

Archaeological Assessment (Summary Report)

Operations and Maintenance Facilities - South Fork Wind Farm Rhode Island & New York, U.S.

Prepared for:

South Fork Wind, LLC

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TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
1.1	Purpose of the Investigation.....	3
1.2	Onshore Support Facilities Location and Description.....	5
1.2.1	Quonset Point.....	5
1.2.2	Montauk Harbor.....	7
2.0	BACKGROUND RESEARCH.....	9
2.1	Quonset Point O&M Facility Site.....	9
2.2	Montauk Harbor O&M Facility Site.....	15
3.0	SUMMARY AND CONCLUSIONS.....	18
3.1	Quonset Point O&M Facility Site.....	18
3.2	Montauk Harbor O&M Facility Site.....	18
4.0	REFERENCES.....	20

INSETS

Inset 1.1-1.	Regional Location of Proposed Onshore Support Facilities
Inset 1.2.1-1.	Quonset Point O&M Facility Site (338.6-acre site in the Town of North Kingstown, Rhode Island)
Inset 1.2.2-1.	Montauk Harbor O&M Facility Site (6.7-acre site in the Town of East Hampton, New York)
Inset 2.1-1.	Historic Shoreline at the Quonset Point O&M Facility Site (1890 USGS <i>Narragansett Bay, RI 1:62500</i> Topographic Quadrangle)
Inset 2.1-2.	Map-Documented Structures and Soil Units within the Quonset Point O&M Facility Site
Inset 2.1-3.	Cemetery within the Quonset Point O&M Facility Site (1942 USGS <i>Wickford, RI 1:24000</i> Topographic Quadrangle)
Inset 2.2-1.	Map-Documented Structures and Soil Units within the Montauk Harbor O&M Facility Site

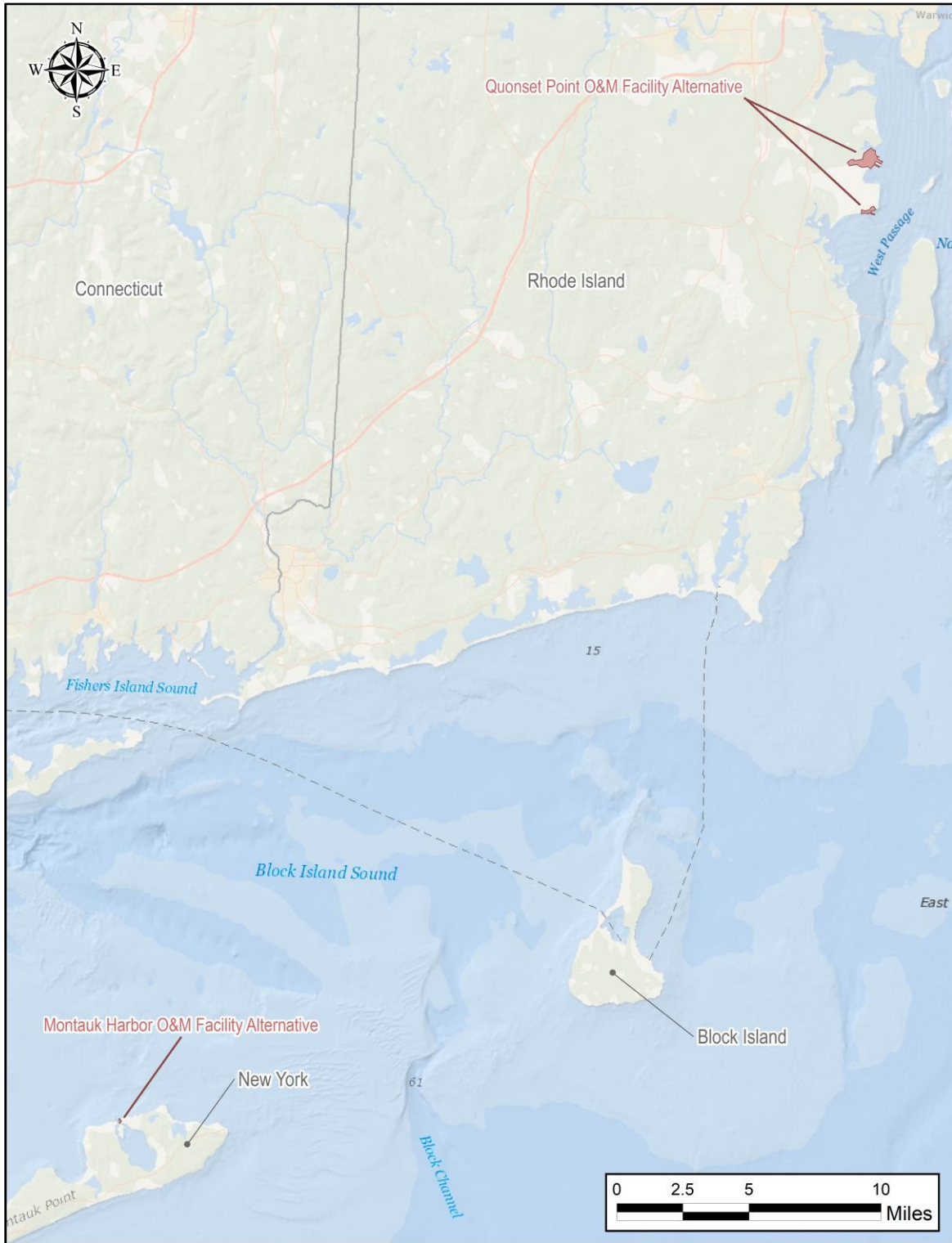
1.0 INTRODUCTION

1.1 Purpose of the Investigation

On behalf of South Fork Wind, LLC (SFW) (formerly Deepwater Wind South Fork, LLC [DWSF]), EDR prepared this Archaeological Assessment of two sites being considered for proposed operations and maintenance (O&M) facilities (collectively 'Onshore Support Facilities') required for the construction and operation of the South Fork Wind Farm (SFWF) and South Fork Export Cable (SFEC).

The Applicant is proposing to construct an O&M facility that will support the operational and maintenance activities necessary during the operation of the SFWF. The O&M facility is proposed to be located either at Quonset Point, in the Town of North Kingstown, Rhode Island or in Montauk Harbor, in the Town of East Hampton, New York (Inset 1.1-1).

The purpose of this Archaeological Assessment is to review available information regarding previously identified archaeological sites at the proposed Onshore Support Facility locations and evaluate the potential for archaeological resources to be physically affected by construction and use of these sites. The Applicant anticipates that this information will facilitate review of the project's potential effects on cultural resources by the Bureau of Ocean Energy Management (BOEM), the New York State Office of Parks, Recreation and Historic Preservation/State Historic Preservation Office (NYSOPRHP/SHPO), the Rhode Island Historical Preservation & Heritage Commission (RIHPHC), and/or other applicable agencies, stakeholders, or parties.



Inset 1.1-1. Regional Location of Proposed Onshore Support Facilities.

1.2 Onshore Support Facilities Location and Description

The following is an overview of the proposed site location for each of the Onshore Support Facilities and the nature of any proposed ground disturbance. The Applicant is proposing to construct an O&M facility where O&M staff can prepare and mobilize for offshore maintenance activities, monitor the wind farm, and/or access storage space for spare parts and other equipment to support maintenance activities. The Applicant is currently considering two sites for the proposed SFWF O&M facility: 1) at Quonset Point in the Town of North Kingstown, Rhode Island; or, 2) at Lake Montauk, in Montauk Harbor, in the Town of East Hampton, New York.

1.2.1 Quonset Point

The location on Quonset Point that is being considered for the O&M facility is located at the Quonset Business Park in the Town of North Kingstown, Rhode Island, which consists of a 3,160-acre site reserved for economic development activities. The proposed site is located on the West Passage of the Narragansett Bay, west of Prudence and Hope Islands and south of Calf Pasture Beach. The northern terminal area of Quonset Business Park, 289.2 acres of which is being considered for the Quonset Point O&M facility, is comprised of two large piers used for cargo transfer along with a vast, open paved area (Inset 1.2.1-1). The park is bordered to the west by forest vegetation, undeveloped land, and some small pockets of suburban residential development. The southern pier area, known as Quonset Point, 49.4 acres of which is being considered for the Quonset Point O&M facility, has a large network of runways leading up the waterfront that extends over 1.5 miles inland (Inset 1.2.1-1). This area currently hosts a large Air National Guard Base and a number of businesses ranging from small offices to large warehouse operations. The entire business park takes advantage of broad and expansive waterfront space and then narrows to a point approximately 3 miles inland where the development gives way to U.S. Route 1 (Post Road), forested areas, and residential development.

The proposed O&M facility at Quonset Point would include approximately 1,000 square feet of office space and approximately 11,000 square feet of space for equipment storage. The O&M facility would also include a stationary crane for equipment transfer, up to three vessel berths for the crew transfer vessel (CTV), and accommodations for parking spaces, additional containers for equipment storage, and minor surface improvements. The only ground disturbing activities proposed for the O&M facility is associated with approximately 11,500 square feet of minor surface improvements for paving and installation of parking lots. Buildings will be constructed on slabs or some other type of on-grade footings. Existing docks will be utilized and no in-water work (e.g., dredging or dock/pier/quay improvements) is proposed.



Inset 1.2.1-1. Quonset Point O&M Facility Site (338.6-acre site in the Town of North Kingstown, Rhode Island).

1.2.2 Montauk Harbor

The location at Montauk Harbor that is being considered for the O&M facility is located on Lake Montauk in the Town of East Hampton, New York. This site, which measures 6.7 acres in size, is situated on the north side of Lake Montauk, approximately 1,000 feet north of Star Island just beyond a small peninsula that defines a portion of the harbor entrance (Inset 1.2.2-1). The immediate area surrounding the O&M facility site can be characterized as a working harbor with numerous boat slips extending into Lake Montauk and multiple commercial operations lining the immediate shoreline. The location being considered for the O&M facility is currently occupied by a small commercial fishing and packing operation (Inlet Seafood Property, Inc.), parking areas, and multiple storage containers. A large permanent dock extends south into Lake Montauk and supports a refueling area and storage building at the end of the dock. The water-to-shore transition is defined by a bulkhead, which also supports additional boat slips. The O&M facility site is bordered on the north by East Lake Drive and dense scrub/shrub and forest vegetation.

Similar to the Quonset Point site for the O&M facility, the Montauk Harbor O&M facility would include a maximum of up to approximately 1,000 square feet of office space and a maximum of up to approximately 6,600 square feet for equipment storage. The O&M facility would also include a stationary crane for equipment transfer, up to three vessel berths, and accommodations for parking spaces, additional containers for equipment storage, and minor surface improvements. Unlike at the Quonset Point O&M facility, buildings to be constructed at the Montauk Harbor O&M facility site would not be installed upon slabs or on-grade footings, and as such would involve ground disturbing activities. Additional ground disturbance will be associated with approximately 11,500 square feet of minor surface improvements consisting of a 1,500-square foot parking lot and a 10,000-square foot concrete paved area adjacent to the docks/berths. Modifications may also be made to reinforce and/or rehabilitate the quayside(s) and both initial and maintenance dredging up to 12 feet in depth will occur to support the CTV.



Inset 1.2.2-1. Montauk Harbor O&M Facility Site (6.7-acre site in the Town of East Hampton, New York).

2.0 BACKGROUND RESEARCH

EDR reviewed the NYSOPRHP's online Cultural Resources Information System (CRIS) and the RIHPHC's Rhode Island Geographic Information System (RIGIS) to determine whether previously identified cultural resources are located within or adjacent to the proposed sites for the Onshore Support Facilities. EDR also reviewed historic maps and aerial photographs to ascertain past land uses and determine whether any map-documented structures (MDS) were depicted within or adjacent (i.e., within 200 feet) to the Facility sites in order to assess the potential historic-period archaeological sensitivity of the Onshore Support Facilities.

Historic aerial imagery dating from 1994 to 2018, available through Google Earth, was utilized to assess the existing conditions within the Onshore Support Facilities (Google Earth, 2019). Natural Resources Conservation Service (NRCS) soil data was also assessed to provide supplementary insight into the Facility sites' geomorphic setting and any potential anthropogenic disturbance (ESRI and NRCS, 2019; NRCS, 2019a; NRCS, 2019b).

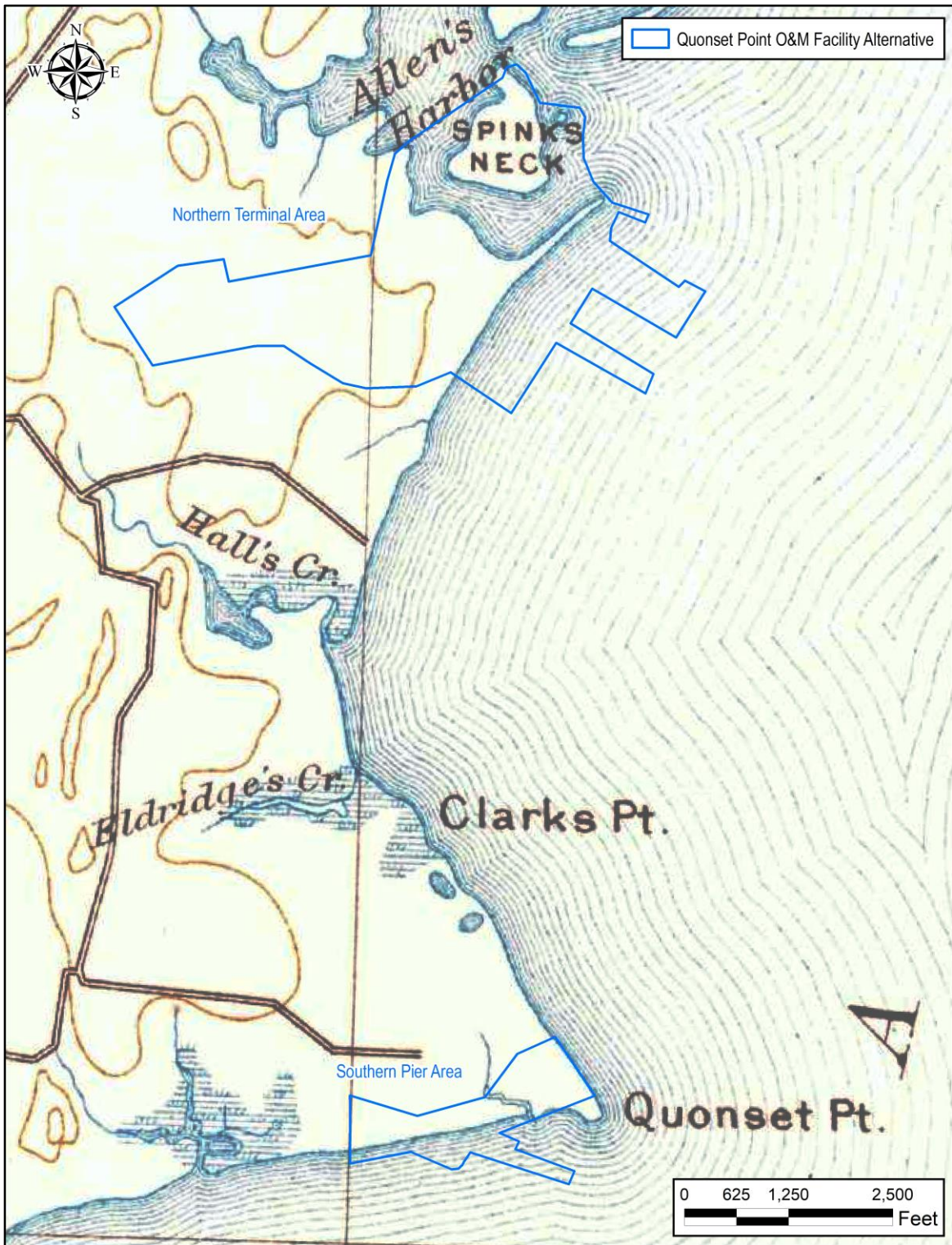
Background research revealed the following about the proposed Onshore Support Facilities:

2.1 Quonset Point O&M Facility Site

- One previously identified archaeological site is partially located within the Quonset Point O&M facility site.
- Nine pre-contact and two historic-period archaeological sites (one of which is Native American) are located within one mile of the Quonset Point O&M facility site.
- Historic maps reviewed included the 1855 Walling *Map of the State of Rhode Island, and Providence Plantations*, 1870 Beers *Atlas of the State of Rhode Island and Providence Plantations*, 1890 and 1919 USGS *Narragansett Bay, RI 1:62500* Topographic Quadrangles, and 1942 and 1957 USGS *Wickford, RI 1:24000* Topographic Quadrangles.
 - Historic maps indicate that the northern terminal area and the surrounding area was lightly settled during the mid-nineteenth century. The 1890 map, however, depicts no structures within the vicinity, suggesting that this area was no longer occupied until the early-twentieth century, as indicated by the 1919 map. The area remained settled until as late as 1942 before transitioning to a U.S. Naval Reservation "Construction Battalion Center" as indicated by the 1957 map. These maps indicate that the shoreline was extended east and northward through the creation of made land (Inset 2.1-1). Historic maps indicate that 72 MDS were located within or adjacent to the northern terminal area (Inset 2.1-2). The large majority of these structures are associated with the U.S. Naval Reservation and what were likely beach homes (those on the 1942 map) and possibly Naval living quarters (those on the 1957 map). Only four MDS appear to be extant and associated with commercial and industrial

activities (Inset 2.1-2). The 1855, 1870, and 1919 maps depict six MDS, likely residential homes, within or adjacent to the northern terminal area. The 1942 map also depicts a cemetery near the shoreline at that time (Inset 2.1-3).

- Historic maps indicate that the southern pier area and the surrounding area was lightly settled during the mid-nineteenth century. The 1890 map, however, depicts no structures within the vicinity, suggesting that this area was no longer occupied until the early-twentieth century, as indicated by the 1919 map. By 1942, however, the area again appears to have been abandoned, likely due to the area's transition to a U.S. Naval Reservation "Quonset Point Air Station" as indicated by the 1957 map. These maps indicate that the shoreline was extended slightly southward through the creation of made land (Inset 2.1-1). Five MDS, depicted on the 1957 map, are located within the southern pier area (Inset 2.1-2). Four of these structures appear to be standing and associated with commercial and industrial activities (Inset 2.1-2). One MDS is depicted on the 1855 map adjacent to the southern pier area. This structure was likely a former house and is no longer extant. Although not located immediately adjacent to the southern pier area, the 1870 map depicts a "Town Asylum" approximately 475 feet north of the southern pier area.



Inset 2.1-1. Historic Shoreline at the Quonset Point O&M Facility Site (1890 USGS Narragansett Bay, RI 1:62500 Topographic Quadrangle).

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- Per NRCS (2019a) soil data, the northern terminal area is composed of Urban land (Ur; 41.7%), Urban land, 0 to 3% slopes, sandy substratum (UrS; 32.3%), Udorthents-Urban land complex (UD; 9.6%), Water, saline (Ws; 7.2%), Quonset gravelly sandy loam, rolling (QoC; 3.1%), Sandyhook mucky fine sand, 0 to 2% slopes, very frequently flooded (Sa; 2.8%), Fortress sand, 0 to 3% slopes (FtA; 2.7%), Beaches, sandy surface (Ba; 0.6%), Beaches, cobbly surface (Baz; <0.1%), and Water (W; <0.1%) soil units (Inset 2.1-3). The Ur soil unit consists of heavily modified areas covered in buildings, roads, and paved areas. The UrS soil unit consists of impervious areas (i.e., buildings, roads, paved areas) underlain by “beach and dune sands, dredge sand, [or]...tidal marsh deposits. The UD soil unit consists of soils disturbed by cut and fill activities as well as areas covered by impervious surfaces (i.e., buildings, roads, paved areas). The FtA soil unit consists of anthropogenically-deposited dredged sand, marsh, or dune sediments. Natural soil units with the northern terminal area consist of the QoC, Sa, Ba, and Baz units. However, the Sa soil unit, located in tidal marshes adjacent to the coastline, is subject to tidal flooding while the Ba and Baz soil units consist of unconsolidated sediments prone to frequent, and sometimes severe, erosion (NRCS, 2019b). As such, only the QoC soil unit represents the only stable, natural soil unit within the northern terminal area. However, this soil unit within the northern terminal area has been significantly disturbed by ongoing construction activities since the mid-twentieth century. The soil data also suggests that the cemetery depicted on the 1942 USGS *Wickford, RI 1:24000* Topographic Quadrangle has since been disturbed, or potentially removed.
 - Per NRCS (2019a) soil data, the southern pier area is composed of Urban land, 0 to 3% slopes, sandy substratum (UrS; 41.8%), Water, saline (Ws; 26.5%), Udorthents-Urban land complex (UD; 24.3%), Fortress sand, 0 to 3% slopes (FtA; 3.9%), and Beaches, sandy surface (Ba; 3.5%) soil units (Inset 2.1-2). These soil units indicate (as discussed above) that the southern pier area has been significantly disturbed.



Inset 2.1-2. Map-Documented Structures and Soil Units within the Quonset Point O&M Facility Site.



Inset 2.1-3. Cemetery within the Quonset Point O&M Facility Site (1942 USGS Wickford, RI 1:24000 Topographic Quadrangle).

2.2 Montauk Harbor O&M Facility Site

- No previously identified archaeological resources are located within or adjacent to the Montauk Harbor O&M facility site.
- Two pre-contact archaeological sites are located within one mile of the O&M facility site.
- Eight archaeological surveys have been previously conducted within one mile of the O&M facility site:
 - Suffolk County Survey No. 380, a Phase IA/IB survey for proposed house construction, identified no archaeological resources (Tracker Archaeology Services [TAS], 1998).
 - Suffolk County Survey No. 418, a Phase IA/IB survey for proposed house construction, identified no archaeological resources (TAS, 1999).
 - Suffolk County Survey No. 673, a Phase I and II survey for proposed expansion of a yacht club, identified the Star Island Prehistoric Site (TAS, 2003). This site later underwent Phase III data recovery.
 - Survey 00SR52991, a Phase IA/IB survey for proposed condominium construction, identified no archaeological resources (TAS, 2000).
 - Survey 01SR52075, a Phase IA/IB survey for proposed house construction, identified no archaeological resources (TAS, 2001).
 - Survey 02SR52916, a Phase IA/IB survey for proposed house construction, identified no archaeological resources (TAS, 2002).
 - Survey 03SR53870, a Phase IA/IB survey for proposed house construction, identified no archaeological resources (SUNY Stony Brook, 2003).
 - Survey 06SR57042, a Phase IA/IB survey for proposed house construction, identified no archaeological resources (Jo-Ann McLean Archaeological Consultants [JAMAC], 2006).
- *The Archeological History of New York* (Parker, 1922:Plate 223, 699) does not depict any sites within one mile of the proposed O&M facility site.
- Historic maps reviewed included the 1858 Chace *Map of Suffolk Co., L.I., New York*, 1902 Hyde *Atlas of Suffolk County, Long Island, New York*, 1904 USGS *Montauk, NY 1:62500 Topographic Quadrangle*, 1916 Hyde *Atlas of Suffolk County, Long Island, New York*, and 1942 and 1956 USGS *Montauk, NY 1:24000 Topographic Quadrangles*.
 - These maps indicate that the Montauk Harbor O&M facility site vicinity was undeveloped until the mid-twentieth century. What would become East Lake Drive is first depicted on the 1904 map, although it appears to have been abandoned shortly after as it is not depicted on the 1916 and 1942 maps. The 1956 map depicts East Lake Drive as well as four MDS in the northern portion of the O&M facility site (Inset 2.2-1). Only the northernmost of these structures is still extant. Per Google

Earth (2019) street view, the structure is a one-story building that likely serves an ancillary purpose to the Inlet Seafood operation and may also be used for residential purposes. The building does not appear to be historically or architecturally significant.

- Per NRCS (2019a) soil data, approximately 67.6% of the O&M facility site is composed of Water (W), Beaches (Bc), or Fill Land, Dredged Material (Fd) soil units (Inset 2.2-1). The Fd soil unit consists of sediment deriving from dredging activities that was largely pumped onto tidal marshes, as well as beaches and dunes to a lesser extent (Soil Conservation Service [SCS], 1975:69-70). The Bc soil unit is an unstable unit prone to erosion. The remaining 32.4% of the O&M facility site is located on Dune Land (Du)/Hooksan Sand, 0 to 3% slopes (HkA) or Montauk Silt Loam, 3 to 8% slopes (MkB) soil units (Inset 2.2-1). Regarding the Du soil unit, the Soil Survey of Suffolk County, New York (SCS, 1975:69) states that “No soil horizons have formed in this sandy material.” The lack of soil horizons within this soil unit is due to a lack of pedogenesis as this relatively unstable landform is susceptible to erosion and movement. The MkB soil unit is a stable, native soil unit; however, Google Earth (2019) aerial imagery indicates that this soil unit within the O&M facility site has been significantly disturbed by late-twentieth-century construction activities. Furthermore, both native soil units (Du/HkA and MkB) are predominately covered in pavement or buildings.
- Three small Phase I archaeological surveys (380; 02SR52916; 03SR53870) were conducted 1,250 feet to the southeast of the O&M facility site, all of which were limited to the Fd and Du/HkA soil units. None of these surveys, which are also located on the eastern shore of Lake Montauk within the same geomorphic setting as the O&M facility site, identified any archaeological resources during shovel testing. The Star Island Prehistoric Site (USN10303.000816), which underwent Phase III data recovery, is located MkB soil unit. This soil unit is present within the O&M facility site; however, this soil unit is predominately covered in pavement or buildings indicating that it is disturbed to a large degree (Inset 2.2-1).



Inset 2.2-1. Map-Documented Structures and Soil Units within the Montauk Harbor O&M Facility Site.

3.0 SUMMARY AND CONCLUSIONS

3.1 Quonset Point O&M Facility Site

Based on the results of the background research, the Quonset Point O&M facility site possesses relatively low sensitivity for the presence of pre-contact and historic-period Native American archaeological resources. This sensitivity is largely dependent on the locations and extent of stable soil units, the extent of made land, and existing disturbance. This O&M facility site has been significantly disturbed by anthropogenic activities since the mid-twentieth century to the present time. Much of the northern terminal area and a small portion of the southern pier area are also located on made land that was formerly located within the Providence River. The most sensitive areas for pre-contact archaeological resources are the QoC soil unit. However, this soil unit within the Quonset Point O&M facility site has been significantly disturbed by ongoing construction activities since the mid-twentieth century. Google Earth (2019) aerial imagery indicates that this area has been significantly disturbed by structure demolition and road construction activities.

Historic maps depict numerous MDS within and adjacent to the Quonset Point O&M facility site. However, the large majority of these structures date to the mid-twentieth century and their locations have since been disturbed. Because ground disturbance will be limited to minor surface improvements at this O&M facility site (i.e., buildings will be constructed on slabs or some other type of on-grade footings, existing docks will be utilized, no proposed in-water work), any disturbance will likely be limited to previously disturbed and/or made land. Additionally, historic map review identified the location of a former cemetery depicted on the 1942 USGS *Wickford, RI 1:24000* Topographic Quadrangle within the proposed O&M facility site (Inset 2.1-3). Although likely disturbed or removed, it is recommended that project plans avoid soil disturbance in the location of the former historic-period cemetery within the northern terminal area.

3.2 Montauk Harbor O&M Facility Site

Based on the results of the background research, the Montauk Harbor O&M facility site possesses relatively low sensitivity for the presence of pre-contact and historic-period Native American archaeological resources. This sensitivity is largely dependent on the locations and extent of stable soil units and existing disturbance. The proposed location being considered for the O&M facility is largely composed of fill/dredged material (Fd soil unit), relatively unstable soils, and/or is previously disturbed. The most sensitive area for Native American archaeological resources is located on the MkB soil unit; however, this unit appears to have been significantly disturbed by late-twentieth-century construction activities and is largely covered by pavement and buildings (Google Earth, 2019). Historic maps depict four MDS within this proposed O&M facility site. However, these structures date to the mid-twentieth century and it is considered unlikely that potentially significant archaeological resources are associated with these former structures.

Furthermore, with the exception of the area around the last surviving MDS, the MDS locations have been largely disturbed by subsequent construction activities. Qualified Marine Archaeologist, Dr. Michael Tuttle of Gray & Pape, Inc., reviewed the proposed dredging areas, all reported marine archaeological resources in the vicinity, and consulted with the NY SHPO to assess the potential for submerged sites to be affected by the O&M facility development. There are no reported shipwrecks or other archaeological resources within the proposed dredging areas; the closest reported resource is the wreck of the HMS Culloden, approximately 1 mile (1.6 km) from the development area. The potential for pre-contact resources within the area of expected seabed disturbance is low. Due to the extent of previous disturbance within the area being considered for the O&M facility, proposed ground disturbance (i.e., construction of office and equipment storage buildings, parking lot, concrete paved area, modifications to quayside, and dredging) will likely be limited to areas that have been previously disturbed from the mid-twentieth century onwards.

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