Ft.	Sta.
6.2½6.2×4.0	24.8	4.5½4.5×3.0	13.5				Sheer
		4.5 . 6.2×1.0	5.4				
	24.8		18.9	5.9			3+50
					40.0	254.0	
6.2½6.2×5.0	31.0	4.5½4.5×3.0	13.5				
		4.5 . 6.2×2.0	10.7				
	31.0		24.2	6.8			3+90
					40.0	304.0	
6.6½6.6×5.0	33.0	4.5½4.5×3.0	13.5				
		4.5 . 6.6×2.0	11.1				
	33.0		24.6	8.4			4+30
6.2½6.2×8.0	49.6	6.2½5.8×2.0	12.0				
		5.8 . 5.8×1.0	5.8		40.0	286.0	
		4.5 . 4.5×1.0	4.5				
		4.5 . 6.2×4.0	21.4				
	49.6		43.7	5.9			4+70
6.5½6.5×8.0	52.0	6.5½5.8×2.0	12.3				
		5.8 5.8×1.0	5.8				
		4.5 4.5×1.0	4.5		40.0	266.0	
		4.5 6.5×4.0	22.0				
	52.0		44.6	7.4			5+10
6.5½6.5×11.0	71.5	6.5½5.8×2.0	12.3				
		5.8 . 5.8×1.0	5.8				
		4.5 . 4.5×3.0	13.5				
		4.5 . 5.0×2.0	9.5		40.0	412.0	
		5.0 6.5×3.0	17.2				
	71.5		58.3	13.2			5+50
6.5½6.5×11.0	71.5	6.5½5.8×2.0	12.3				
		5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5		40.0	506.0	
		4.5 5.0×1.0	4.8				
		5.0 6.5×4.0	23.0				
	71.5		59.4	12.1			5+90
6.5½6.5×12.0	78.0	6.5½5.8×2.0	12.3				
		5.8 5.8×1.0	5.8				
		4.5 4.5×2.0	9.0		40.0	474.0	
		4.5 5.0×1.0	4.8				
		5.0 6.5×6.0	34.5				
	78.0		66.4	11.6			6+30
7.1½7.3×10.0	72.0	7.1½5.8×2.0	12.9				
		5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5		40.0	592.0	
		4.5 5.0×2.0	9.5				
		5.0 7.3×2.0	12.3				6+70
	72.0		54.0	18.0			
					Total	3094.0	

Positive Factors		Negative Factors		Area	Dist.	Cu. Ft.	Sta.
7.5½9.6×14.0	119.7	7.5½5.8×2.0	13.3				
		5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5		40.0	1036.0	
		4.5 5.0×2.0	9.5				
		5.0 9.6×6.0	43.8				
	119.7		85.9	33.8			7+10
16.0½16.0×16.0	256.0	6.0½5.8×4.0	43.6				
		5.8 5.8×1.0	5.8		10.0	732.0	
		4.5 4.5×3.0	13.5				
		4.5 7.0×2.0	11.5				
		7.0 16.0×6.0	69.0				
	256.0		143.4	112.6			7+20
					4.0	225.2	
				0			7+24 Zero
				0			35+06 Zero
13.4½13.4×3.0	40.2	13.4½5.8×2.0	19.2				
13.4 13.4×7.0	93.8	5.8 5.8×1.0	5.8		9.0	248.4	
		4.5 4.5×2.0	9.0				
		4.5 13.4×5.0	44.8				
	134.0		78.8	55.2			35+15
13.4 13.1×5.0	66.2	13.4 5.8×4.0	38.4				
13.1 13.2×9.0	118.4	5.8 5.8×1.0	5.8				
		4.5 4.5×2.0	9.0				
		4.5 6.0×1.0	5.2		25.0	1727.5	
		6.0 6.0×4.0	24.0				
		6.0 13.2×2.0	19.2				
	184.6		101.6	83.0			35+40
12.5 12.6×4.0	50.2	12.5 5.8×3.0	27.4				
12.6 12.5×10.0	125.5	5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5				
		4.5 6.0×1.0	5.2		40.0	3220.0	
		6.0 6.0×3.0	18.0				
		6.0 12.5×3.0	27.8				
	175.7		97.7	78.0			35+80
12.6 11.9×5.0	61.2	12.6 5.8×4.0	36.8				
11.9 12.2×10.0	120.5	5.8 5.8×1.0	5.8				
		4.5 4.5×2.0	9.0				
		4.5 6.0×2.0	10.5		40.0	3046.0	
		6.0 6.0×3.0	18.0				
		6.0 12.2×3.0	27.3				
	181.7		107.4	74.3			36+20
					Total	10235.1	

Positive Factors		Negative Factors		Area	Dist.	Cu. Ft.	Sta.
12.8 12.4×5.0	63.0	12.8 5.8×4.0	37.2				
12.4 12.2×11.0	135.3	5.8 5.8×1.0	5.8				
		4.5 4.5×2.0	9.0				
		4.5 6.0×2.0	10.5		40.0	3114.0	
		6.0 6.0×3.0	18.0				
		6.0 12.2×4.0	36.4				
	198.3		116.9	81.4			36+60
11.8 11.7×3.0	35.2	11.8 5.8×2.0	17.6				
11.7 12.0×11.0	130.4	5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5				
		4.5 6.5×2.0	11.0		40.0	3116.0	
		6.5 7.0×5.0	33.8				
		7.0 12.0×1.0	9.5				
	165.6		91.2	74.4			37+00
11.6 12.0×3.0	35.4	11.6 5.8×2.0	17.4				
12.0 12.0×11.0	132.0	5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5				
		4.5 6.0×2.0	10.5		40.0	3052.0	
		6.0 7.0×5.0	32.5				
		7.0 12.0×1.0	9.5				
	167.4		89.2	78.2			37+40
11.4 11.2×3.0	34.0	11.4 5.8×2.0	17.2				
11.3 11.6×12.0	137.4	5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5				
		4.5 7.0×2.0	11.5		40.0	2666.0	
		7.0 9.0×6.0	48.0				
		9.0 11.6×1.0	10.3				
	171.4		106.3	65.1			37+80
11.0 11.0×3.0	33.0	11.0 5.8×2.0	16.8				
11.0 11.0×15.0	165.0	5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5				
		4.5 6.5×3.0	16.5		40.0	2726.0	
		6.5 8.0×5.0	36.2				
		8.0 11.0×4.0	38.0				
	198.0		126.8	71.2			38+20
10.7 10.4×5.0	52.8	10.7 9.0×2.0	19.7				
10.4 10.8×14.0	148.4	9.0 5.8×2.0	14.8				
		5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5		40.0	2718.0	
		4.5 7.0×3.0	17.2				
		7.0 7.0×3.0	21.0				
		7.0 10.8×5.0	44.5				
	201.2		136.5	64.7			38+60
10.4 10.4×5.0	52.0	10.4 9.8×2.0	20.2				
10.4 10.7×14.0	147.7	9.8 5.8×2.0	15.6				
		5.8 5.8×1.0	5.8				
		4.5 4.5×3.0	13.5		40.0	2436.0	
		4.5 7.0×2.0	11.5				
		7.0 7.0×2.0	14.0				
		7.0 10.7×7.0	62.0				
	199.7		142.6	57.1			39+00
					Total	20028.0	

Computed by:- L.B. 1/24/16
Checked by:- Hensler.
Division check - E. Hulsapple

T. E. FORM 47.

FINAL ESTIMATE Excavation - Trench for Fillers - Dock Wall

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.

PART G PAGE 14

POSITIVE FACTORS		NEGATIVE FACTORS		AREA	DIST.	CU. FT.	STA.
				57.1			39+00
12.1 2.5 + 4.0	43.7	12.1 5.8 + 2.0	17.9				
9.3 9.8 + 10.0	96.5	5.8 5.8 + 1.0	5.8		40.0	2008.0	
		4.5 4.5 + 3.0	13.5				
		4.5 7.0 + 3.0	17.2				
		7.0 7.8 + 5.0	42.0				
	139.7		96.4	43.3			39+43
11.3 3.7 + 4.0	40.0	11.3 5.8 + 2.0	17.1				
8.7 8.9 + 11.0	96.8	5.8 5.8 + 1.0	5.8				
		4.1 4.5 + 3.0	13.5		40.0	1626.0	
		4.5 6.0 + 2.0	10.5				
		6.0 8.0 + 5.0	35.0				
		8.0 8.9 + 2.0	16.9				
	136.8		98.8	38.0			39+80
12.6 7.0 + 7.0	75.6	12.6 5.8 + 2.0	18.4				
9.0 9.1 + 6.0	54.3	5.8 5.8 + 1.0	5.8		40.0	1520.0	
		4.5 4.5 + 3.0	13.5				
		7.0 7.0 + 2.0	14.0				
		7.0 9.1 + 5.0	40.2				
	129.9		91.9	38.0			40+20
14.0 14.4 + 3.0	14.2	14.0 5.8 + 4.0	39.6				
13.1 13.4 + 5.0	72.0	5.8 5.8 + 1.0	5.8				
10.1 10.6 + 6.0	75.0	4.5 4.5 + 3.0	13.5		40.0	2362.0	
10.6 10.4 + 5.0	52.5	4.5 7.5 + 1.0	6.0				
		7.5 7.5 + 2.0	15.0				
		7.5 10.4 + 6.0	53.7				
	213.7		133.6	80.1			40+60
12.1 12.2 + 5.0	60.8	12.1 5.8 + 4.0	35.8				
12.2 10.6 + 8.0	91.2	5.8 5.8 + 1.0	5.8				
10.6 10.5 + 4.0	42.2	4.5 4.5 + 3.0	13.5		40.0	2974.0	
		4.5 7.5 + 2.0	12.0				
		7.5 7.5 + 3.0	22.5				
		7.5 10.5 + 4.0	36.0				
	194.2		125.6	68.6			41+00
12.7 15.0 + 6.0	83.1	12.7 5.8 + 4.0	37.0				
15.0 14.7 + 9.0	133.6	5.8 5.8 + 1.0	5.8		15.0	1350.8	
14.7 14.1 + 2.0	28.8	4.5 4.5 + 3.0	13.5				
		4.5 7.5 + 2.0	12.0				
		7.5 7.5 + 3.0	22.5				
		7.5 14.1 + 4.0	43.2				
	245.5		134.0	111.5			41+15
					10.0	557.5	
				0			41+25 Zero
				Total		12398.3	

Trench for Fillers - Dock. — Excavation

POSITIVE FACTORS		NEGATIVE FACTORS		AREA	DIST.	CU. FT.	STA.
13.2 12.9 + 1.0	195.8	13.2 5.8 + 4.0	38.0				
		5.8 5.8 + 1.0	5.8				
		4.5 4.5 + 3.0	13.5		8.0	296.8	
		4.5 9.0 + 2.0	13.5				
		9.0 9.0 + 2.0	18.0				
	195.8	9.0 12.9 + 3.0	32.8				
			121.6	74.2			6+00
13.2 13.8 + 1.0	225.2	13.2 5.8 + 1.0	38.2				
		5.8 5.8 + 1.0	5.8				
		4.5 4.5 + 3.0	13.5				
		4.5 5.0 + 1.0	4.8		38.0	32.16.7	
		5.0 6.0 + 3.0	16.5				
		9.0 9.0 + 2.0	18.0				
	225.2	9.0 13.2 + 3.0	33.3				
			130.1	95.1			6+38
					5.0	237.8	
14.0 14.4 + 3.0	14.2	14.0 5.8 + 4.0	39.6				
13.1 13.4 + 5.0	72.0	5.8 5.8 + 1.0	5.8				
10.1 10.6 + 6.0	75.0	4.5 4.5 + 3.0	13.5				
10.6 10.4 + 5.0	52.5	4.5 7.5 + 1.0	6.0				
		7.5 7.5 + 2.0	15.0				
		7.5 10.4 + 6.0	53.7				
	213.7		133.6	80.1			40+60
12.1 12.2 + 5.0	60.8	12.1 5.8 + 4.0	35.8				
12.2 10.6 + 8.0	91.2	5.8 5.8 + 1.0	5.8				
10.6 10.5 + 4.0	42.2	4.5 4.5 + 3.0	13.5		40.0	2974.0	
		4.5 7.5 + 2.0	12.0				
		7.5 7.5 + 3.0	22.5				
		7.5 10.5 + 4.0	36.0				
	194.2		125.6	68.6			41+00
12.7 15.0 + 6.0	83.1	12.7 5.8 + 4.0	37.0				
15.0 14.7 + 9.0	133.6	5.8 5.8 + 1.0	5.8		15.0	1350.8	
14.7 14.1 + 2.0	28.8	4.5 4.5 + 3.0	13.5				
		4.5 7.5 + 2.0	12.0				
		7.5 7.5 + 3.0	22.5				
		7.5 14.1 + 4.0	43.2				
	245.5		134.0	111.5			41+15
					10.0	557.5	
				0			41+25 Zero
				Total		3757.3	

Alteration No 1

Computed By:- L. Bartlett Oct 1915.
Checked By:- H. Hensler
Division check:- E Hulsander

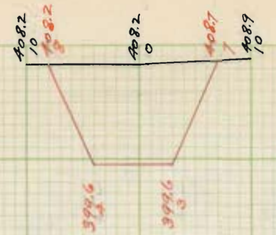
T. E. Form 48. 1-6-13-2000 (65-5773)

FINAL ESTIMATE

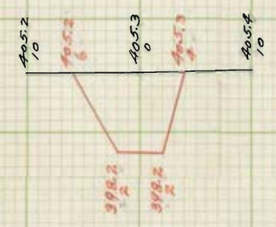
CROSS SECTIONS OF Excavation of C.I. Drain Pipes – Dock

TERMINAL CONTRACT NO. ..... LOCALITY .....

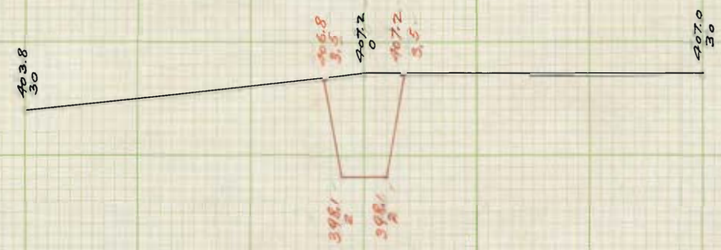
PART G PAGE 15



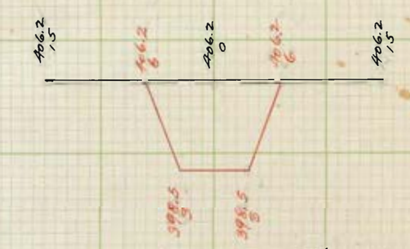
1+84 – Sheer



1+35

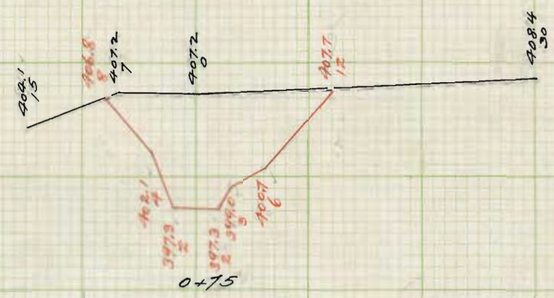


1+00

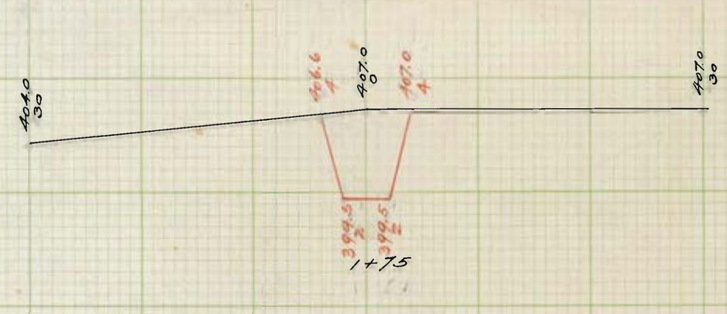


1+84 = Sheer

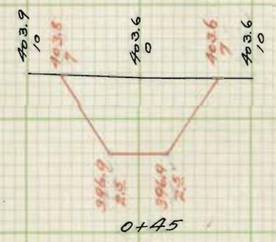
0+90



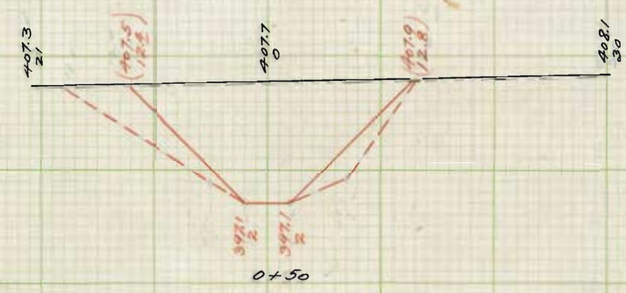
0+75



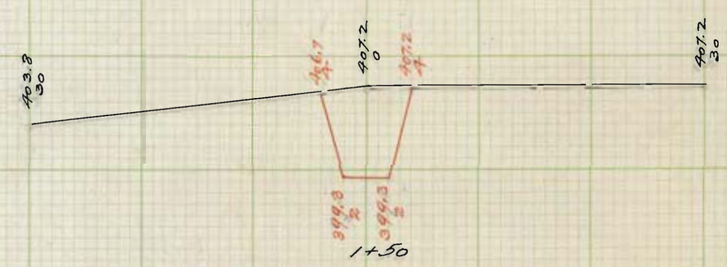
1+75



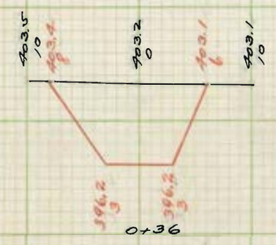
0+45



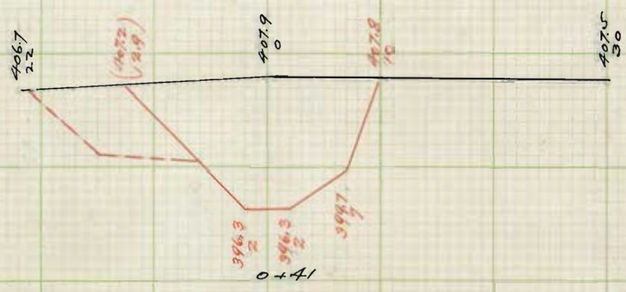
0+50



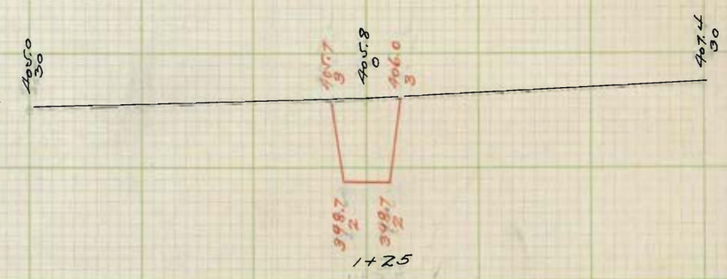
1+50



0+36



0+41



1+25

0+21 = Zero Excavation.
Trench 280' L of ℄ Harbor
Location – See Cont. Drawing No. 6
0+00 = Face of Dock Wall.

0+31 = Zero Excavation.
Trench 280 R of ℄ Harbor

0.5 % 90 p 67
F.S = 89 p 27

Made by S. Battles
Checked by Bills
March 1, 1916
Division Check E. Hulsapple

CROSS SECTION
PLATE
10x10

FINAL ESTIMATE – Trench Excavation for G.I. Pipe Drain. – Dock. Alteration No. 1

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y. PART G PAGE 16

Trench-Left of ℄ Harbor

Positive Factors	Negative Factors	Area	Dist.	Cu. Ft.	Sta.
		0			0+21
13.4½ 13.2× 8.0 106.4	13.4½ 6.2×5.0	49.0			
13.2 13.1 6.0 78.9	6.2 6.2 6.0	37.2	15.0	525.8	
	6.2 13.1 3.0	29.0 70.1			
185.3		115.2			0+36
13.8 13.6× 7.0 95.9	13.8 6.9×4.5	46.6			
13.6 13.6 7.0 95.2	6.9 6.9 ×5.0	34.5	9.0	603.0	
	6.9 13.6×4.5	46.1 63.9			
191.1		127.2			0+45
13.3 13.7× 4.0 54.0	13.3 7.9 1.8	19.1			
13.7 13.8 5.5 75.6	7.9 7.9 4.4	34.8	45.0	2335.5	
	7.9 13.8 3.3	35.8 39.9			
129.6		89.7			0+90
15.2 15.3 6.0 91.5	15.2 8.2 4.0	46.8			
15.3 15.3 4.0 61.2	8.2 8.2 4.0	32.8	45.0	2013.8	
	8.2 15.3 2.0	23.5 49.6			
152.7		103.1			1+35
18.2 18.2 8.0 145.6	18.2 9.6 4.0	55.6			
18.2 18.7 7.0 129.2	9.6 9.6 7.0	67.2	49.0	3552.5	
	9.6 18.7 4.0	56.6 95.4			
274.8		179.4			1+84 Sheer
			Total	9030.6	

Trench-Right of ℄ Harbor

Positive Factors	Negative Factors	Area	Dist.	Cu. Ft.	Sta.
		0			0+31
17.2½ 17.9× 12.9 226.4	17.2½ 6.3× 10.9	128.1	10.0	852.0	
17.9 17.8× 10.0 178.5	6.3 6.3 4.0	25.2			
	6.3 9.7 5.0	40.0			
	9.7 17.8 3.0	41.2 170.4			
404.9		234.5			0+41
17.5 17.7 12.4 218.2	17.5 7.1 10.4	127.9	9.0	1463.0	
17.7 17.9 12.8 227.8	7.1 7.1 4.0	28.4			
	7.1 17.9 10.8	135.0 154.7			
446.0		291.3			0+50
16.8 17.2 1.0 17.0	16.8 12.1 4.0	57.8			
17.2 17.2 7.0 120.4	12.1 7.3 2.0	19.4			
17.2 17.7 12.0 209.4	7.3 7.3 4.0	29.2	25.0	3401.2	
	7.3 9.0 1.0	8.2			
	9.0 10.7 3.0	29.6			
	10.7 17.7 6.0	85.2 117.4			
346.8		229.4			0+75
16.8 17.2 3.5 59.5	16.8 8.1 1.5	18.7	25.0	2087.5	
17.2 17.2 3.5 60.2	8.1 8.1 4.0	32.4			
	8.1 17.2 1.5	19.0 49.6			
119.7		70.1			1+00
15.7 15.8 3.0 47.2	15.7 8.7 1.0	12.2	25.0	1063.8	
15.8 16.0 3.0 47.7	8.7 8.7 4.0	34.8			
	8.7 16.0 1.0	12.4 35.5			
94.9		59.4			1+25
16.7 17.2 4.0 67.8	16.7 9.3 2.0	26.0	25.0	1030.0	
17.2 17.2 4.0 68.8	9.3 9.3 4.0	37.2			
	9.3 17.2 2.0	26.5 46.9			
136.6		89.7			1+50
16.6 17.0 4.0 67.2	16.6 9.5 2.0	26.1	25.0	1143.8	
17.0 17.0 4.0 68.0	9.5 9.5 4.0	38.0			
	9.5 17.0 2.0	26.5 44.6			
135.2		90.6			1+75
16.2 16.2 6.0 97.2	16.2 8.5 3.0	37.0	9.0	513.0	
16.2 16.2 6.0 97.2	8.5 8.5 6.0	51.0			
	8.5 16.2 3.0	37.0			
194.4		125.0 69.4			1+84 Sheer.
			Total	11554.3	

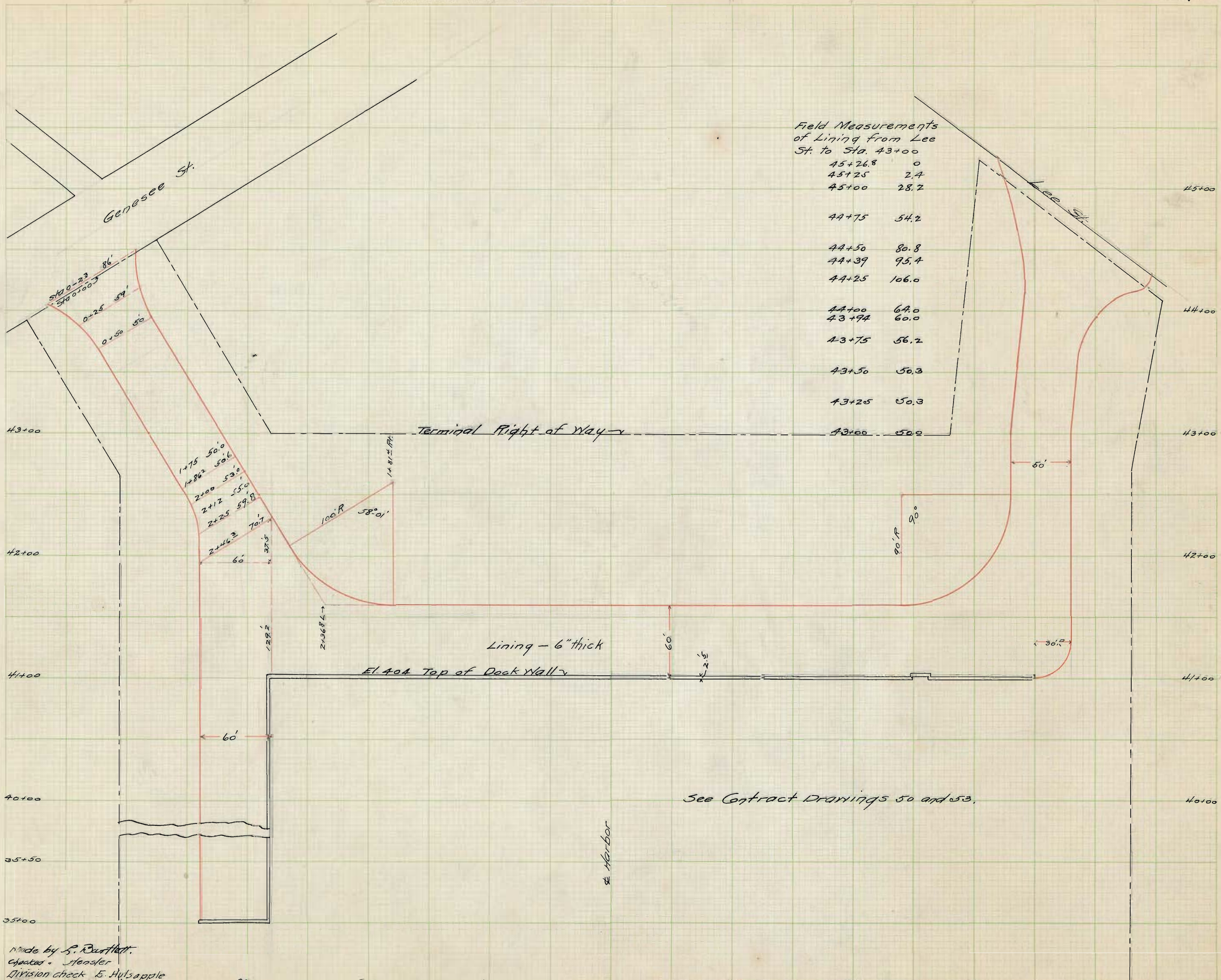
Computed By L. Bartlett. March 7, 1916.
Checked " Hensler "
Division check E. Hulsapple

T. E. Form 48.

FINAL ESTIMATE

~~Cross Sections of~~ Plan of Lining - Dock. Alteration No. 1

Terminal Contract No. 15 Locality Utica



Genesee St.
Lee St.
Field Measurements of Lining from Lee St. to Sta. 43+00
45+26.8 0
45+25 2.4
45+00 28.2
44+75 54.2
44+50 80.8
44+39 95.4
44+25 106.0
44+00 64.0
43+94 60.0
43+75 56.2
43+50 50.3
43+25 50.3
43+00 50.0
Terminal Right of Way
Sta 0-23 86'
Sta 0+00
0+25 59'
0+50 50'
1+75 50.0
1+86 50.6
2+00 53.0
2+12 55.0
2+25 59.8
2+46.3 70.1
60'
37.5
100' R
58°-01'
1+81± Rt.
90' R
90°
50'
Lining - 6" thick
60'
129.2
2+36.8 L
El. 404 Top of Dock Wall
30.0
60'
See Contract Drawings 50 and 53.
℄ Harbor
45+00
44+00
43+00
42+00
41+00
40+00
35+50
35+00
400
300
200
100
0
100
200
300
400
Made by G. Bartlett.
Checked - Hensler
Division check E. Hulsapple

CROSS SECTION PLATE 10 x 10

Sheet Piling

Sheet Piling

	No. of pcs.	Thickness	Width	Length	Ft. B.M.
N.B.-#91 p 3-6	253	9"	8"	20'	30360
" #90 p 5, 16-17.	668	9"	10"	20'	100200
	329	9"	12"	20'	59220
	6	9"	16"	20'	1440
	82	9"	10"	24'	14760
	29	9"	12"	24'	6264
	9	9"	10"	30'	2025
	66	9"	12"	30'	17820
	1	6"	10"	20'	100
	4	9"	12"	20'	720
Test Piles (N.B. 88 p 45)	1	6"	8"	30'	120
Total-					233,029

Computed by L. J. Bartlett
Checked " Bills and Fraser
Division check E. Hulsapple

Total 233,029

Lining

Contract Drawing # 53

	Area	Dist.	Cu. Ft.	Sta.
Sta 35+00 – 42+10.45	30	710.45	21313.5	
Genesee St. Approach	43.0			0 – 2.3
	29.5	27.3	989.6	0+25
	25.0	25	681.2	0+50
	25.0	125	3125.0	1+75
	25.3	11.2	281.7	1+86.2
	26.5	13.8	357.4	2+00
	27.5	12.0	324.0	2+12
	29.9	13.0	373.1	2+25
	35.35	21.3	694.9	2+46.3
280' Left to 380' Right	30	660	19,800.0	
Junction at 280' Left $69.2 \times \frac{1}{2} 43.2 \times 0.5$			747.4	
External of the 100 ft. Curve $2(55.4 \times \frac{1}{2} 100) - (\frac{3481}{21600} \times \pi \times \overline{100}^2)$	477.1	0.5	238.6	
Lee St. Approach	25.0			41+60
	25.0	140.0	3500.0	43+00
	25.15	25	626.9	43+25
	25.15	25	628.8	43+50
	28.1	25	665.6	43+75
	30.0	19	552.0	43+94
	32.0	6	186.0	44+00
	53.0	25	1062.5	44+25
	47.7	14	704.9	44+39
	40.4	11	484.6	44+50
	27.1	25	843.8	44+75
	14.1	25	515.0	45+00
	1.2	25	191.2	45+25
	0	1.8	1.1	45+26.8
External of the 90 ft. Curve $(90 \times 90) - (\frac{\pi}{4} \times 90^2)$	1738.3	0.5	869.2	
Gross —			59758.0	

Deduct the following

Top of Dock Wall - (Con. Draw 50)
$25 \times 129.0 \times 0.5 = 1612.5$

Ext. of 30' R. Curve
$(30 \times 30) - (\frac{\pi}{4} \times 30^2) \times 0.5 =$ 96.6

Snubbing Posts (Draw. 50)
$77.5 \times 2.7 \times 0.5$ 104.6

Boat Landing (Draw. 53)
$16.0 \times 2.5 \times 0.5 =$ 20.0

1833.7 — 1833.7

Net = 57924.3

Divided as follows

Under Alteration No. 1 – 37% of 57924.3 = 21432.0 Cu. Ft.

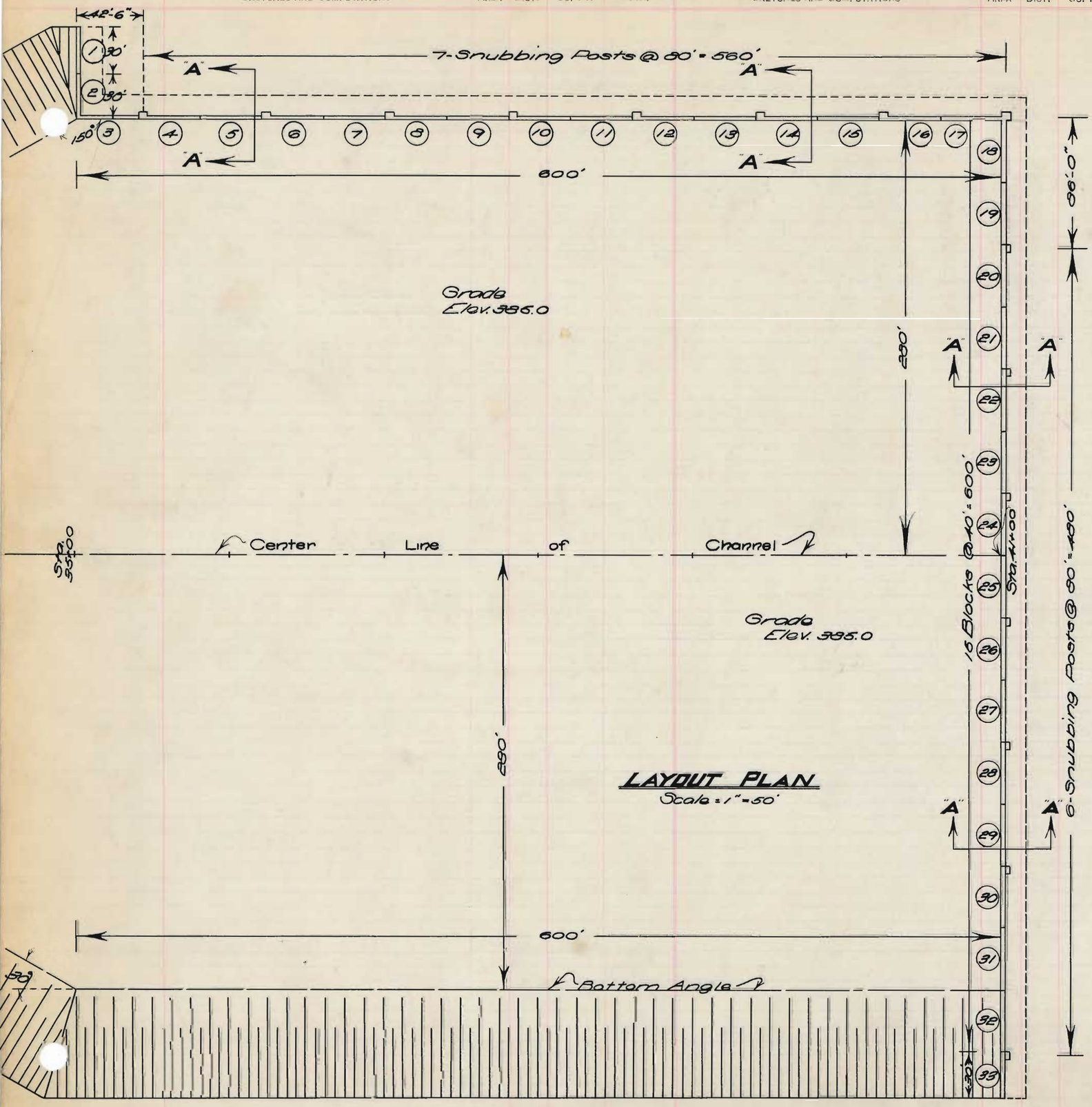
Under Alteration No. 3 – 63% of 57924.3 = 36492.3 " "

T. E. FORM 46.

FINAL ESTIMATE Dock. Alteration No. 1

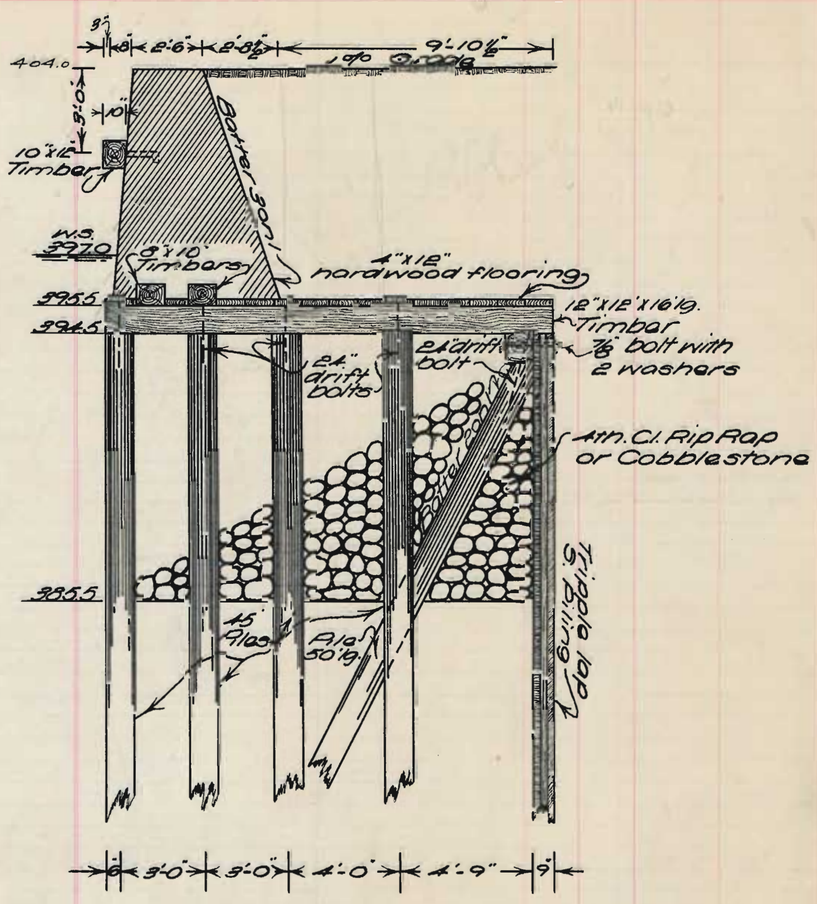
TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y. PART G PAGE 19

SKETCHES AND COMPUTATIONS | AREA | DIST. | CU. FT. | STA.



LAYOUT PLAN

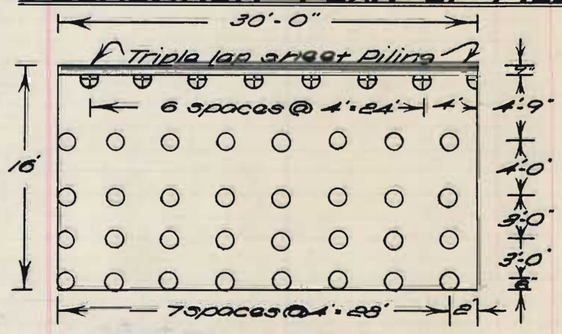
Scale = 1" = 50'



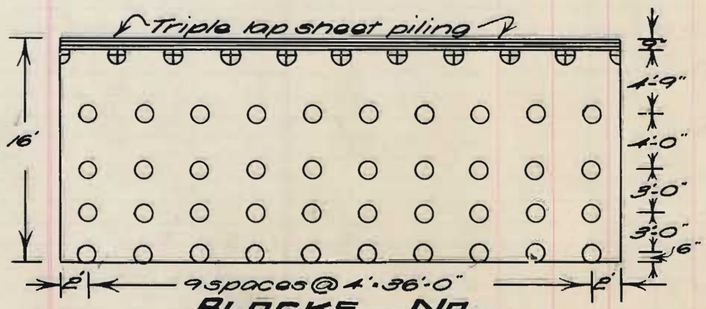
SECTION A-A

Scale 1" = 4'

FOUNDATION PLAN OF PILES



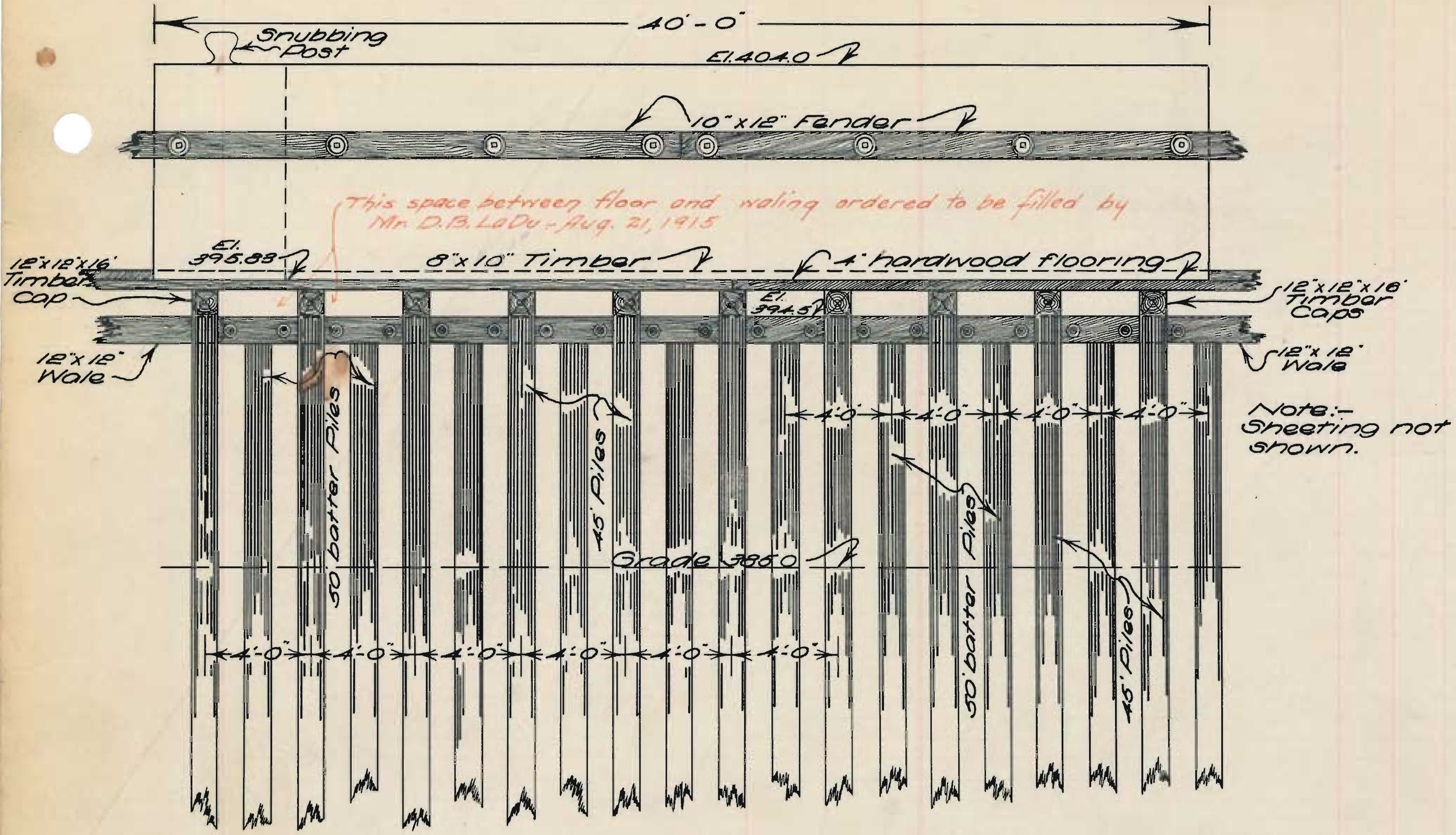
BLOCKS No. 1 & 33



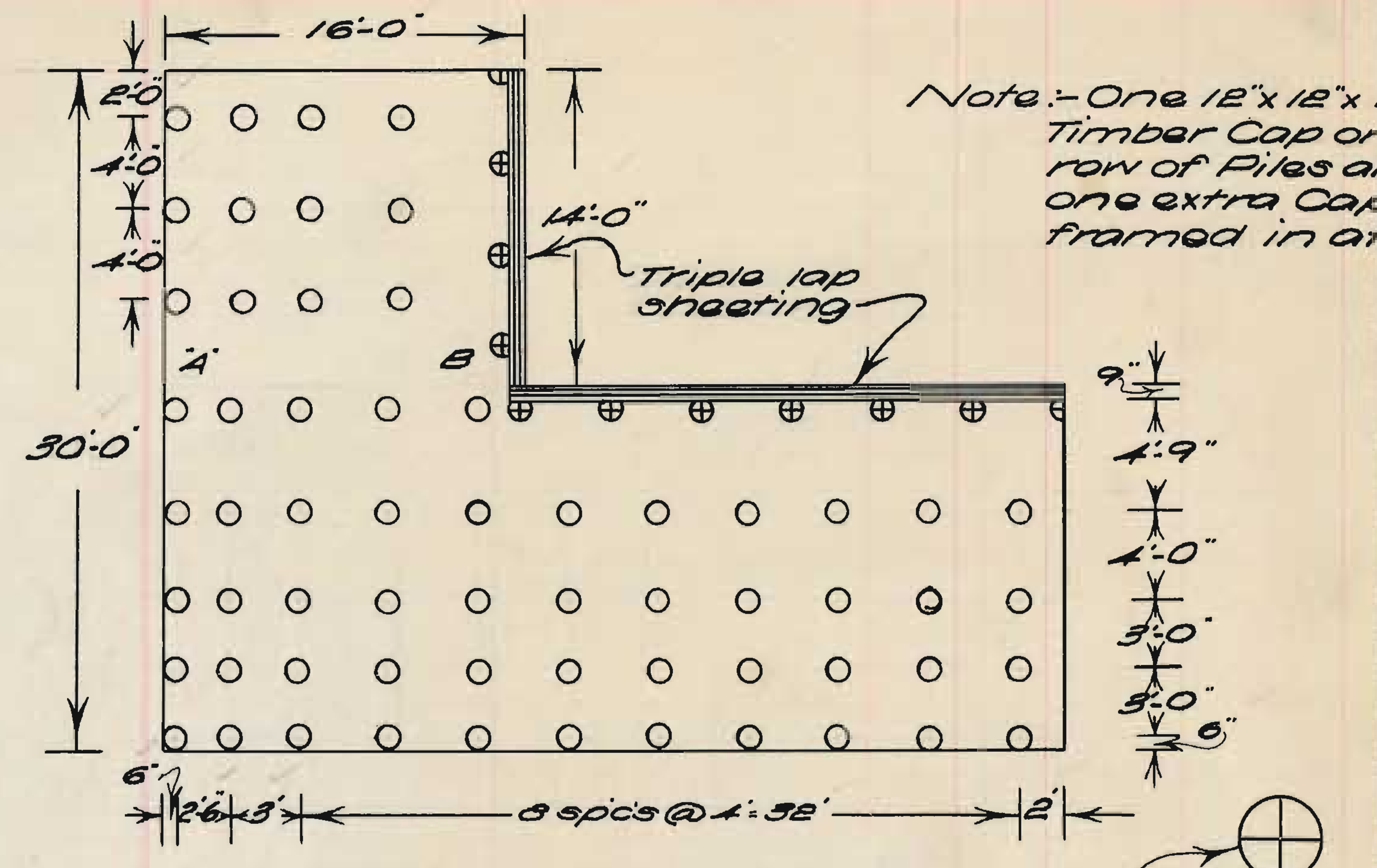
BLOCKS No. 4 TO 16 - 18 TO 32 INC.

MADE BY J.E. Smith DATE 1-1914
CHK'D BY E. Bartlett
DIVISION CHECK E. Hulsapple

Sketches and Computations	Area	Dist.	Cu. Ft.	Sta.	Sketches and Computations	Area	Dist.	Cu. Ft.	Sta.	Sketches and Computations	Area	Dist.	Cu. Ft.	Sta.

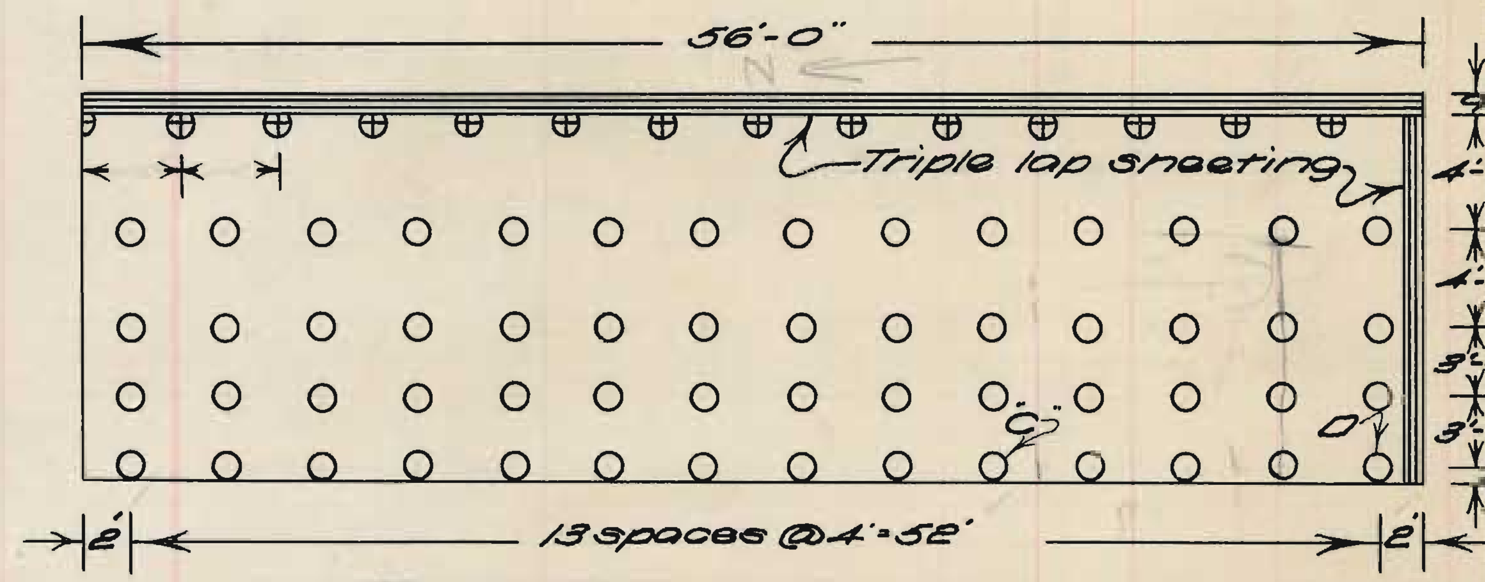


FRONT ELEV.



BLOCKS - 2 - 3

Note:- One 12"x12"x ... Timber Cap or row of Piles a... one extra Cap framed in at...



BLOCK - 17.

Note:- One 12... Timber Cap o... row of Piles a... one extra Cap framed in at...

Sawed Lumber - YP or DF
N. Book 91 p 2.

	No. of pcs.	Thickness	Width	Length	Ft. B.M.	
Caps on 45' Piles	326	12"	12"	16'	62592	= 2 Caps extra at Bends - for continuos Flooring
Wales on Batter Piles	1	12"	12"	1293'	15516	- 3 feet extra - Lap Joints.

Flooring - N.B. 90 p 65, 66 + 72

8" x 10" x 2574.0	17160
4" x 10" x 13412.4	44708
4" x 12" x 6478.0	25912
Fillers in Flooring	
1" x 4" x 94.7 ft. long	32
2" x 4" x 8.3 "	6
4" x 4" x 31.6 " "	42
4" x 10" x 10.0 " "	33
4" x 12" x 3.0 " "	12
Fenders — 10" x 12" x 1200 ft. long	12000
Fillers between Floor and Wale	
Ordered by Mr. D.B. LaDu. Aug. 21, 1915	
(N.B. 90 p 73) (Field Measurements)	
4" x 12" — 436.7 ft. long	1747
3" x 12" — 437.8 "	1313
8 pcs. — 4" x 12" — 12' long	384
646 pcs. 1" x 2" — 1 ft. "	108
Total =	181565 ft. b.m.

Foundation Piles

Location		No.	Lg.	Lin. Ft.
Blocks. No. 1 + 33	(2 blocks)	64	45'	
" No. 2 + 3	(2 blocks)	61	45'	
" No. 17	1 block	56	45'	
" No. (4 to 16)(18-32)	(28 blocks)	1120	45'	
		1301	-45'	58545 Lin. Ft.

Batter Piles

Blocks No. 1 + 33	(2 blocks)	16	-50'	
" No. 2 + 3	" "	10	50'	
" No. 17	1 "	13	50'	
" No. (4-16)(18-32)	28 "	280	50'	
		319	-50'	15950 " "

Test Piles

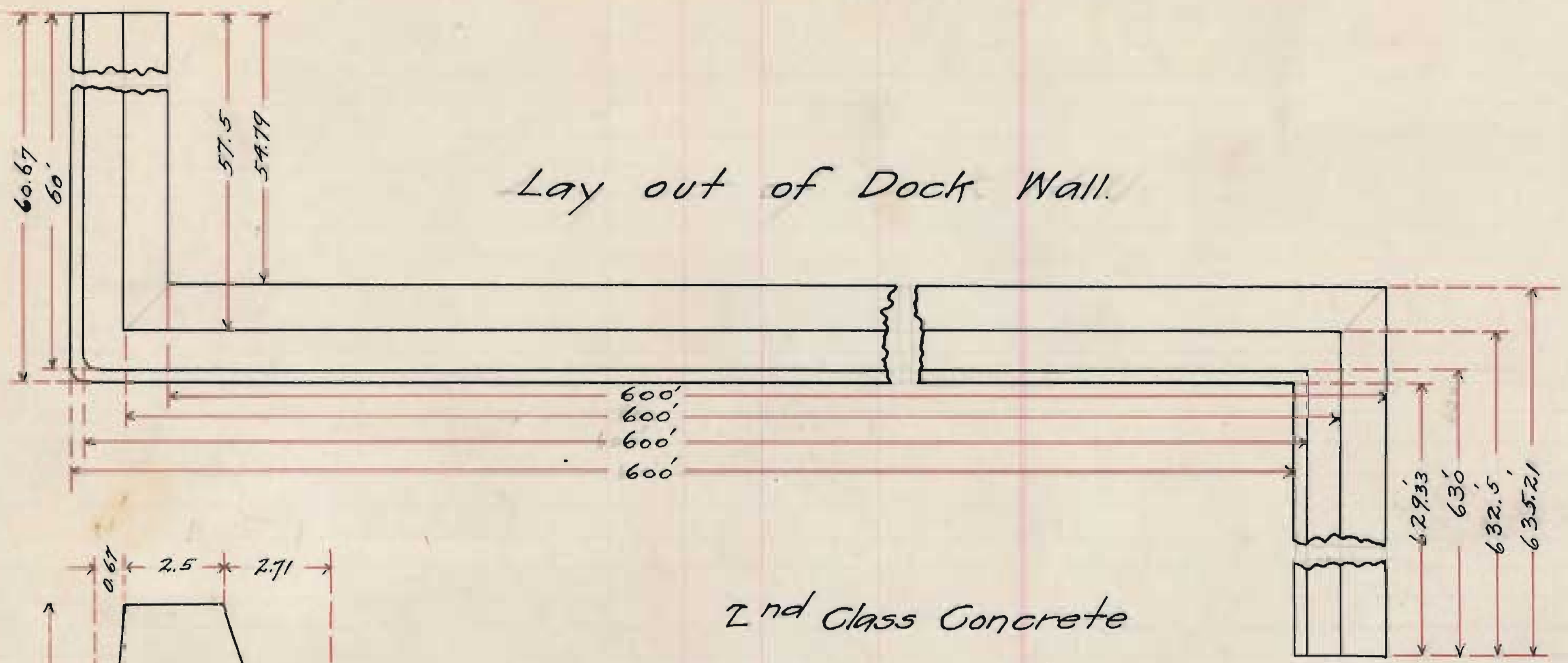
N.B. 91 p 2	2	30	60
	1	39	39
	1	38	38
	1	34	34

Total 74666.0

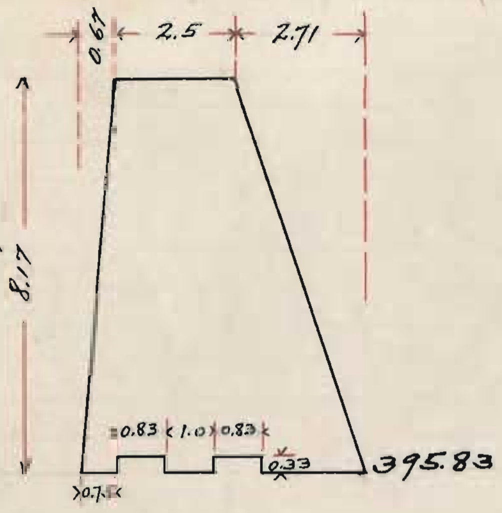
MADE BY J.F. Smith DATE 1-20-16
CHK'D BY L. Bartlett + d. Mills March 1916
DIVISION CHECK E. Hulsapple

SKETCHES AND COMPUTATIONS | AREA | DIST. | CU. FT. | STA.

Dock Wall Alteration No. 1



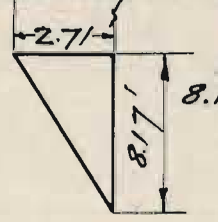
2nd Class Concrete



Sheet #50
Alteration #1

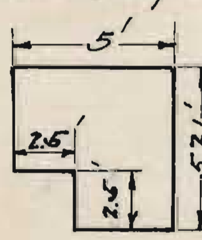
2.5 + 5.88 × 8.17 = 34.23 1250 42787.50

Snubbing Post Setting



Area
8.17 × ½ 2.71 = 11.07
Width 5
55.35
Number 14
774.90

Snubbing Post at Junction.

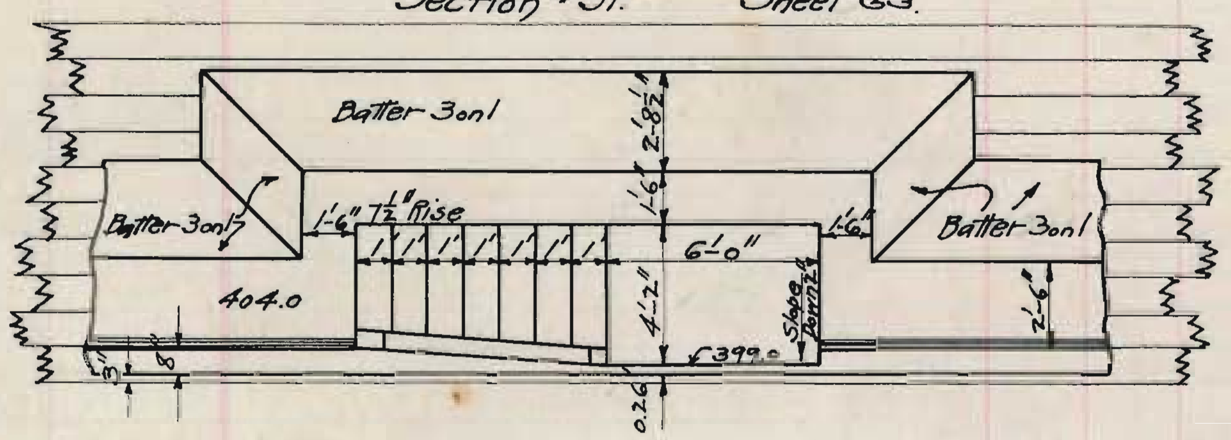


Area - 11.07
⅓ × 25.42 = Distance
11.07 × 25.42 × ⅓ = 93.80
868.70

Voids:—
Keys in Floor
(0.83 × 0.33) × 2 × 1250 = 684.75

1 ft. Radius
(1×1 − π×1/4) × 8.17 = 1.75 686.50
Net = 182.20 182.20

Boat Landing — Alteration #1 - cont'd
Section #31. Sheet 53.



2.50 + 5.88 × 8.17 = 34.23 × 40.0 = 1369.20
Boat Landing
21.42 + 16.00 × 2.5 × 8.17 = 382.15
Solids = 1751.35

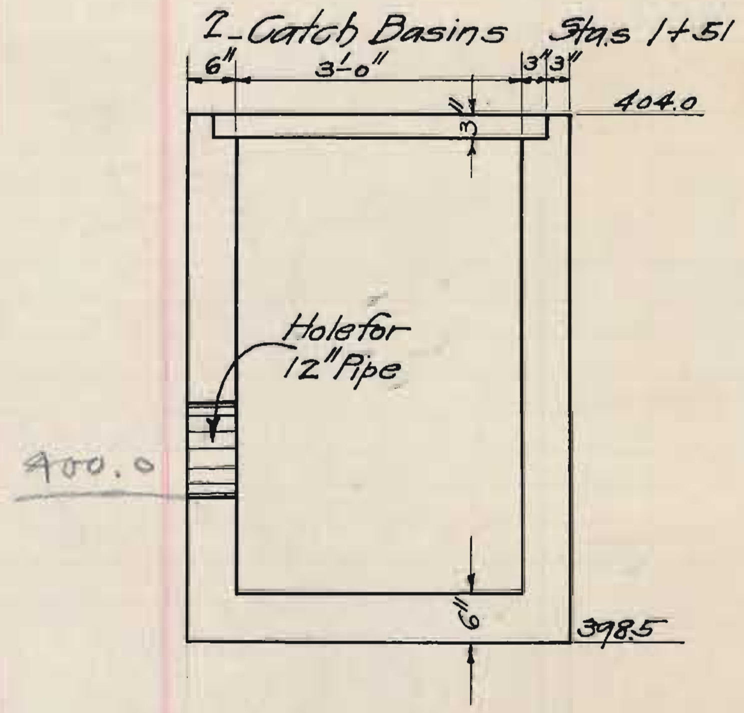
Voids:—
Landing
(5×6×3.91 + 3.5) − (3.91 × ½ 0.17 × 6) = 109.16
Steps
3.00 + 3.05 × 0.63 × 1.0 = 1.91
3.05 + 3.09 × 1.25 × 1.0 = 3.84
3.09 + 3.14 × 1.88 × 1.0 = 5.86
3.14 + 3.18 × 2.50 × 1.0 = 7.90
3.18 + 3.23 × 3.13 × 1.0 = 10.03
3.23 + 3.27 × 3.75 × 1.0 = 12.19
3.27 + 3.32 × 4.38 × 1.0 = 14.43
Ballistrade
6.20 × ½ 3.88 × 0.5 = 6.01
Keyways
0.83 × 0.33 × 2.0 × 40.0 = 21.91
193.24 193.24
Net Conc. Alt. #1 = 1558.11

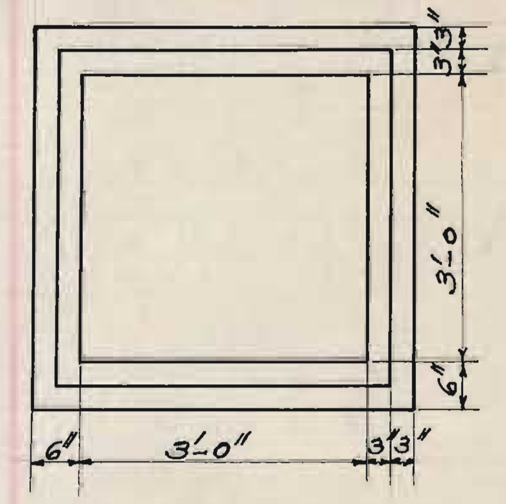
Col. #1 = 42969.70
" #2 = 1558.11
44527.81

Alteration #1 - Total 2nd Cl. Concrete - Dock = 44527.81

1st Class Reinforced Concrete - Orig. Contract

2 - Catch Basins Stas 1+51 + 7+08





Solids:—
4.0 × 4.0 × 5.5 = 88.00

Voids:—
3.0 × 3.0 × 4.75 = 42.75
3.5 × 3.5 × 0.25 = 3.06
3.1416 × 0.5² × 0.5 = .39
46.20 46.20
41.80

2 × 41.80 83.60 83.60

Computed by:- L. Bartlett March 3, 1916
Checked by:- Harold Bill " " "
Division check:- E. Hulsapple

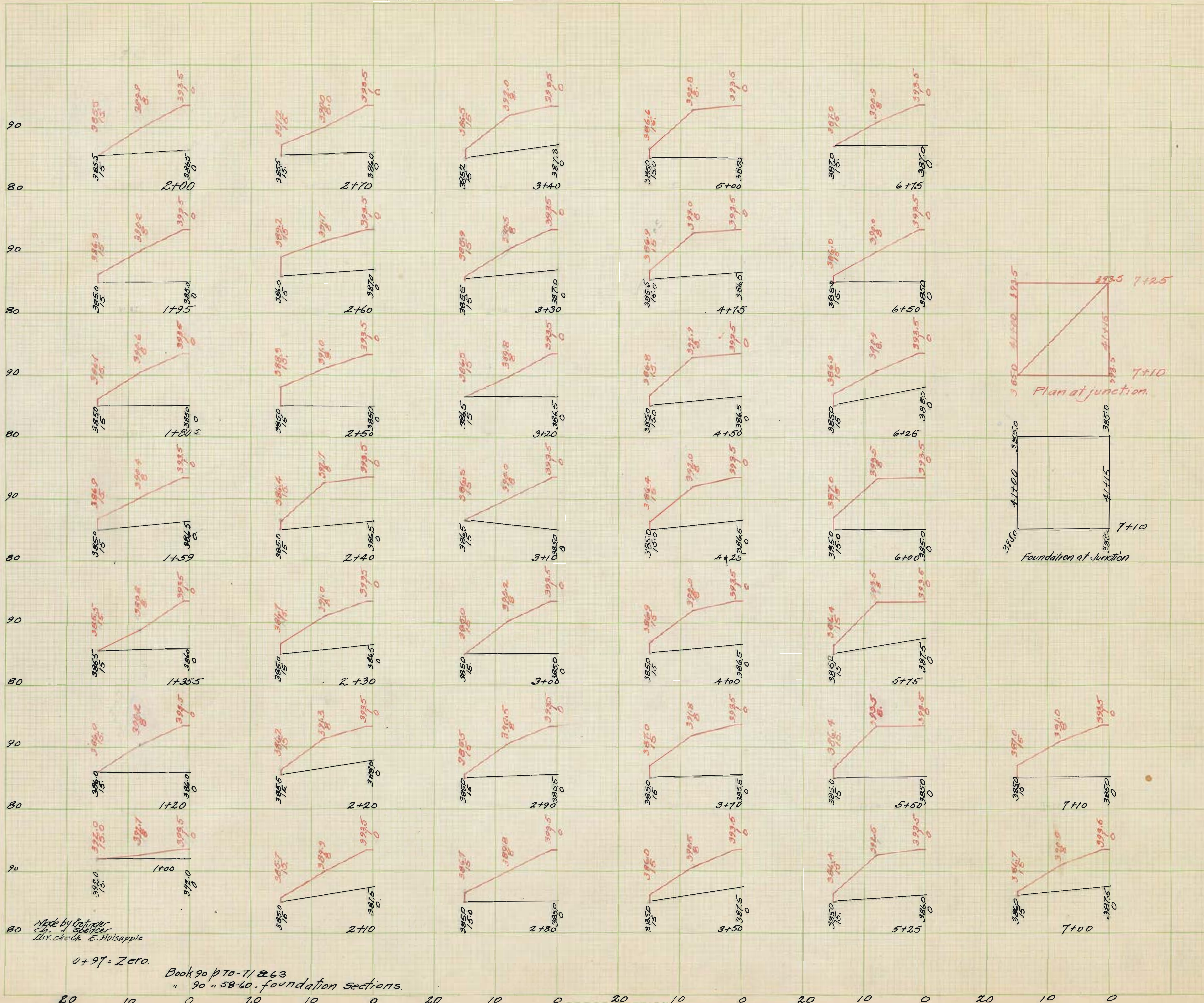
42969.70

T. E. FORM 48.

FINAL ESTIMATE

CROSS SECTIONS OF 4th Cl. Rip-Rap at Dock Wall - Alteration No. 1

TERMINAL CONTRACT NO. 15 LOCALITY Utica N.Y.

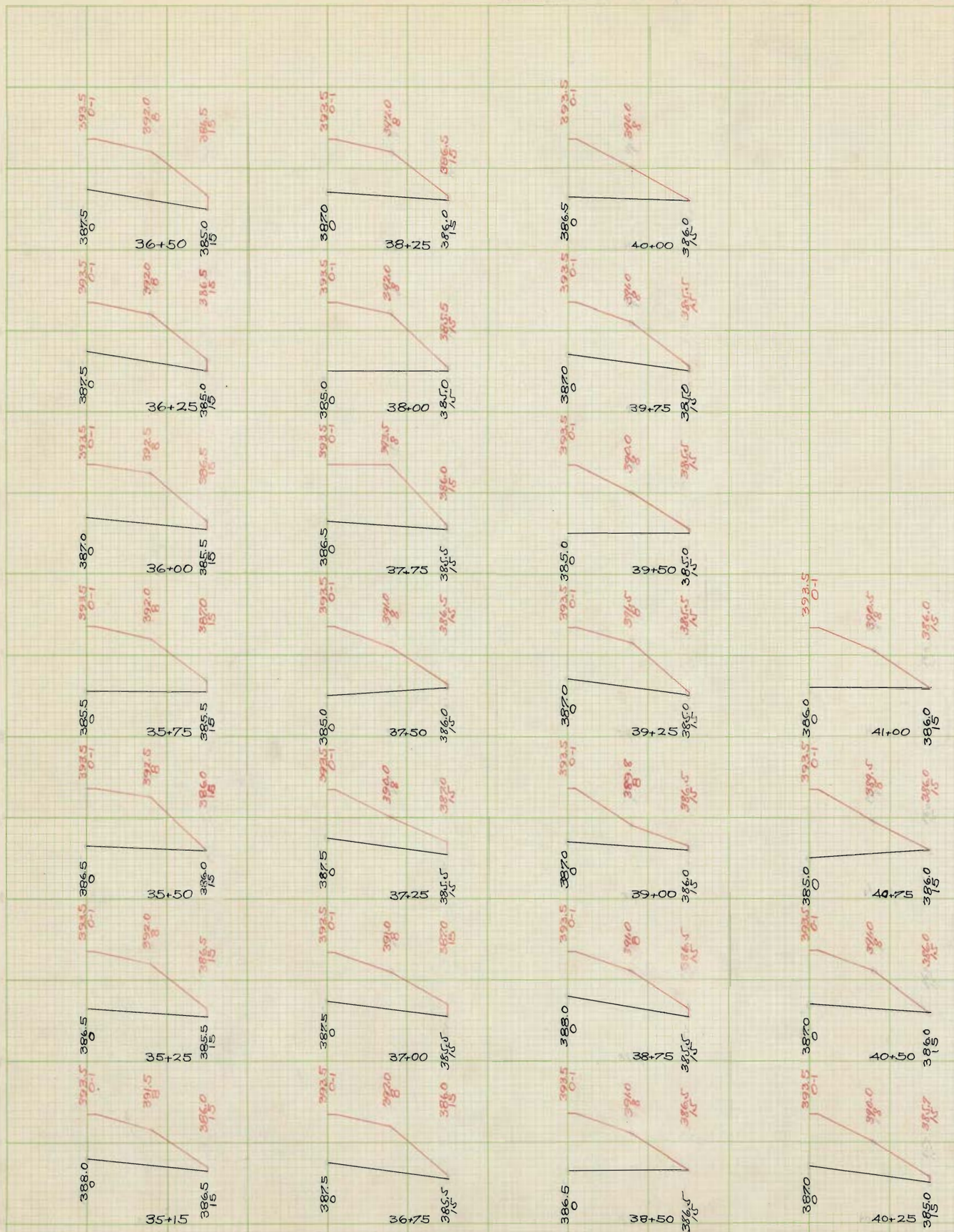


T. E. FORM 48. 1-5-13-2000 (65-2773)

FINAL ESTIMATE

CROSS SECTIONS OF 4th Cl. Rip-Rap at Dock Wall - Alteration No. 1

TERMINAL CONTRACT NO. 15 LOCALITY Utica, N.Y.



Additional Rip-Rap
Under Wing Sta. 35+00 N.B 90 p 71
25 cars of 1.5 C.Y. per car
28 " of 1.75 C.Y. " "

Rip-Rap on Slope on Left of Center Line Sta. 34+75-35+00
25' x 12' x 2' thick

F.S. Book 90 p62
Foundations Book 90 p56-58

Made by Kretinger
Sheeler
Div. check E. Hulsapple

CROSS SECTION
PLATE
10 x 10

T. E. FORM 47.

FINAL ESTIMATE

TERMINAL CONTRACT NO. 15 LOCALITY Utica. PART 6 PAGE 24

4th CLASS RIP-RAP - AT DOCK WALL. ALTERATION NO. 1

POSITIVE FACTORS	NEGATIVE FACTORS	AREA	DIST.	CU. FT.	STA.
		0			0+97
3.5½3.5×1.0	3.5 2.0½2.0×15.0 30.0				
3.5" 2.7×7.0	21.7				
2.7" 2.0×7.0	16.4				
	41.6 30.0	11.6	3.0	17.4	1+00
13.5½13.5×1.0	13.5 6.0½6.0×15.0 90.0				
13.5" 10.2×7.0	83.0				
10.2" 6.0×7.0	56.7				
	153.2 90.0	63.2	20.0	748.0	1+20
13.5½13.5×1.0	13.5 5.5½6.0×15 86.2				
13.5" 9.8×7.0	81.6				
9.8" 5.5×7.0	53.6				
	148.7 86.2	62.5	15.5	974.2	1+35.5
13.5½13.5×1.0	13.5 5.0½6.5×15.0 86.2				
13.5" 10.4×7.0	83.6				
10.4" 6.9×7.0	60.6				
	157.7 86.2	71.5	23.5	1574.5	1+59
13.5½13.5×1.0	13.5 5.0½5.0×15.0 75.0				
13.5" 10.6×7.0	84.4				
10.6" 6.1×7.0	58.4				
	156.3 75.0	81.3	21.5	1642.6	1+80.5
13.5½13.5×1.0	13.5 5.0½5.0×15.0 75.0				
13.5" 10.2×7.0	83.0				
10.2" 6.3×7.0	57.8				
	154.3 75.0	79.3	14.5	1164.4	1+95
13.5½13.5×1.0	13.5 5½6.5×15.0 90.0				
13.5" 9.9×7.0	81.9				
9.9" 5.5×7.0	53.9				
	149.3 90.0	59.3	5.0	346.5	2+00
13.5½13.5×1.0	13.5 5.0½7.5×15.0 93.8				
13.5" 9.9×7.0	81.9				
9.9" 5.7×7.0	54.6				
	150.0 93.8	56.2	10.0	577.5	2+10
13.5½13.5×1.0	13.5 5.5½8.0×15.0 101.2				
13.5" 11.3×7.0	86.8				
11.3" 6.2×7.0	61.2				
	161.5 101.2	60.3	10.0	582.5	2+20
13.5½13.5×1.0	13.5 5.0½6.5×15.0 86.2				
13.5" 11.0×7.0	85.8				
11.0" 6.7×7.0	62.0				
	161.3 86.2	75.1	10.0	677.0	2+30
13.5½13.5×1.0	13.5 5.0½6.5×15.0 86.2				
13.5" 12.7×7.0	91.7				
12.7" 6.4×7.0	66.8				
	172.0 86.2	85.8	10.0	804.5	2+40
			Total	9109.1	
13.5½13.5×1.0	13.5 5.0½5.0×15.0 75.0				
13.5" 11.0×7.0	85.8				
11.0" 8.3×7.0	67.6				
	166.9 75.0	91.9	10.0	888.5	2+50
13.5½13.5×1.0	13.5 6.0½7.0×15.0 97.5				
13.5" 11.7×7.0	88.2				
11.7" 9.2×7.0	73.2				
	174.9 97.5	77.4	10.0	846.5	2+60
13.5½13.5×1.0	13.5 6.0½5.5×15.0 86.2				
13.5" 10.0×7.0	82.2				
10.0" 7.2×7.0	60.2				
	155.9 86.2	69.7	10.0	735.5	2+70
13.5½13.5×1.0	13.5 5.0½5.0×15.0 75.0				
13.5" 9.8×7.0	81.6				
9.8" 6.7×7.0	57.8				
	152.9 75.0	77.9	10.0	738.0	2+80
13.5½13.5×1.0	13.5 5.5½5.0×15.0 78.8				
13.5" 10.5×7.0	84.0				
10.5" 5.5×7.0	56.0				
	153.5 78.8	74.7	10.0	763.0	2+90
13.5½13.5×1.0	13.5 5.0½5.0×15.0 75.0				
13.5" 10.2×7.0	83.0				
10.2" 5.0×7.0	53.2				
	149.7 75.0	74.7	10.0	747.0	3+00
13.5½13.5×1.0	13.5 5.0½6.5×15.0 86.2				
13.5" 10.0×7.0	82.2				
10.0" 6.5×7.0	57.8				
	153.5 86.2	67.3	10.0	710.0	3+10
13.5½13.5×1.0	13.5 6.5½6.5×15.0 97.5				
13.5" 9.8×7.0	81.6				
9.8" 6.5×7.0	57.0				
	152.1 97.5	54.6	10.0	609.5	3+20
13.5½13.5×1.0	13.5 7.0½5.5×15.0 93.8				
13.5" 10.5×7.0	84.0				
10.5" 5.9×7.0	57.4				
	154.9 93.8	61.1	10.0	578.5	3+30
13.5½13.5×1.0	13.5 7.3½5.2×15.0 93.8				
13.5" 12.0×7.0	89.2				
12.0" 6.5×7.0	64.8				
	167.5 93.8	73.7	10.0	674.0	3+40
13.5½13.5×1.0	13.5 7.5½5.0×15.0 93.8				
13.5" 10.5×7.0	84.0				
10.5" 6.0×7.0	57.8				
	155.3 93.8	61.5	10.0	676.0	3+50
13.5½13.5×1.0	13.5 5.5½5.0×15.0 78.8				
13.5" 11.8×7.0	88.6				
11.8" 7.0×7.0	65.8				
	167.9 78.8	89.1	20.0	1506.0	3+70
			Total	9472.5	
13.5½13.5×1.0	13.5 6.5½5.0×15.0 86.2				
13.5" 12.0×7.0	89.2				
12.0" 6.9×7.0	66.2				
	168.9 86.2	82.7	30.0	2577.0	4+00
13.5½13.5×1.0	13.5 6.5½5.0×15.0 86.2				
13.5" 12.0×7.0	89.2				
12.0" 6.4×7.0	64.4				
	167.1 86.2	80.9	25.0	2045.0	4+25
13.5½13.5×1.0	13.5 6.5½5.0×15.0 86.2				
13.5" 12.9×7.0	92.4				
12.9" 6.8×7.0	69.0				
	174.9 86.2	88.7	25.0	2120.0	4+50
13.5½13.5×1.0	13.5 6.5½5.5×15.0 90.0				
13.5" 13.0×7.0	92.8				
13.0" 6.9×7.0	69.6				
	175.9 90.0	85.9	25.0	2182.5	4+75
13.5½13.5×1.0	13.5 5.0½5.0×15.0 75.0				
13.5" 12.8×7.0	92.0				
12.8" 6.6×7.0	67.9				
	173.4 75.0	98.4	25.0	2303.8	5+00
13.5½13.5×1.0	13.5 6.0½5.0×15.0 82.5				
13.5" 12.5×7.0	91.0				
12.5" 6.4×7.0	66.2				
	170.7 82.5	88.2	25.0	2332.5	5+25
13.5½13.5×8.0	108.0 5.0½5.0×15.0 75.0				
13.5" 6.4×7.0	69.6				
	177.6 75.0	102.6	25.0	2385.0	5+50
13.5½13.5×8.0	108.0 7.5½5.0×15.0 93.8				
13.5× 6.4×7.0	69.6				
	177.6 93.8	83.8	25.0	2330.0	5+75
13.5½13.5×8.0	108.0 5.0½5.0×15.0 75.0				
13.5" 7.0×7.0	71.8				
	179.8 75.0	104.8	25.0	2357.5	6+00
13.5½13.5×1.0	13.5 8.0½5.0×15.0 97.5				
13.5" 10.9×7.0	85.4				
10.9" 6.9×7.0	62.3				
	161.2 97.5	63.7	25.0	2106.2	6+25
13.5½13.5×1.0	13.5 5.0½5.0×15.0 75.0				
13.5" 10.0×7.0	82.2				
10.0" 6.0×7.0	56.0				
	151.7 75.0	76.7	25.0	1755.0	6+50
13.5½13.5×1.0	13.5 7.0½7.0×15.0 105.0				
13.5" 10.9×7.0	85.4				
10.9" 7.0×7.0	62.6				
	161.5 105.0	56.5	25.0	1665.0	6+75
			Total	26159.5	

Computed by Kotinger
Checked " Spencer
Division check E. Hulsapple

T. E. FORM 47. 15-15-0300 (6-2771)

FINAL ESTIMATE

TERMINAL CONTRACT NO. 15 LOCALITY Utica.

4th CLASS RIP-RAP AT DOCK WALL: ALTERATION NO. 1

POSITIVE FACTORS	NEGATIVE FACTORS	AREA	DIST.	CU. FT.	STA.
		56.5			6+75
13.5½/13.5x1.0	13.5 7.5½6.0x15.0 101.2				
13.5" 10.9x7.0	85.4				
10.9" 6.7x7.0	61.6				
	160.5 101.2	59.3	25.0	1447.5	7+00
13.5½/13.5x1.0	13.5 50½5.0x15.0 7.50				
13.5" 11.0x7.0	85.8				
11.0" 7.0x7.0	63.0				
	162.3 7.50	87.3	10	733.0	7+10
Around corner from 7+10 to 41+00					
8.5x1.5x 1.5/3 x 2 =				1275.0	
(See sketch on cross sections)					
13.5½/13.5x1.0	13.5 8.0½6.5x15.0 108.8				
13.5" 11.5x7.0	87.5				
11.5" 6.0x7.0	61.2				
	162.2 108.8	53.4			35+15
13.5½/13.5x1.0	13.5 6.5½5.5x15.0 90.0				
13.5" 12.0x7.0	89.2				
12.0" 6.5x7.0	64.8				
	167.5 90.0	77.5	10	654.5	35+25
13.5½/13.5x1.0	13.5 6.5½6.0x15.0 93.8				
13.5" 12.5x7.0	91.0				
12.5" 6.0x7.0	64.8				
	169.3 93.8	75.5	25	1912.5	35+50
13.5½/13.5x1.0	13.5 5.5½5.5x15.0 82.5				
13.5" 12.0x7.0	89.2				
12.0" 7.0x7.0	66.5				
	169.2 82.5	86.7	25	2027.5	35+75
13.5½/13.5x1.0	13.5 7.0½6.5x15.0 93.8				
13.5" 12.5x7.0	91.0				
12.5" 6.5x7.0	66.5				
	171.0 93.8	77.2	25	2048.8	36+00
13.5½/13.5x1.0	13.5 7.5½5.0x15.0 93.8				
13.5" 12.0x7.0	89.2				
12.0" 6.5x7.0	64.8				
	167.5 93.8	73.7	25	1886.2	36+25
13.5½/13.5x1.0	13.5 7.5½5.0x15.0 93.8				
13.5" 12.0x7.0	89.2				
12.0" 6.5x7.0	64.8				
	167.5 93.8	73.7	25	1842.5	36+50
	Total			13827.5	

POSITIVE FACTORS	NEGATIVE FACTORS	AREA	DIST.	CU. FT.	STA.
13.5½/13.5x1.0	13.5 7.5½5.5x15 - 97.5				
13.5" 12.0x7.0	89.2				
12.0" 6.0x7.0	63.0				
	165.7 97.5	68.2	25	1773.8	36+75
13.5½/13.5x1.0	13.5 7.5½5.5x15 + 97.5				
13.5" 11.0x7.0	85.8				
11.0" 7.0x7.0	63.0				
	162.3 97.5	64.8	25	1662.5	37+00
13.5½/13.5x1.0	13.5 7.5½5.5x15.0 - 97.5				
13.5" 10.0x7.0	82.2				
10.0" 7.0x7.0	59.5				
	155.2 97.5	59.7	25	1531.2	37+25
13.5½/13.5x1.0	13.5 5.0½6.0x15.0 = 82.5				
13.5" 11.0x7.0	85.8				
11.0" 6.5x7.0	61.2				
	160.5 82.5	78.0	25	1696.2	37+50
13.5½/13.5x8.0	108.0 6.5½5.5x15.0 90.0				
13.5" 6.0x7.0	68.7				
	176.2				37+75
	90.0	86.2	25	2052.5	
13.5½/13.5x1.0	13.5 50½5.0x15.0 7.50				
13.5" 12.0x7.0	89.2				
12.0" 5.5x7.0	61.2				
	163.9 7.50	88.9	25	2188.8	38+00
13.5½/13.5x1.0	13.5 7.0½6.0x15.0 97.5				
13.5" 12.0x7.0	89.2				
12.0" 6.5x7.0	64.8				
	167.5 97.5	70.0	25	1986.2	38+25
13.5½/13.5x1.0	13.5 6.5½6.5x15.0 97.5				
13.5" 11.0x7.0	85.8				
11.0" 6.5x7.0	61.2				
	160.5 97.5	63.0	25	1662.5	38+50
13.5½/13.5x1.0	13.5 80½5.5x15.0 101.2				
13.5" 11.0x7.0	85.8				
11.0" 6.5x7.0	61.2				
	160.5 101.2	59.3	25	1528.8	38+75
13.5½/13.5x1.0	13.5 7.0½6.0x15.0 97.5				
13.5" 9.8x7.0	81.6				
9.8" 6.5x7.0	57.0				
	152.1 97.5	54.6	25	1423.8	39+00
13.5½/13.5x1.0	13.5 7.0½5.0x15.0 90.0				
13.5" 11.5x7.0	87.5				
11.5" 5.5x7.0	59.5				
	160.5 90.0	70.5	25	1563.8	39+25
	Total			19070.1	

POSITIVE FACTORS	NEGATIVE FACTORS	AREA	DIST.	CU. FT.	STA.
13.5½/13.5x1.0	13.5 6.0½5.0x15.0 75.0				
13.5" 10.0x7.0	82.2				
10.0" 5.5x7.0	54.2				
	149.9 75.0	74.9	25	1817.5	39+50
13.5½/13.5x1.0	13.5 7.0½5.0x15.0 90.0				
13.5" 11.0x7.0	85.8				
11.0" 5.5x7.0	57.8				
	157.1 90.0	67.1	25	1775.0	39+75
13.5½/13.5x1.0	13.5 6.5½6.0x15.0 93.8				
13.5" 10.0x7.0	82.2				
10.0" 6.0x7.0	56.0				
	151.7 93.8	57.9	25	1562.5	40+00
13.5½/13.5x1.0	13.5 7.0½5.0x15.0 90.0				
13.5" 10.0x7.0	82.2				
10.0" 5.7x7.0	55.0				
	150.7 90.0	60.7	25	1482.5	40+25
13.5½/13.5x1.0	13.5 7.0½6.0x15.0 97.5				
13.5" 11.0x7.0	85.8				
11.0" 6.0x7.0	59.5				40+50
	158.8 97.5	61.3	25	1525.0	
13.5½/13.5x1.0	13.5 5.0½6.0x15.0 82.5				
13.5" 9.5x7.0	80.5				
9.5" 6.0x7.0	54.2				
	148.2 82.5	65.7	25	1587.5	40+75
13.5½/13.5x1.0	13.5 6.0½6.0x15 90.0				
13.5" 10.5x7.0	84.0				
10.5" 6.0x7.0	57.8				
	155.3 90.0	65.3	25	1637.5	41+00
Add. 25 Cars @ 1.5 C. Yds per car.				1012.5	
" 28 " " 1.75 " "				1323.0	
Rip-Rap on slope on Left ℄ Sta. (34+75 – 35+00): 25x12x2'				600.0	
	Total			14323.0	

Computed by Krotinger
Checked " Sybercer
Division check E. Hulsapple

Structural Steel. (Alt #1)

	Wt. per bolt.	Lbs.
2-Gratings. (Fld Wt. Book 90 p 71)		425
Bolts - fastening wales to sheet piles		
592 bolts (Fd. Wts)	4.98	2948
51 "	5.71	291
82 washers	1.74	143
1204 "	1.30	1565
Total Alt #1 =		5372
Fender Fasteners. (N.B 91 p 66) (Alt #3)		
Sec. 3 to 32 - 30 Sections	No.	
8 fasteners to a section	240 12.39 each.	2974
(Field Wts.).		
Total =		8346

Summary

	Actual	Est Wt + Overrun
Alt #1	5372.0	6544.0
Alt #3	2974.0	3623.0

Malleable C.I. Nosing Alt #1

Section 3-31 incl — Lin Ft. 1160

Minus 13 ft. in Sec. 31 - Alt #3 = 1147 feet placed - Allow 1160 ft. (see note)

Note - Authorized by letter of Mr Guy Moulton, Div. Engr. to James Burden, Res. Engr. dated Nov. 27, 1915 "Inasmuch as this was ordered before Alt. #3 was authorized, you may include it in the final estimate with a note of explanation, regarding the extra 13 ft. in length over and above that actually used."

Iron Castings Plain. Alt #1

		Lbs
15 - Snubbing Posts. Ship. 10-1-14 (35 weighs 13576)	Lbs	5818
Cleat - Small Boat Landing (Fld Wt)		12
Total =		5830
Total Est. Wt. + Overrun		5843

Cast Iron Pipe Laid Alt #1

Sta 7+08±	Sta. 14+51±
860	895
900	875
922	890
902	870
909	900
885	890
880	880
908	880
920	912
890	875
892	913
912	870
858	891
882	895
866	885
13386	13321
	13386
	26707 Lbs

Total 26707 lbs.

Bk. 91 p 66 - Field Wts.

Total Est. Wt. + Overrun 27,144 lbs

Computed by L. Bartlett.
Checked " H. Bills.

T. E. Form 46.

FINAL ESTIMATE

TERMINAL CONTRACT NO. 15 LOCALITY UTICA N.Y. PART H PAGE 1

Sketches and Computations	Area	Dist.	Cu. Ft.	Sta.	Sketches and Computations	Area	Dist.	Cu. Ft.	Sta.	Sketches and Computations	Area	Dist.	Cu. Ft.	Sta.
					36" DRAIN									
					No work do on this feature.									
Made By Forth Check By P.E.Bodger														