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**Phase 1 Cultural Resource Survey**  
**Coddington Road Reconstruction**  
**Town of Ithaca, Tompkins County, NY**  
**PIN 3753.24**

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## EXECUTIVE SUMMARY

**PROJECT:** Coddington Road Reconstruction, PIN 3753.24      **OPRHP #:**

**LOCATION:** Coddington Road, Town of Ithaca, Tompkins County, New York

**SIZE:** 3 miles (4.82 km) along Coddington Road

**CLIENT:** Fisher Associates PE, LS, PC

**TYPE OF SURVEY:** Phase 1A, Phase 1B-Part 1

**DATE OF SURVEY:** September, 2005-January, 2006

**PROJECT DIRECTORS:** Marjorie K. Pratt and Peter P. Pratt, Pratt and Pratt Archaeological Consultants, Inc.

**METHODOLOGY:** A Phase 1A background and literature search including a field reconnaissance survey was conducted. The aim of the literature search was to provide information for a site-specific cultural resource evaluation based upon the literature, site files, and interviews. The field reconnaissance was designed to visually inspect the proposed route, evaluate the potential for cultural resources, identify potential area of disturbance, and identify potential problems that might effect subsequent field testing.

Two areas were identified as of high priority for early construction. These areas were designated Part 1. A Phase 1B field investigation including subsurface testing was conducted for these two areas. A Phase 1B investigation of the remaining area of the project will be conducted at a later time.

Within the areas of the Phase 1B-Part 1 investigation, three transects were established. Shovel test pits were dug at 50' (15 m) intervals along each transect. Test pits averaged 1-1½' (.3-.4m) in diameter and were dug deep enough to reveal the nature of the culturally sterile subsoil. Test pit contents were sifted through ¼" mesh hardware cloth. Notes were made on test pit contents. All test pits were then filled and vegetation restored. Additional areas within Part 1 were visually inspected. These areas were disturbed to the extent that significant cultural resources could not occur. The disturbance within these areas was documented by observation, photography and map analyses.

**RESULTS:** The literature search indicated that the nearest National Register Properties are located in the City of Ithaca. These properties are well removed from the project area and will not be effected by the proposed construction. One property, 999 Coddington Road, may be eligible for nomination to the National Register of Historic Places. Today this residential structure stands as a reminder of the Coddington family, one of the first to settle in Tompkins County.

No prehistoric sites have been recorded within one mile (1.61 km) of the proposed project area.

Six historic nonresidential sites have been recorded within one mile (1.61 km) of the proposed project. Two of these sites are located along Coddington Road, within the project area. School House No. 19 has been significantly altered and is removed from the immediate impact zone, while South Hill Cemetery is just 28.8 feet (8.78 m) from the center of Coddington Road. This historic site can be readily avoided. The remaining historic sites are well removed from the immediate project area and will not be effected by the proposed construction.

Thirty-four historic residential structures are currently present along Coddington Road, lying at varying distances from the immediate impact zone. All structures are removed from the area of proposed construction. The historical value of some of these buildings has been compromised by modification.

**RECOMMENDATIONS:** The Phase 1A research conducted for this evaluation identified two properties, South Hill cemetery and School House #19, within close proximity to the proposed project. The areas of these properties can be avoided. The areas need to be identified and marked in the field at the time of constructions. Thirty four residential structures were identified along Coddington Road. These structures are removed from the area of proposed construction.

Phase 1B investigation including subsurface testing and documentation of disturbed areas was conducted in two areas: 1) the Burns Road and King Road intersections (2+150 to 2+500) and 2) the Northview Road to north end of project (4+600 to 6+050). Significant cultural resources were not found within these areas. Based upon the information at hand, the investigators recommend a determination of “no effect” on cultural resources for these two areas.

Phase 1B investigation is recommended for the remaining area of the proposed project. Table 1 summarizes the cultural resource sensitivity, areas of disturbance, and recommended testing for the remaining project area. The evaluation of the affect of the Coddington Road reconstruction on cultural resources can not be completed for the remaining areas of the project until the Phase 1B evaluation has been completed.

# 1 INTRODUCTION

A Phase 1A cultural resource survey of the proposed 3 mile (4.82 km) reconstruction of Coddington Road in the Town of Ithaca, Tompkins County, New York, was conducted between September and October, 2005. This investigation consisted of a background and literature search and reconnaissance survey of the project area. This investigation was undertaken at the request of Fisher Associates PE, LS, PC in conjunction with Dewberry-Goodkind, Inc. This survey is designed to complete a cultural resource evaluation as required under Section 1409 of the New York State Parks, Recreation and Historic Preservation Law; and as set forth in 36 CFR 800, Protection of Historic and Cultural Resources, by the Advisory Council on Historic Preservation.

Following completion of the Phase 1A investigation, a Phase 1B cultural resource survey was completed for two areas of high priority. These areas were designated Part 1. The Phase 1B study was conducted in January, 2006, and consisted of field examination which included subsurface testing. A Phase 1B cultural resource survey of the remaining areas of the project will be undertaken at a later time.

The project area consists of approximately three miles (4.82 km) along Coddington Road in the Town of Ithaca, ending at the Danby Town Line. The areas of proposed construction activity include 656.17 feet (200 m) north and 164.04 feet (50 m) south of project limits, 49.21 feet (15 m) from the center line of the road on both sides, 196.85 feet (60 m) along side streets, and 98.43 feet (30 m) along the streams crossing the project area. Dewberry-Goodkind provided the following description of the proposed project:

The Coddington Road improvement project corridor consists of a 3 mile long section of a two lane urban collector located in the Town of Ithaca just south of the City of Ithaca in Tompkins County. Coddington Road currently consists of two 10 ft wide paved lanes and 2 or 3 foot wide gravel shoulders with no on-street parking, pedestrian or bicycle accommodations. There are many locations throughout the project corridor which contain very poor sight distances along the roadway which have resulted in high vehicular accident rates. The pavement condition is also very poor. Many sections of the project show visible signs of pavement failure including alligator cracking, rutting and edge failure. This pavement failure is due to two main factors: poor subsurface drainage and insufficient pavement thickness/section.

The project objectives are to improve pavement reliability and safety, provide pedestrian and bicycle facilities in high use areas, create safer traveling conditions by increasing sight distances and provide parking facility improvements in high demand areas.

The elevation along Coddington Road ranges from 750 to 1050 feet (228.60 m-320.04 m) above modern sea level, sloping upward from the northwest to the southeast portion of the project area. The road has been constructed along the side of a long ridge known as "South Hill". The Six Mile Creek and Ithaca Reservoir border the project area, approximately .5 miles (804.67 m) to the east. Figure 1 shows the location of the proposed project within New York State. Figure 2 shows details of the location, and areas of archaeological sensitivity based upon the literature search, as shown on a section of the USGS Ithaca East 7½ minute quadrangle sheet. Figure 3 shows the areas included as Part 1 and subjected to Phase 1B field investigation.

The Phase 1A background and literature search was directed by Marjorie K. Pratt with the assistance of Kira Fowler and Denise Pantzer. The reconnaissance was directed by Marjorie K. Pratt and Peter P. Pratt with the assistance of Denise Pantzer. The Phase 1B field inspection was directed by Peter P. Pratt with the assistance of Denise Pantzer and Marjorie K. Pratt.

This report presents the results of these investigations and consists of five parts: 1) discussion of the methodology employed, 2) summary of the results of the literature search, 3) summary of the reconnaissance field survey and cultural resource sensitivity, 4) summary of the Phase 1B, Part 1, field investigation, and 5) conclusions and recommendations. A bibliography of sources consulted is attached. Appendix A provides photographs of the



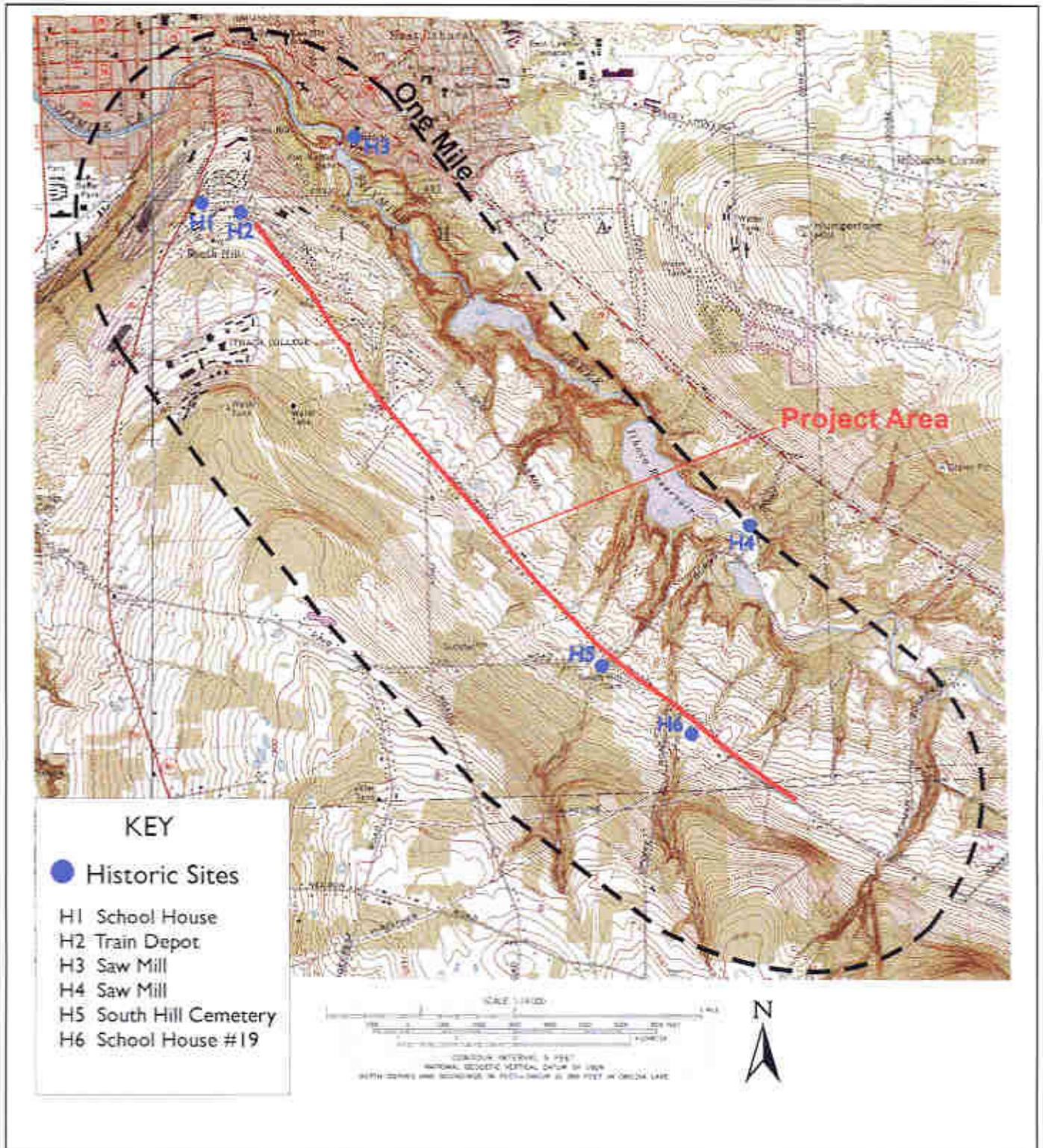


FIGURE 2. DETAILS OF PROJECT LOCATION AND AREAS OF CULTURAL RESOURCE SENSITIVITY BASED UPON THE PHASE 1A BACKGROUND AND LITERATURE SEARCH AS SHOWN ON A SECTION OF THE ITHACA EAST 7 1/2" QUADRANGLE SHEET.



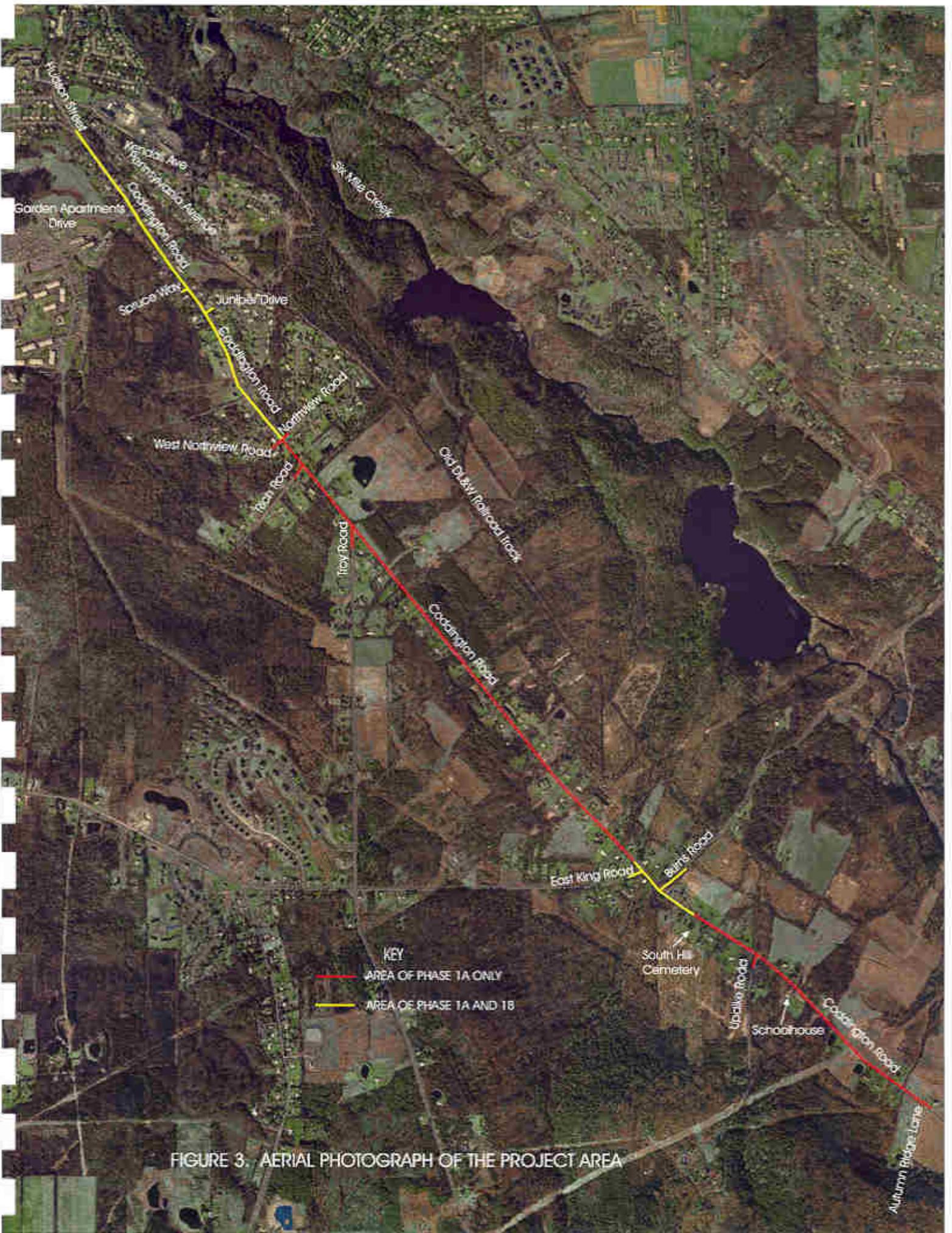


FIGURE 3. AERIAL PHOTOGRAPH OF THE PROJECT AREA

## **2 METHODOLOGY**

The proposed expansion of Coddington Road is located in the Town of Ithaca, Tompkins County, New York. Figure 2 shows the location of the project area on a section of the Ithaca East 7½ minute USGS quadrangle sheet.

For the purposes of this study, “historic property” is defined to include below ground archaeological sites, and above ground historic structures or foundations. Such properties may be prehistoric or historic in time period.

### **2.1 LITERATURE SEARCH**

The literature search was designed to provide information for a site-specific cultural resource evaluation. The time period included covers the entire range of human habitation in the project area from the beginnings of settlement at the close of the last glaciation to the present. Attention was directed toward identifying patterns of settlement which have occurred as well as specific resources within the project area. For purposes of this study, an area of one mile (1.61 km) around the proposed project area was considered. Figure 2 shows the location of cultural resources located on the basis of the background and literature search.

The literature search included a review of the archaeological literature, historical sources, and historic maps. The National Register of Historic Places and the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) site files were checked. The New York State Museum (NYSM) site file has now been included within the OPRHP files and was also checked. Laura Kelly, Town of Ithaca Historian, was interviewed and was most helpful.

An investigation of the history of Coddington Road was conducted. This search began with an evaluation of modern disturbances along Coddington Road, including the lying of utility pipelines and poles, using a variety of maps provided by local companies. Historic structures were evaluated with the aid of building inventory forms completed by the Preservation Planning Workshop, Cornell University. A bibliography of sources consulted is attached. Appendix B provides copies of historic maps consulted for this study.

### **2.2 FIELD RECONNAISSANCE**

A field reconnaissance took place on October 26, 2005, under the direction of Peter P. Pratt with the assistance of Denise Pantzer. A follow-up reconnaissance field trip was conducted by Marjorie K. Pratt and Peter P. Pratt on January 6, 2006. It was the aim of this survey to evaluate the cultural sensitivity of the proposed project area. Historic structures were investigated, focusing on their current condition, alterations to the original building including additions and stylistic changes, and their distance from the road. The surface presence of other historic remnants was also surveyed at this time.

The field survey also investigated the relationship of Coddington Road to its surrounding environment. Following this investigation, all data were analyzed for the possibility of significant cultural resources within the project area. Conclusions and recommendations were prepared with regard to: 1) the sensitivity for the presence of cultural resources within the project area and 2) the need for additional testing or study of potentially important sites.

As part of the field survey, photographs of the project area were taken. Photographs were keyed to project maps included here in Appendix E. Representative photographs are included with this report in Appendix A as Figures 4-110. Additional photographs are on file with Pratt and Pratt.

### **2.3 PHASE 1B FIELD INSPECTION, PART 1**

Following completion of the Phase 1A investigation, and two areas were identified as of high priority for improvement and therefore early construction. These areas include 1) the Burns Road and King Road intersections

(2+150 to 2+500) and 2) the Northview Road to north end of project (4+600 to 6+050). The location of these areas is shown on Figure 3 and on maps included in Appendix E. These areas were designated Part 1 of the Phase 1B cultural resource survey. The remaining part of the project will be the subject of a subsequent Phase 1B investigation.

The Phase 1B study of Part 1 was conducted in January, 2006, and consisted of field examination included subsurface testing. Warm weather resulted to acceptable conditions for field work. The ground was not frozen and was not covered with snow.

An area 50 feet (15 meters) from the road centerline on each side of the road was considered. Buried utilities were map-identified. An area 5-foot wide (1.5 meters) surrounding a utility line was considered disturbed by the construction of that underground line.

Considerable disturbance was noted within the right-of-way. In many locations the road had been cut into the hillside. Deep, wide ditches border the road in many locations especially along the south side of the road. Cultural resources could not occur within these areas. The disturbance to the area was documented by visual inspection and photography.

Three transects were located within these areas. Shovel test pits were dug at 50-foot (1.5 meter) intervals along each transect. If a test pit could not be dug in the desired location, an attempt was made to locate it nearby. Shovel test pits averaged 1-1½ feet (.3-.4 meters) in diameter and were dug to a depth at which glacial materials are found. Since people are not thought to have entered New York State until after the last glaciation, cultural materials would not be expected at lower depths. Soil was screened through ¼" mesh (.6 cm) hardware cloth. In test pits where an anomaly was found, eight additional test pits were dug to further investigate the anomaly. These test pits were located 3 and 10 feet (.9 and 3 meters) north, east, south and west of the original test pit.

Notes were made on the location of each test pit, the nature of soils, vegetation, topography, and any anomaly present. All test pits were backfilled and the vegetation restored. Transcribed copies of the field notes are included in Appendix F. The location of testing is shown on maps included in Appendix E. A total of 23 test pits were dug.

Following the intensive field work, all data were analyzed for the occurrence of significant cultural resources within Part 1 of the project area. Conclusions and recommendations were prepared with regard to 1) the presence or absence of cultural resources within the project area, 2) the significance of these resources, and 3) the need for additional testing or study of potentially important sites.

### **3 BACKGROUND AND LITERATURE SEARCH**

#### **3.1 GEOGRAPHY**

The project area lies along Coddington Road within the Town of Ithaca in Tompkins County, New York. Beginning at the Ithaca Town Line, the project area continues southeast along Coddington Road until it reaches the Danby Town Line. Within the project area, Coddington Road is built on the northeast side of South Hill. The area slopes in a southerly direction upward as it continues toward the Town of Danby.

The nearest bodies of water are Six Mile Creek and the Ithaca Reservoir which border the project area approximately .5 miles (804.67 m) to the east. Six permanent tributaries and other intermittent streams cross the project area at various locations along Coddington Road.

#### **3.2 PHYSIOGRAPHY**

The project area lies within the Finger Lakes Hills subregion of the Appalachian Upland Physiographic Region, the largest region in the state (Thompson 1966:26). The region's topography is a direct result of glacial action, which created highlands between the long narrow Finger Lakes. These highlands are generally level and have provided a good location for agricultural activity (Thompson 1966:33).

The Finger lake Hills subregion is bordered by the Cattaraugus Hills subregion to the west, the Susquehanna Hills subregion to the east, and the Erie-Ontario Lowland Region to the north. This physiographic region is categorized as having cold snowy winters and cool wet summers (Thompson 1966:75).

The project area, as well as most of Tompkins County, was under glacial ice during the Wisconsin glaciation, the last of the ice advances of the Pleistocene period (Ritchie 1969:12). With the retreat of the Port Huron substage of the Wisconsin stage, Lake Iroquois formed in front of the recessional ice, probably about 10,000 BC (Ritchie 1969:4-5). A strong strand line suggests that Lake Iroquois had a relatively long existence of approximately 1,500 years. Prior to 8000 BC the outlet channel shifted from Rome to the St. Lawrence Valley after the Port Huron Ice had melted beyond Covey Pass, Quebec (Ritchie 1969:14). This caused a rapid draining of Lake Iroquois with Lake Ontario being left in its place. As the water receded, Cayuga Lake was also formed as higher elevations to the north prevented Lake Iroquois from completely emptying. The Seneca River serves as an outlet channel for Cayuga Lake, whose waters eventually reach Lake Ontario via the Three Rivers Junction and the Oswego River Valley.

Recent estimates suggest that Lake Ontario was formed before 8000 BC and that there have not been any major water level changes since. The present geography of Cayuga Lake and the surrounding area also corresponds to this date. It is currently thought that prehistoric people did not move into the northeast until the end of the Wisconsin glaciation, making a date slightly in excess of 8000 BC the earliest date at which occupation could occur in the project area.

Within the project area, along Coddington Road in the Town of Ithaca, 15 soils can be found. Most of the soils within the project area are prone to at least moderate erosion, are unstable and have high runoff. Some can also be characterized as wet for their series. To alleviate erosion and instability various techniques can be used including: contour farming, strip cropping, diversion terraces, cover crops, sod and vegetation cover, and limited tillage. Those soils that are characterized as wet also need to have proper drainage installed if the land is to be used for building or farming. Refer to Appendix D for a complete description of each individual soil as well as a soil map of the project area.

#### **3.3 PERTINENT ECOLOGICAL INFORMATION**

As the ice retreated north from the Valley Heads Moraine, representing a period of equilibrium between glacial advance and retreat around 12,000 BC, spruce woodland developed rather quickly-perhaps within a few centuries. Pollen sequences from north of the Valley Heads Moraine indicated an "A" or Spruce zone but no well-developed "T" or herb dominated environment. Evidence does not exist for the development of permafrost in these newly uncovered areas, where mastodon remains have been found in association with spruce seeds (Muller 1977: 229).

Lake environments lagged behind terrestrial environments in their ability to support life. The lakes remained cold, nutrient deficient, and turbid, often with floating icebergs. Furthermore, the Valley Heads Moraine may have been a barrier to the northern movement of invertebrates which would have supported higher forms of aquatic life (Muller 1977: 229-230). It appears, therefore, that fishing probably could not have played an important role in the diet of early human occupation.

The early climate must have been rugged. Lake-effect storms caused by extremely cold air masses crossing the warmer lake water must have come off Lake Iroquois much as such storms come off Lake Ontario today. As long as the Ontario glacial lobe existed, Lake Iroquois may have frozen over in the winter causing less severe snow storms but colder temperatures. As the glacier moved further north, however, and Lake Iroquois did not freeze over, lake-effect storms would have contained far more snow. Orographic lift would probably have intensified these storms as it does today. Especially susceptible to these storms would have been areas to the east and southeast of Lake Iroquois (Muller 1977:231).

As the glacier continued to retreat north and the post-glacial lakes drained, spruce-fir forests continued to develop in high, well-drained locations while open lands covered by grasses predominated in the lowlands. This situation may account for the mammoth distribution. "Of the verified finds of mammoth as opposed to mastodon, in Central New York, 75 percent are from lowlands that bordered and bottomed Lake Iroquois" (Muller 1977: 231). Muller goes on to note that it may not be coincidental that the distribution of fluted projectile points in Central New York, indicative of Paleoindian occupation, shows a similar distribution.

As the climate became warmer, beginning around 8000 BC, pine replaced spruce as the dominant arboreal species. Pine forests are characterized by a lower carrying capacity and this period corresponds to a time of little or no Indian occupation in Central New York. As the climate continued to ameliorate, the forest cover changed from coniferous to mixed deciduous. This climate change permitted a greater range and density of plants and animals, corresponding to a higher carrying capacity. Indian occupation in Central New York increased in density beginning about 4-5000 BC (Ritchie and Funk 1973: 46).

## **3.4 PREHISTORY**

### **3.4.1 PALEOINDIAN STAGE (pre-8000 BC)**

The Paleoindian stage of cultural development is characterized by hunting large game and gathering wild vegetal food by small migratory bands. These people, who arrived within New York State shortly after the last glaciation, seem to have disappeared as the spruce forests changed to pine forests with the ameliorating climate. The pine forests, with their lower faunal carrying capacity, correlate with a decline in the megafauna on which the Paleoindian depended (Ritchie and Funk 1973: 46).

Fluted projectile points indicative of Paleoindian have not been found in the immediate project area. However, a number of such points have been found along the Seneca River, approximately 30 miles (48.28 km) north of the project area, and points have also been reported from the bed of the glacial Lake Iroquois (Ritchie 1969: 4-5, Ritchie and Funk 1973: 6).

### **3.4.2 ARCHAIC STAGE (c. 8000-1500 BC)**

Following the Paleoindian period, New York State was occupied by people collectively known as the "Archaic." This period begins about 6800 BC and ends about 1500 BC, though regional dates vary somewhat. These cultures were dependent on hunting, fishing, and gathering of wild foods for subsistence. Tools of stone, antler, and bone are found as well as copper tools and ornaments. Sites tend to be small and probably represent the remains of seasonal camps or special activity areas (Ritchie 1969; Ritchie and Funk 1973).

Ecologically, the area had changed from a park-tundra supporting large herds of mammoth and caribou to a mixed deciduous-coniferous forest which was capable of supporting deer (Ritchie 1969: 212; Ritchie and Funk 1973: 37-38). The intermediary coniferous forest, 8000 to 6000 BC, however, seems to have been unfavorable to humans. Consequently, early Archaic remains are found only in small quantities in New York State (Ritchie and Funk 1973: 337). Evidence of the Middle Archaic is also scarce in central New York, a consequence of the pine forests that covered the area until 4-5000 BC. With the establishment of mixed deciduous forests with their higher carrying capacity after 4000 BC, or the Late Archaic, population density seems to have increased (Ritchie and Funk 1973: 46).

### **3.4.3 TRANSITIONAL STAGE (c. 1500-1000 BC)**

Beginning around 1500 BC, and continuing to 1000 BC, are a series of sites assigned to the Transitional Stage. At the beginning of this stage, soapstone vessels are found on sites; by the end of this stage the earliest crude pottery had made its appearance in New York State. Subsistence during this time was based upon hunting, fishing, and gathering, with sites small in size, probably indicative of seasonal camps or special activity areas (Ritchie 1969: 150-78).

In central New York the Transitional Stage is represented by the Frost Island phase. The Transitional cultures are believed to be related to the Susquehanna Soapstone-using culture of Pennsylvania (Ritchie 1969: 156; 164-178; Ritchie and Funk 1973: 345-346).

### **3.4.4 WOODLAND STAGE (c. 1000 BC-1615 AD)**

The period following the Transitional Stage, and continuing until the time of European contact, is referred to as the Woodland Stage. This stage, which has been divided into Early, Middle and Late periods, has been variously defined as it occurs in different areas east of the Mississippi. In New York, the Early Woodland period is marked by the first significant use of pottery and the appearance of clay smoking pipes. A well developed burial complex is also characteristic of the period, providing much of the evidence for this stage of occupation. The scant evidence suggests that subsistence was still primarily based upon hunting, fishing and gathering, but cultivated plants had made their first appearance during this period (Ritchie 1969: 179).

The Middle Woodland period, which begins c.200 AD in New York, is characterized by a transition in ceramic and pipe styles and by the development of complex mortuary customs. It is probable that the use of cultivated plants was increasing at this time, though they still played a minor role in subsistence (Ritchie 1969: 180).

The Late Woodland period, which begins about 1000 AD is distinguished by a dependence on agriculture for subsistence and the growth of permanent settled villages, often surrounded with palisades. The elaborate mortuary customs noted for the earlier Woodland periods disappears. Emerging as distinct entities during this period are the historically known Iroquoian groups (Ritchie 1969: 180; Ritchie and Funk 1973: 359).

The first documented contact between the Europeans and the Iroquois in Central New York was an attack on the Iroquois by Samuel Champlain in 1615 AD (O'Callaghan 1850a: Vol. III, 10-24). The site of the village involved has been debated for many years, but recent investigations indicate it probably was an Onondaga village located at the south end of Onondaga Lake (French 1949; Pratt 1976).

## **3.5 HISTORY**

The first extended white occupation of the central New York area involved the Jesuits from Canada whose proselytizing efforts among the Onondaga started in the 1650s (O'Callaghan 1850b: Vol. I, 27-40). The second half of the seventeenth century, and much of the eighteenth century, exhibited numerous white contacts devoted to both trading ventures and religious activities (Leach 1966: 103-108).

The English-French rivalry that resulted in the French and Indian Wars (1744-1763) caused further cultural and political impacts on the Iroquois (Leach 1966: 191-210). The resulting political, economic, and cultural confusion was further evident during the Revolutionary War (1776-1783) when again the Iroquois were forced to take sides. At the end of this conflict the political force of the Iroquois declined in New York State and they were largely divested of their lands.

After the Revolutionary War permanent white settlement began in the area largely due to the opening of the Military Tract (1791) within Central New York as "bounty" land for those who served in the war (Smith 1904: 195).

### **3.5.1 TOMPKINS COUNTY**

The first recorded permanent settlers arrived in Tompkins County in April, 1789, and settled on land that was to become the future site of the City of Ithaca (Everts & Ensign 1879:395). Immigration into the area continued along an old Native American trail from the head of Cayuga Lake to Owego. Travel was aided in 1793 by construction of a road leading from Oxford, in Chenango County (French 1860:655; Everts & Ensign 1879:395). Accessibility to the region was further developed with the incorporation of the Ithaca and Owego Railroad in 1834 (Kurtz 1883).

By 1821, the present internal boundaries of Tompkins County were established. The towns located within the county and the dates in which they were erected are as follows: Caroline, 1811; Danby, 1811; Dryden, 1803; Enfield, 1821; Groton, 1817; Hector, 1802; Ithaca, 1821; Lansing, 1817; Newfield, 1811; Ulysess, 1801 (Barber and Howe 1841:551-3). The Village of Ithaca was incorporated 1821 (French 1860:657). The City of Ithaca was designated the county's seat, becoming the trading and manufacturing center for the region (Mather and Brockett 1853:375).

The fertile lands and abundant water resources of Tompkins County offered a great attraction to early settlers. Many of the lands which had previously been cleared by the Native Americans were incorporated by the new settlers into their farms while the water resources proved to be valuable sources of power. Halsey's Creek, as well as Salmon, Full, and Six Mile Creek, provided early mills with the energy needed to produce products for both local use and export to distant markets. By 1824, the county contained 35 grist mills, 93 saw mills, 8 oil mills, 1 paper mill, 3 printing offices, 18 fulling mills, 39 carding machines, 1 iron works, 3 trip hammers, 32 distilleries and 23 asheries (Spafford 1824:520).

### **3.5.2 TOWN OF ITHACA**

The Town of Ithaca was formed from the Town of Ulysses on March 16, 1821, lying south of Cayuga Lake. Numerous streams and springs are also present throughout the area, many of which were straightened or altered in the mid 1800s (Everts & Ensign 1879:395). Prior to settlement, nearly all the area now west of Cayuga Street, and northwest of Mill and Aurora Streets, was a swamp, while the area south and east of Ithaca remained dryer (Everts & Ensign 1879:394).

The first white settler in the area was Robert McDowell who settled on the Abraham Bloodgood Tract, which encompassed all of the incorporated land west of Tioga Street in present-day Ithaca. In the fall of 1788, the McDowell family cabin was built near present-day Seneca and Cayuga streets (Everts & Ensign 1879: 397). The first saw mill was erected by Yaple in 1791, while the first complete grist mill was completed prior to 1796 by Joseph S. Sidney who also founded the first public library. The first merchant in the Town of Ithaca has been identified as Spencer, circa 1804. Richard W. Pelton became the first postmaster of Ithaca in 1804, appointed by President Thomas Jefferson. Pelton's home, on South Hill, was probably the site of the first post office. The first

tavern, constructed in 1805, was located on the southeast corner of Aurora and Seneca Street (Everts & Ensign 1879:405-408).

There is no record of the location of the first school in the region. However, there is a record, dating 1796, identifying Robert McDowell and Benjamin Pelton as school commissioners, while William Van Orman was the school's trustee (Everts & Ensign 1879:406). In 1821, Ithaca College was formed with Cornell University following in 1862 (Everts & Ensign 1879:421).

From the 19th century onward, wheat was the major crop of Ithaca though fruit was also an excellent crop (Everts & Ensign 1879:395). Today the Town of Ithaca is home to a wide variety of agricultural, commercial, and retail businesses, as well as several academic institutions.

### 3.5.3 PROJECT AREA

Coddington Road has been known by this same name for well over one-hundred years. Throughout its history, Coddington Road has been home to many farmers and tenant workers. Historically, the farm houses were set some distance apart, however, in more modern times, non-farming residences have been established in-between these farms as land has been sold and divided.

About 1952, a newspaper article described Coddington Road as it was remembered by an unnamed local resident. This article has been reproduced on the Tompkins County, NYGenWeb Site (<http://www.rootsweb.com/~nytompki/Caroline/tcodd.htm>). A excerpt from the article which describes Coddington Road is reproduced here.

...Coddington Road starts at the extension of S. Aurora Street (Danby Road) just outside the Ithaca city line, and extents easterly to where it touches the end of Hudson Street Extension [the beginning of the project area], then runs southeasterly to the north line of Tioga County then on into Willseyville. The first section of the road, between Danby Road and Hudson Street Extension, has lately been called "Coddington Crossroad" for the convenience in referring to this section in matters of sewers and water supply.

The road is paved its entire length with recent re-paving and widening over the northern half. After going up a rather steep grade a half mile from the city line, the road levels off and has only slight grades on the remainder of its length.

The writer and his brother who traveled five miles of this road to and from high school learned the grades by heart (or muscle). This was in the dirt road days, traveling by bicycle when the road was dry (and dusty) and by horse in the mud and snow.

The road roughly follows the foot of the steeper slope of the hills, on the westerly side of the valley. The old DL&W railroad was to the east of the road--sometimes in sight, always within "tooting" distance. Formerly, 50 years ago and more, the residents were mostly farmers or farm workers living in houses some distance apart. Today these intervening spaces are filled with many small houses occupied by non-farm workers, particularly for the forest five miles of the road. Conditions about 100 years ago as shown on the 1852 Tompkins County map, were not much different that 50 years ago, except for the change of ownership of most of the farms....

The article goes on to review the farms and families that lived along the road and notes changes of ownership of the properties. In addition to the farms and residential structures, the article records an old schoolhouse that is now part of the Coddington Community Building and South Hill Cemetery. South Hill Cemetery was incorporated in 1877 and remains active today. It is located southwest of Burns Road.

The Coddington family, for which the road takes its name, was one of the first to settle in Tompkins County. Prior to 1818, Joseph Coddington became a land owner in the area, as noted on a map dating to that year. Following him were several family members who began farmsteads along the route that would become known as Coddington Road. Other families connected to the Coddingtons, including the Pew, Cratsley, Lyons and Barden families, would also settle in the area (Division for Historic Preservation 1997).

According to the 1866 Stone and Steward map of Ithaca, two residential structures were on the property of the Coddington family, while just up the road was the Pew family farm. Other farming families who had settled along Coddington Road included the McGraw, Hazen, Steenbergh, Seamen, and Teers families. Some of these farmhouses or associated buildings still stand, though many changes have been made to the original structures through time.

By 1886, many of the Coddingtons had moved from Ithaca to settle in Spencerport, though they would still be remembered as "an old and respected" family for many years (Division for Historic Preservation 1997). The family name can still be found on one of the oldest monuments in the South Hill Cemetery, located across the road from the former Coddington farm.

Also along Coddington Road was School House No. 19, which still stands today, with additions, as a community and day care center. The Delaware, Lackawanna & Western Railroad, meanwhile, ran east of Coddington Road. A depot for the original railroad had once been located at the corner of Coddington Road and Hudson Street.

### **3.6 CULTURAL RESOURCE POTENTIAL BASED UPON THE LITERATURE SEARCH**

#### **3.6.1 NATIONAL REGISTER OF HISTORIC PLACES**

No properties listed upon the National Register of Historic Places are located within or in the immediate vicinity of the project area. The nearest National Register properties are located in the City of Ithaca, north of Coddington Road. National Register properties will not be affected by the proposed project.

One property, 999 Coddington Road, may be eligible for the National Register of Historic Places. Near the Danby Town Line, and southeast of the end of the project area, the house stands as a reminder of the Coddington family, one of the first families to settle in Tompkins County. The property was first settled in 1825 by the Coddingtons who would become prominent members of the community. Today the two story farm house is in excellent condition.

#### **3.6.2 PREHISTORIC/PROTOHISTORIC SITES**

A review of maps and literature did not reveal the presence of prehistoric sites within one mile (1.61 km) of the proposed expansion of Coddington Road. While Parker (1922) noted the presence of a burial site south of the City of Ithaca, north of Buttermilk Falls, the location of this sensitive area is approximately two miles (3.22 km) west of Coddington Road and is well removed from the project area as not be affected. Town of Ithaca Historian, Laura Kelly, does not know of additional prehistoric/protohistoric sites in the project area, though she notes that the area remains largely unexplored.

#### **3.6.3 HISTORIC SITES**

A review of the 1866 Stone and Steward map of Ithaca revealed two nonresidential historic structures, and seventeen residential structures, along Coddington Road. Numerous other residential structures, consisting primarily of farms, as well as three nonresidential structures, have also been identified adjacent or within one mile (1.61 km) of the proposed project area. Finally, according to an anonymous article regarding the history of Coddington Road, a

train depot had once been located at the corner of Hudson Street and Coddington Road, having been built during the construction of the original railroad.

The nonresidential structures within one mile (1.61 km) are listed in Table 2. Their locations are shown on Figure 2 and the maps consulted are included in Appendix C. Of the structures shown adjacent the proposed project area on the Stone and Steward map of 1866 of Ithaca, two are located along Coddington Road. School House No. 19 has been greatly modified and is part of the Community Center. It is removed for the immediate project impact zone and will not be affected by construction. The cemetery is adjacent Coddington Road. It is surrounded by a fence. A water line and a telephone line are buried in the area between the edge of the road and the fence. Construction is proposed along the road but will not extend into the fenced cemetery area. The remaining structures are well removed from Coddington Road and the project area and will not be affected by the proposed project.

**TABLE 1  
NONRESIDENTIAL HISTORIC SITES  
WITHIN ONE MILE OF THE PROJECT AREA**

OPRHP Site #	Additional Site #	Distance from APE ft (m)	Time Period	Site Type	Figure 2 #
		1200 ft (365.76 m) NW	19th century	School House	H1
		200 ft (60.96 m) NW	19th century	Train Depot	H2
		3300 ft (1005.84 m) NE	19th century	Saw Mill	H3
		5200 ft (1584.96 m) NE	19th century	Saw Mill	H4
		28.8 ft (8.78 m) SW	1880 cemetery design	South Hill Cemetery	H5
		118.11 ft (36 m) SW	ca. 1900	School House #19	H6

Laura Kelly, Town of Ithaca Historian, does not know of other historic nonresidential properties within, or in the vicinity of, the project area.

There are, 34 historic residential structures currently located along Coddington Road. Information regarding each building's date of construction, historical significance, and distance from the road can be seen in Appendix A. Photographs of these houses can be seen in Appendix B. While these houses are nearby, they are not within the area of 50 foot (15 meter) right-of-way along each side of the road. The structures have been identified on maps included in Appendix E.

### **3.6.1 CULTURAL RESOURCE POTENTIAL BASED UPON DOCUMENTED DISTURBANCE**

Currently, Coddington Road is approximately 10 feet (3 m) wide with an additional 3.28-6.56 feet (1-2 m) of unpaved shoulder on each side. According to soil records, fill was likely brought in during the construction of Coddington Road in order to accommodate areas of erosion and areas in which there are minimal soils present. These areas include the northwest portion of Coddington Road, which is characterized by very shallow LtB and LtC soils. These soils may be less than 20 inches (50.80 cm) in depth, lying over bedrock. Following the road to the southeast, soil type HsB 2-6% slopes is present. This soil is characterized by slow permeability and instability. Further along, soil type RkB 2-6% slopes occurs in various locations. This soil is wet and also unstable. Finally, in various places within the project area, areas of AB soils are present within narrow valley streams. It is these areas that fill would have been particularly needed to accommodate the drainage of small streams, both permanent and intermittent. This conclusion, however, is not limited to these particular locations, as the soils throughout the project area can be characterized by instability, erosion, runoff, and some wetness.

Coddington Road is located on the eastern banks of South Hill as it descends into the valley of Six Mile Creek. The area for road has been cut and graded to allow for its construction. This is especially evident on the historic 1902 USGS topographic map of the project area (Appendix C, Figure 113), Coddington Road had to be cut and graded into the hillside to allow for a level roadway. Fill from this grading or from other sources was brought in during the construction of the road. In some locations this activity destroyed the potential for prehistoric or protohistoric cultural remains.

Based on the information provided by utility companies, the areas along Coddington Road have been worked and reworked, both above and below ground surface, for years. The areas of disturbance concentrate within 32.81 feet (10 m) of the center of Coddington Road, though the disturbance may reach as far as 65.62 feet (20 m) from the road's center on either side. The possibility of recovering cultural resources from within these areas is minimal. The potential for cultural resources does, however, in some places remain intact beyond these areas. This sensitivity is considered medium to high in regards to historic resources, as several historic residential structures are still standing along Coddington Road. The location of utilities is shown on maps included in Appendix E. Information about the location of utility lines is summarized in Table 1.

Water, sewer, gas, and buried telephone cable lines have contributed to below ground disturbances while aerial electric and telephone lines have also impacted the surrounding grounds. Beginning at the southwest limit of the project area, heading northwest toward the City of Ithaca, a buried telephone line is the primary source of disturbance. On the north side of Coddington Road, the buried line begins outside of the project impact zone, crossing into the area at CR 1+700. The buried cable line ends its run along Coddington Road at CR 2+320 as it turns down the east bank of Burns Road. On the south side of Coddington Road another buried cable line continues within the project area until CR 2+360. Buried telephone lines also are located along the south and the west side of Updike and East King Roads.

Water service along Coddington Road begins at 1+550, located along the south side of the roadway. At times, this line is intersected to service connecting roads, as it does along the east side of Updike Road. At CR 2+280 the water line makes a sharp 90-degree turn north under Coddington Road before crossing over to the north bank of the roadway at CR 2+450. The water line then continues along the north side of Coddington Road until it again crosses under the roadway back to the south side. At the intersection of Troy Road, the water line meanders south before crossing under the road. It then turns north to follow the west side of Troy Road, heading south back towards Coddington Road where it turns to continue on its route into the city limits.

A second water line begins at CR 4+300 on the south side of Coddington Road, 9.84 feet (3 m) south of the original. These lines run fairly parallel until CR 4+440 at which point the original water line crosses Coddington Road to follow along the north side of the road. At the intersection of Northview Road, an intersecting water line runs north off of the northern water line to follow the west side of East Northview Road while an intersecting water line runs south off of the southern water line to follow the east side of West Northview Road. The south line ends thereafter, at CR 4+800.

The northern waterline continues through the end of the project area, as it goes on to follow the north side of Hudson Street. Before this, however, another water line intersects it at CR 5+970. This second line then crosses south under Coddington Road, following the roadway out of the project area. A third water line also commences in this area, at CR 5+950, following the south bank of Coddington Road into the City of Ithaca. These two southern lines run parallel to each other, 6.56 feet (2 m) apart.

Along Coddington Road, the gas main begins at CR 2+300 along the north side of the roadway. While many lines intersect this main to service private residences or connecting roads, it continues along the north side of Coddington Road until its completion at CR 5+450. Intersecting gas mains include those that run along the east side of East King Road, the east bank of Troy Road, underneath Rich Road, the east side of East Northview Road, the west bank of West Northview Road, and the east side of Juniper Drive.

At CR 5+290, a gas main running along the west side of Spruce Way turns the corner and beginning following the south side of Coddington Road. From CR 5+610 to CR 5+650 perpendicular lines bring gas service back to the north side of Coddington Road. The primary gas main, however, continues along the south side of the

roadway as it continues past the project area limits. The north side does not receive its own line again until the very end of the project area as an intersecting line crosses from the south side of Coddington to the north before it continues along Hudson Street.

An eight inch (20.32 cm) sanitary sewer line begins at CR 3+610 under Coddington Road as to crosses to the south side of the roadway. While many lines intersect it from connecting roads, the sewer is continued along the south side of Coddington Road throughout the northern portion of the project area. Intersecting lines include those that run along the west side of Troy Road and underneath Rich Road. At 4+590 the line makes a 90-degree turn north to run below East Northview Road. The line is not, however, discontinued as it begins again at the western corner of Coddington Road and West Northview Road. A second sewer line does cut into the northern limits of the project area, at CR 5+980, as it continues along Coddington Road and Hudson Street.

Two additional pipe lines, owned by Dominion Transmission, Inc., cross Coddington Road at CR 1+350. These 20 and 30 inch (50.80 cm and 76.20 cm) pipes run parallel each other, making a diagonal cross under the roadway. An eight inch high pressure Petroleum products pipe line, owned by TEPPCO, also intersects and crosses Coddington Road. This occurs approximately 131.23 feet (40 m) from the end of the project area, or at the Danby Town Line.

Time Warner Cable buried cable lines occur sporadically along Coddington Road, often consisting of short lines that service just one or two residences. One such line runs northeast from Coddington Road, shortly before its intersection with Rich Road, servicing what appears to be a private residence. Along the north bank of Coddington Road, nearing the southeastern limits of the project area, another cable line has been buried. This line appears to service a few houses, with additional cable lines servicing residences to the northeast and southwest.

In addition to these buried utility lines, aerial telephone, cable and electric poles run parallel Coddington Road on both sides. The location of these utility poles average 26.25-32.80 feet (8-10 m) from the center of Coddington Road, on either side, spaced at varying distances from one another, continuing the entire distance of the project area. Other various causes of disturbance along Coddington Road over the years have included the construction of private driveways, both gravel and asphalt, headwalls and retaining walls, steel inlays in the road or along its shoulder, as well as the paving and widening of the road itself.

Many of the streams crossing the project area have been modified while ditches have been constructed to aid in drainage. These ditches are most extensive along the south side of Coddington Road, particularly as the project area nears the City of Ithaca.

Local residents in the vicinity of East King Road and Coddington Road report that Coddington Road was originally further to the north "near the oak trees". The road was moved to the south some years ago, and original area of road bed was graded. An attempt to confirm this report with the Highway Division, Public Works Department, Tompkins County, was unsuccessful. The department does not have records of a realignment. Such a modification to the road location would have destroyed cultural resources in that area.



## 4 CULTURAL RESOURCE POTENTIAL BASED ON FIELD RECONNAISSANCE

A field reconnaissance of the Coddington Road area was undertaken on October 26, 2005. Directed by Peter P. Pratt, with the assistance of Denise Pantzer, the aim of this field survey was to become familiar with the area and to assess areas of cultural sensitivity within the immediate proposed project area. A follow up field trip was conducted January 6, 2006, by Marjorie K. Pratt and Peter P. Pratt. Table 1 summarizes observations and cultural resource sensitivity of the project area. This table is keyed to map sheets 1-30 included in Appendix E. In addition to location information, included in the table are cultural resources present, disturbance to the area, underground utilities, remarks based upon field observation and map analysis, recommendations for testing, and photographic reference number for photographs included in Appendix A. The location and direction of photographs are shown upon the map sheets included in Appendix E.

The historic houses along Coddington Road, were recorded by a class from Cornell University in 1997 and site forms were filled with the Office of Parks, Recreation and Historic Preservation. These structures were reassessed. Information regarding the presence of the houses, their historic importance, integrity and distance from the center of the road was noted, and is recorded in Appendix A. Beginning at the northeast end of the project area at the Ithaca Town Line, the residential structures along Coddington Road, both historic and modern, lie close to one another and are positioned near the road itself. Continuing southeast along the road, the houses generally become spatially distinguishable and are position farther back from the road.

In general, the historic houses along Coddington Road have been altered to such a point that, the structures may not be recognized for their historic value. These alterations have often included new siding, roofs, and various additions. Some of the original farm houses and outbuildings have also been destroyed. One obvious exception to this is house number 999 along Coddington Road. While additions have been made over time, the building's historic value has remained intact. This structure was occupied by the Coddington family who settled there in 1825. The structure is immediately southeast of the southeast end of the project area.

South Hill Cemetery is located on the south side of Coddington Road just southwest of Burns Road. While plots are positioned in areas father removed from the road, the fence that surrounds the property is just 29 feet (8.84 m) from the center of Coddington Road. The Coddington family was the first to use this land for interment, after which the land was officially converted for community use in 1877. Many local, prominent farming families have historically used this cemetery.

While the community along Coddington Road has a rich history, the potential for prehistoric cultural resources is diminished. The soils along Coddington Road are prone to erosion and instability. Coddington Road was built by, in many locations, cutting into the hillside to make a flat area for the road. Considerable grading was undertaken. Fill from this grading or from other sources was brought in during the construction of the road. Furthermore, a deep wide ditch has been constructed especially along the southwest shoulder of the road. Various utility lines have been laid along either side of the road, possibly destroying cultural resources.

Along the length of Coddington Road, within the project area, six permanent tributaries of Six Mile Creek cross the proposed project area as well as many intermittent streams. While many of these streams flow nearby the houses on Coddington Road or along side streets, most have been significantly altered from their original state. Undisturbed areas along these streams present a higher sensitivity for the presence of cultural resources, however many of the streams have been modified and channeled.

The least disturbed area in which cultural resources may have remained intact is the southern portion of the proposed project area. Specifically, those areas are along the northeast shoulder of Coddington Road after the gas line ends CR 2+300 and along the southwest shoulder of Coddington Road with the completion of the water line immediately follows the Community Center. However, deep wide ditches occur in this area.

**TABLE 2**  
**SUMMARY OF SENSITIVITY OF AREAS ALONG CODDINGTON ROAD AND**  
**THE NEED FOR PHASE 1B CULTURAL RESOURCE INVESTIGATION**

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
1	1+000 1+150	north	Historic residence to NE of project area (#999)	Road bed built up	Telephone line to north beyond the ROW	An area of 33' (10m) can be tested. A stream area may be modified.	yes	5,6, 110
1	1+000 1+150	south	Historic house (#954)	Deep ditch, cut bank	Telephone	An area +/- 10' (3m) along the southern edge of ROW can be tested.  A stream area may be modified.  A concrete foundation along the roadside at 1+150.	yes	4,7, 108
2	1+200 1+300	north	Historic house (#955)	Road bed built up	Telephone	An area between the edge of the road and the buried telephone line or north of the telephone line can be tested	yes	8,109
2	1+200 1+300	south		Deep ditch  Area of stream modified with stream lead to ditch	Telephone	Ditch area filled near driveways  Area of +/- 15-25' (5-8m) to south of telephone line can be tested.	yes	9
3	1+350 1+450	north			Telephone	An area +/-25-35' (8-10m) to the north of the telephone line can be tested.	yes	10
3	1+350 1+450	south		Deep ditch	Telephone	An area +/-10' (3m) can be tested to south of telephone line.	yes	10
4	1+500 1+650	north	Historic house (921)	Road bed built up with ditch on north side	Telephone	An area +/- 25-30' (8-10m) to the north of the telephone line can be tested.	yes	11,12, 107

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
4	1+500 1+650	south	Historic school house (#920)	Ditch Gravel parking lot for community center beginning about 1+630 Stream area has been modified near the parking lot	Telephone Water	An area +/- 10-15' (3-4m) to the south of telephone and extending to the gravel parking lot can be tested.	yes	11, 106
5	1+700 1+800	north	Historic house (#915) reaches within project limits	Road cut into hillside Road built on fill Beyond 1+730 steep to north	Telephone	Area along road is disturbed by being cut into hillside to 1+730; steep hillside with excessive slope beyond 1+730.	no	13, 105
5	1+700 1+800	south		Road cut into hillside An area has been graded for playground from +/-1+680 to 1+700	Telephone Water	Area of playground has been graded to a depth that cultural resources could not occur. Beyond 1+700 an area of +/- 15-25' (5-8m) to south of telephone line can be tested. Some of this area has an excessive slope.	yes	14
6	north	1+850 1+950		Area opposite the intersection with Updike Road has been filled to create an area for the road. Stream has been modified to go under the road.	Telephone	This area can be tested north of telephone line and west of the intersection (from +/- 1+900).	yes	15,18
6	south	1+850		Intersection with Updike Road has	Telephone	An area south of the telephone line and removed from the	yes	16,18

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
		1+950		been graded on both sides of the road, stream has been channeled to lead under the road.	Water	intersection can be tested. This area varies between 3' +/- 25' (1-8m).		
6	Updike Road	east		Graded hillside, corner graded	Water	An area +/- 25' (8m) east of water line can be tested.	yes	17
6	Updike Road	west		Corner disturbed by grading, stream has been channeled	Telephone	No place to test near corner, excessive slope further to the south.	no	17
7	2+000 2+100	north		Fill in some areas for road bed	Telephone	An area of +/- 35' (10m) north of the telephone line and below the fill area can be tested.	yes	
7	2+000 2+100	south	cemetery	Ditch	Telephone Water	Cemetery is surrounded by a chain link fence. The area between the fence and the road is disturbed by a water line and a telephone line. East of the cemetery an area south of the telephone line can be tested. This area varies between 0 +/- 25' (8m).	yes	103
8	2+150 2+250	north	Historic house (#803)	Hillside with flat area created for road	Telephone	Phase 1B complete,	no	19, 104
8	2+150 2+250	south	cemetery	Deep ditch followed by rising hillside	Telephone Water	Visual observations. Phase 1B completed, Visual observations.	no	19, 103
9	2+300 2+350	north		Graded to steep hillside	Telephone Gas main	Phase 1B completed, Visual observation.		22

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
9	2+300 2+350	south		Deep ditch, cut bank, stream has been channeled and goes under road	Water line in road Telephone	Graded into subsoil; no place to test. Phase 1B completed, Transect 2.	no	20
9	Burns Road	east		Corner with Coddington Road graded Road cut into hillside	Telephone	Phase 1B complete, Visual observation. No undisturbed area to test.	no	21
9	Burns Road	west		Corner with Coddington Road graded		Phase 1B complete, Visual observation. Road immediately adjacent to stream; no place to test.	no	21
10	2+400 2+550	north	2 historic houses (#693 and #699)	Graded fill from south side of road May be an former road bed for Coddington Road	Water Gas main	Phase 1B completed, Visual observation. Fill from other side of the road used for road bed. Local residents report that the original road was further to the north, and that the road was moved south and the entire area graded.	no	23, 100, 102
10	2+400 2+550	south	2 historic houses (#694 and #696)	Ditch, graded area		Phase 1B complete to 2+500, Transect 2, Transect 3. Beyond 2+500 a deep ditch is located along the road. A stream has been modified and crosses	Additional testing beyond 2+500	23, 26,99, 101

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
10	East King Road	east		Cut and graded into hillside	At corner of Coddington Road, a small length of water line Gas main Telephone	under the road. There is an area that can be tested +/- 25' (8m) south of the ditch. Phase 1B complete. Area graded into hillside.	no	25
10	East King Road	west			Gas main Telephone	No undisturbed place to test. Phase 1B complete. Hillside drops off sharply.	No additional	25
11	2+600 2+750	north		Road bed built on fill	Water Gas main	Transect 3 covers the area of more level ground. An area +/- 10' (3m) north of the gas main can be tested.	yes	27
11	2+600 2+750	south	Historic house (#688)	Deep ditch borders the road		An area +/- 25' (8m) south of the ditch disturbance can be tested.	yes	28,98
12	2+800 2+900	north			Water Gas main	Stream crosses road. An area +/- 15' (3m) north of the gas main can be tested.	yes	29, 30
12	2+800 2+900	south		Deep ditch		An area +/- 25' (8m) can be tested.	yes	29
13	2+950 3+100	north			Water Gas main	An area +/- 15' (3m) north of the gas main can be tested.	yes	32, 33
13	2+950 3+100	south	Historic house (#674)	Deep ditch		An area +/- 25' (8m) south of the ditch can be tested.	yes	33,97
14	3+150 3+300	north		Road bed built on fill	Water Gas main	An area north of the gas main can be tested from CR 3+150 to 3+200. This area varies between 8' +/- 12' (2m +/- 4m). Beyond	yes	33

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
14	3+150 3+300	south		Deep ditch Roadside cut and filled		this, an area north of the water line and south of the gas line can be tested. An area +/- 20' (6m) south of the graded disturbance can be tested.	yes	
15	3+350 3+450	north		Road bed built on fill	Water Gas main	An area north of the graded disturbance and south of the gas main can be tested.	yes	
15	3+350 3+450	south	Historic house (#642)	Deep ditch. Cut and graded hillside.		An area south of the graded disturbance can be tested. This area varies between 16' +/- 33' (5m +/- 10m). Some of this area may have excessive slope	yes	96
16	3+500 3+650	north		Road bed has been cut into hillside and built on fill	Water until CR 3+610 Gas main north of project area	An area +/- 16' (5m) exists between the water line and gas main may not be disturbed and can be tested. An historic marker along the road notes the Ithaca & Owego Railroad. Historic maps show the railroad to the north of the ROW	yes	36, 37, 38
16	3+500 3+650	south		Deep ditch Hillside cut and graded	Water begins at CR 3+610 Sanitary sewer begins at CR 3+610 and runs south of project area.	An area south of the graded disturbance can be tested. This area varies between 13' +/- 26' (4m +/- 8m). A small stream crosses under the road .	yes	35, 34
17	3+700 3+800	north		Road bed built on fill	Gas main	Beginning at CR 3+700, an area +/- 12' (4m) north of the gas line can be tested. Before this point there is no undisturbed location to test.	yes	38
17	3+700 3+800	south	2 historic houses,	Deep ditch	Water	An area +/- 20' (6m) south of graded disturbance can be tested.	yes	38,94, 95

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
18	3+850	north	(#620 and #624)	Road bed built on fill	Sanitary sewer south of project area.			
	3+000			Road bed built on fill	Gas main	An area +/- 23' (7m) north of gas main can be tested.	yes	
18	3+850	south	Historic house (#618)	Deep ditch	Water	An area south of the graded disturbance can be tested. This area varies from 13' +/- 26' (4m +/- 8m).	yes	93
	3+000			Road bed built on fill	Sanitary sewer south of project area			
19	4+050	north		Road bed built on fill	Gas main	An area +/- 23 feet (7m) north of the gas main can be tested	yes	40
	4+150							
19	4+050	south		Deep ditch	Water	An area south of the graded disturbance can be tested. This area varies from 13' +/- 26' (4m +/- 8m).	yes	
	4+150			Road bed built on fill	Sanitary sewer runs south of project area to the east of Troy Road before it turns to the northwest and runs along the Coddington Road			
19	Troy Road	east		Deep ditch	Gas main	Corner at Coddington Road is heavily graded and disturbed by underground utility lines.	no	39,41
				Road bed built on fill				
19	Troy Road	west		Deep ditch	Water	Corner at Coddington Road is heavily graded and disturbed by underground utility lines	no	39
				Road bed built on fill	Sanitary sewer			
20	4+200	north	Historic house (#509)	Road bed built on fill	Gas main	An area +/- 23' (7m) north of the gas main can be tested.	yes	42,92
	4+350							
20	4+200	south		Deep ditch	Water (2)	An area south of the graded disturbance can be tested. This area varies from 13' +/- 26' (4m +/- 8m).	yes	43, 44
	4+350			Road side has been cut and filled	Sanitary sewer			

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
21	4+400 4+500	north	2 historic houses (#403 and #407)	A stream has been diverted along road into the ditch. Road bed cut and filled	Gas main Water begins at CR 4+440 Water Sanitary sewer	An area +/- 20' (6m) north of the gas main and graded disturbance can be tested.	yes	47,88, 89
21	4+400 4+500	south	2 historic house (#406 and #502)	Deep ditch Road bed has been cut and filled	Water Sanitary sewer	An area +/- 26' (8m) south of the graded disturbance can be tested.	yes	45,90, 91
21	Rich Road	east		Ditch Road bed built on fill	Gas main, water and sanitary sewer run under the road	An area +/- 26' (8m) east of the graded disturbance can be tested.	yes	45,46
21	Rich Road	west		Ditch Road side has been cut and graded		An area +/- 33' (10m) west of the graded disturbance can be tested.	yes	45,46
22	4+550 4+650	north		Road has been cut and graded	Water Gas main	Phase 1B complete west of Northview Road, Transect 1. Additional testing required east of Northview Road, +/- 24' (7m) north of graded disturbance.	Complete west of Northview Road Yes east of Northview Road	47,48, 51
22	4+550 4+650	south		Deep ditch Road has been cut and filled	Water Sanitary sewer	Phase 1B complete west of Northview Road. East of Northview Road an area +/- 23' (7m) south of the graded disturbance can be tested. West of Northview Road this area varies between 7' +/- 23' (2m +/-	Complete west of Northview Road Yes east of Northview Road	48,51

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
22	East Northview Road	east		Ditch Road side has been cut away	Gas main	7m) south of the graded disturbance. Phase IB complete; visual inspection Road side is disturbed by ditch and gas main. The slope then becomes excessive	Complete no	47
22	East Northview Road	west		Road bed built on fill	Water Sanitary sewer under road	Phase IB complete; visual inspection High levels of disturbance and steep slopes leading to stream leave no area for testing.	Complete no	47
22	West Northview Road	east		Road side has been cut into hill. Area around house has been graded.	Water Drainage pipe	Phase IB complete; visual inspection Area disturbed; no place to test	Complete no	50
22	West Northview Road	west		Ditch Road bed built on fill	Gas main	Phase IB complete; visual inspection Area disturbed; no place to test	Complete no	48,50
23	4+700 4+850	north		Road bed built on fill	Gas main Water	Phase IB complete; visual inspection north of the graded and disturbance area, slope increases	Complete no	53
23	4+700 4+850	south		Ditch Road bed built on fill	Water ends at CR 4+800 Sanitary sewer Gas main CR 4+750 to CR 4+775 Drainage pipe CR 4+710 to CR 4+725	Phase IB completed Transect 1 located south of disturbance	Complete no additional	52

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
24	4+900 5+000	north	Historic house (#341) reaches within project area	Road side cut and graded into hillside; slope to north excessive	Water Gas main	Phase 1B complete; visual inspection	Complete no	54,55, 87
24	4+900 5+000	south	Historic house #336 should be here but is beyond the map	Deep ditch Graded hillside	Sanitary sewer	Phase 1B complete; visual inspection	Complete no	54,55, 86
25	5+050 5+200	north		Hillside cut and graded	Water Gas main	Phase 1B complete; visual inspection	Complete no	56,57
25	5+050 5+200	south		Deep ditch Hillside cut and graded	Sanitary sewer	Phase 1B complete; visual inspection	Complete no	56,57
25	Juniper Drive	east		Hillside cut and graded	Gas main	Phase 1B complete; visual inspection	Complete no	58
25	Juniper Drive	west		Hillside cut and graded		Phase 1B complete; visual inspection	Complete no	58
26	5+250 5+350	north	3 historic houses (#301, #307, #315)	Hillside cut and graded	Water Gas main	Phase 1B complete; visual inspection  Two historic houses (#301 and #307) reach the limits of the project area. Area between the houses and the road has been graded for parking.	Complete no	59,60, 82,83, 85
26	5+250 5+380	south	Historic house (#308) reaches	Deep ditch	Gas main begins at CR 5+290	Phase 1B complete; visual inspection	Complete no	59,60, 84

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
			within project area	Hillside cut and graded	Sanitary sewer	House area has been graded.		
26	Spencer Way	east		Road bed cut into hillside.		Phase 1B complete; visual inspection	Complete no	61
26	Spencer Way	west		Road bed cut into hillside. Driveway cut into road side	Gas main	Graded steep slope to east Phase 1B complete; visual inspection	Complete no	61
27	5+400 5+550	north	3 historic houses (#257, #261, #263)	Hillside cut and graded	Water Gas main ends at CR 5+450	Road side graded Phase 1B complete; visual inspection	Complete no	62,63, 78,79, 80
27	5+400 5+550	south	Historic house (#264)	Deep ditch Hillside cut and graded	Gas main Sanitary sewer	Phase 1B complete; visual inspection	Complete no	62,63, 81
28	5+600 5+700	north	Historic house (#235), porch within project limits	Road bed built on fill. Heavily graded along road for parking	Water Gas main between CR 5+610 and CR 5+650	Phase 1B complete; visual inspection High levels of disturbance on steep slopes leaves no area for testing.	Complete no	64,66, 77
28	5+600 5+700	south		Deep ditch Hillside cut and graded	Gas main Sanitary sewer	Phase 1B complete; visual inspection	Complete no	64,65, 66
28	Ithaca College Entrance	east		Road bed built in cut area		Phase 1B complete; visual inspection	Complete no	65
28	Ithaca College Entrance	west		Road bed built in cut area		Phase 1B complete; visual inspection	Complete no	65

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
29	5+750 5+900	north		Road bed built on fill from cut hillside Heavily graded along road for parking	Water	Phase 1B complete; visual inspection High levels of disturbance on steep slopes leaves no area for testing.	Complete no	67,68, 69,70
29	5+750 5+900	south	2 historic houses (#212 and #216)	Deep ditch Hillside has been cut and graded	Gas main Sanitary sewer	Phase 1B complete; visual inspection One historic house (#216) reaches project area limits. Area around the house has been graded.	Complete no	67,68, 69,70, 75,76
30	5+950 6+050	north		Ditches Road bed built on fill from south hillside. Heavily graded wide shoulder Recreation trail leading southwest from road	Water Gas main beginning at CR 5+990 Sanitary sewer beginning at CR 5+980	Phase 1B complete; visual inspection High levels of disturbance on steep slopes leaves no area for testing.	Complete no	71,72, 73
30	5+950 6+050	south	Historic house (#210)	Deep ditch Road bed graded and built fill south hillside	Water (2) beginning at CR 5+950 and CR 5+970 Sanitary sewer Gas main	Phase 1B complete; visual inspection High levels of disturbance on steep slopes leaves no area for testing.	Complete no	71,72, 73,74
30	Pennsylvania Ave	east		Ditch Road side fill and graded		Phase 1B complete; visual inspection	Complete no	73

Map Sheet	CR Location	Road Side	Cultural Resource Present	Disturbance	Underground Utilities	Remarks	Recommend Testing	Photo Fig #
						High levels of disturbance on steep slopes leaves no area for testing.		

## 5 PHASE 1B FIELD INVESTIGATION, PART 1

A field inspection of Part 1 of the project area was conducted in January, 2006, as described under METHODOLOGY. Part 1 included two locations identified as of high priority for improvement and therefore early construction. These areas include: 1) the Burns Road and King Road intersections (CR2+150 to CR2+500), and 2) the Northview Road to north end of project (CR4+600 to CR6+050). An area 50 feet from the centerline on both sides of the road was considered. The location of these areas is shown on Figure 3 and on maps included in Appendix E.

Unusually warm weather in January made field work possible. At the time of visual inspection and subsurface testing, the ground was free of frost and largely free of snow. The soil was dry enough to permit sifting through ¼" mesh hardware cloth. Visibility was excellent.

Coddington Road was constructed along the side of a long ridge known as South Hill. Figure 2 shows the area on the USGS 7 ½" Ithaca East quadrangle sheet. Figure 114 shows the road on the USGS 15" Dryden quadrangle sheet surveyed in 1898. Visual observation revealed that in many areas of the hillside had been cut into and a flat area created on which to construct the road. To the southwest the elevation increased and to the northeast the elevation decreased. In many locations the slope was excessive limiting the likelihood for significant cultural resources to occur.

Several small streams cross Coddington Road and flow northeast into Six Mile Creek. The areas of the streams were carefully examined for areas that might contain significant cultural resources, but in most cases the streams had been modified and channeled in the vicinity of and under Coddington Road. Specific observations are included in Table 2.

### 5.1 BURNS ROAD AND EAST KING ROAD INTERSECTIONS (CR2+150 to CR2+500)

The area of consideration begins at 2+150 just southeast of Burns Road, and continues to CR2+500 just northwest of East King Road. This area is shown on maps included as of Plates 8-10 in Appendix E. At the southeast end of this section, South Hill Cemetery is located on the south side of the road. The cemetery is surrounded by a fence. A deep ditch borders the road. A water line and telephone line are located between the ditch and the fence. There is no undisturbed place to test in this area.

Transect 2 was located on the south side of the Coddington Road west of the cemetery and continued to the corner of East King Road. The deep ditch, water line, and telephone line continued in this area. An attempt was made to locate four test pits at 50 foot intervals to the south of the disturbed area. Two of the test pits were not dug because of an excessively steep slope. The road was cut into the hillside in order to provide a flat area of the roadbed. A small stream located in this area had been modified and channeled.

Transect 3 was located on the south side of Coddington Road west of East King Road and extended to the northwest end of the area of consideration. The first test pit of this transect extended south on the west side of East King Road. A local resident along this area reported that the area had been entirely modified. Another resident reported that Coddington Road was originally located further to the northeast, and had been moved to its present location and cut into the hillside. An attempt was made to locate information from the Tompkins County Highway Department to confirm this report, but it was unsuccessful. The history of Coddington road quoted above in the literature search suggests that "...road is paved its entire length was recent [+/-1952] re-paved and [there was] widening over the northern half..."

The north side of Coddington Road was visually inspected. A telephone line and a gas main are located along the road. The road is built on a flat roadbed that appears to be fill from the hillside that has been graded to the south. The flat area gives way to steep slope. There was no undisturbed place to test.

An area of Burns Road extending northeast from the intersection with Coddington Road was visually inspected. The east side of the road was cut into the hillside. There was no place to test on the east side of Burns

Road. The west side of the road borders a steep gully containing a stream. The gully wall is exposed rock. There was no place to test on the east side of Burns Road.

An area East King Road extending southwest from the intersection with Coddington Road was visually examined. The east side of the road was cut into the hillside. A gas line was located in this area. There was no undisturbed area to test. On the west side of the road a deep ditch bordered the road. Beyond the ditch the hillside drops off sharply. There was no place to test.

Two historic residential structures are located along Coddington Road in this area. They are listed in Appendix B, are shown in photographs in Appendix A, and are located on maps included in Appendix E. Of these structures, both are beyond 50-foot (15m) from the centerline area considered in this evaluation. Historic structures will not be affected by the proposed construction.

## **5.2 NORTHVIEW ROAD TO NORTH END OF PROJECT AREA (CR4+600 TO CR6+050)**

This area begins at CR4+600 just northwest of Northview Road, and continues to CR6+050 the end of the project area. This area is shown on maps included as of Plates 22-30 in Appendix E. Utility lines including water lines, sanitary sewer lines, and a gas main bordered both sides of Coddington Road. A deep wide ditch is usually located along the southwest side of the road. Table 2 provides specific observations regarding these features. They are shown on maps included in Appendix E.

Transect 1 began on the north side of Coddington Road immediately northwest of a steep-sided gully that contained a stream. Three test pits were dug on the north side of the road. The transect was continued on the south side of the road for 12 additional test pits. Cultural resources were not found in testing. In many locations the soil appeared to be disturbed. Visual inspection on the northeast side of the road revealed a steep grade beyond the area that had been flattened for the roadbed. The area within the immediate area of Coddington road was disturbed by a gas main and a water line. There was no undisturbed area to test.

The area beyond Transect 1 (CR4+860) and continuing to the end of the project area (CR6+050) was visually inspected. Within this entire area the roadbed has been cut into the hillside. To the southwest, following disturbance for utility lines and a deep ditch, the bank is cut and the elevation then increased. To the northeast, following disturbance for utility lines, the elevation decreased. There was no place to test.

Several historic residential structures are located along Coddington Road in this area. These are listed in Appendix B, are shown in photographs in Appendix A, and are located on maps included in Appendix E. Of these structures, all but seven are beyond 50-foot from the centerline area considered in this evaluation. These seven extend into the 50-foot (15m) area are 210, 216, 235, 301, 307, 308, and 341 Coddington Road. These structures are all removed from the area of proposed construction. Historic structures will not be affected by the proposed construction.

## **6 CONCLUSIONS AND RECOMMENDATIONS**

### **6.1 NATIONAL REGISTER PROPERTIES**

No properties listed upon the National Register of Historic Places occur within or in the immediate vicinity of the project area. The nearest National Register properties are located north of the proposed construction in the City of Ithaca. These properties are well removed from the proposed project area and will not be effected.

One property along Coddington Road may be eligible for nomination to the National Register of Historic Places. The house at 999 Coddington Road was originally construction by members of the Coddington family in 1825. As one of the first families to settle in Tompkins County, the Coddingtons would remain prominent figures in the community until the late 19th century, lending their name to the road that they called home. While the Coddington family owned many properties within the project area, this is the oldest and best intact structure. Though the building has undergone changes, these additions too, were historic in nature, and did not effect the stylistic integrity of the house. This home stands as a significant record of local history.

No prehistoric sites have been recorded within one mile (1.61 km) of the proposed project, though the southern portion of the project area is sensitive to such sites.

Six nonresidential historic structures have been identified within one mile of the project area. Of these, only two structures lie along Coddington Road and are within the immediate project area. School House No. 19 has been modified greatly from its original state and is removed from the impact zone. South Hill Cemetery is a site of significant historic value and precautions will be taken to prevent harm.

The sensitivity for cultural resources within the proposed project area has been compromised by erosion prone soil and construction. While 34 historic residential properties have been identified along Coddington Road, these structures are removed from the area of proposed construction.

### **6.2 PROJECT IMPACT**

Construction of the proposed expansion of Coddington Road in the Town of Ithaca, Tompkins County, New York, will not have an impact on properties listed on the National Register of Historic Places. The house at 999 Coddington Road may be eligible for the National Register of Historic Places. This house is southeast of the area of proposed construction and will not be impacted by the proposed project.

The Phase 1A investigation did not identify prehistoric sites within the one mile of the project area. Six historic non-residential historic properties were identified. Two of these properties, South Hill cemetery and School House No. 19, are immediately adjacent, but removed from the area of proposed construction. The impact on these properties can be readily avoiding during construction. Thirty-four historic residential structures were identified along Coddington Road. These structures are all removed from the area of proposed construction and will not be affected by the proposed project.

Phase 1B field testing and observation was conducted within two areas of the proposed project. These areas include 1) the Burns Road and King Road intersections (CR2+150 to CR2+500) and 2) the Northview Road to north end of project (CR4+600 to CR6+050). Cultural resources were not identified within these areas.

Aside from the areas included in the Phase 1B investigation, the impact of the project on cultural resources can not be fully evaluated with the information at hand. In order to complete the evaluation, Phase 1B investigation is needed of the remaining areas of the project.

### **6.3 RECOMMENDATIONS**

The Phase 1A research conducted for this evaluation identified two properties, South Hill cemetery and School House #19, within close proximity to the proposed project. The areas of these properties can be avoided. The areas need to be identified and marked in the field at the time of constructions. Thirty four residential structures were identified along Coddington Road. These structures are removed from the area of proposed construction.

Phase 1B investigation including subsurface testing and documentation of disturbed areas was conducted in two areas: 1) the Burns Road and King Road intersections (CR2+150 to CR2+500) and 2) the Northview Road to north end of project (CR4+600 to CR6+050). Significant cultural resources were not found within these areas. Based upon the information at hand, the investigators recommend a determination of “no effect” on cultural resources for these two areas.

Phase 1B investigation is recommended for the remaining area of the proposed project. Table 1 summarizes the cultural resource sensitivity, areas of disturbance, and recommended testing for the remaining project area. The evaluation of the affect of the Coddington Road reconstruction on cultural resources can not be completed for the remaining areas of the project until the Phase 1B evaluation has been completed.

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