

# Section 106 Project Submittal Package

## Replacement of Syracuse Division Bridges

**Milepost 238.22: Oriskany Boulevard, Town of Whitesboro, New York**

**BIN 5009929**

**Town of Whitesboro, Oneida County, New York**

**NYSTA Project ID:**

**Prepared for:**



New York State Thruway Authority  
200 Southern Blvd.  
P.O. Box 189  
Albany, NY 12201-0189



Stantec  
61 Commercial Street, Suite 100  
Rochester, NY 14614  
[www.stantec.com](http://www.stantec.com)

**Prepared by:**



**Environmental Design & Research,  
Landscape Architecture, Engineering, & Environmental Services, D.P.C.**  
217 Montgomery Street, Suite 1000  
Syracuse, New York 13202  
[www.edrdpc.com](http://www.edrdpc.com)

**February 2017**

**NEW YORK STATE THRUWAY AUTHORITY (NYSTA) PROJECT SUBMITTAL PACKAGE**  
**Section 106 of the National Historic Preservation Act**

A Project Submittal Package is prepared by the NYSTA (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSTA assessment of Section 106 obligations.

DATE February 10, 2017 NYSTA PROJECT ID \_\_\_\_\_ BINs 5009929

**IDENTIFICATION**

Project Name (if any) MP 238.22, Oriskany Boulevard, Whitesboro

Project Area Boundaries See attached mapping for limits of Projects. Section 1.1 contains a full description of Project limits.

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County Oneida

Town/City Whitesboro

Village/Hamlet: N/A

Have you consulted the NYSHPO web site at \*<http://nysparks.state.ny.us> to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area? If yes:  Yes  No

- Was the project site wholly or partially included within an identified archaeologically sensitive area?  Yes  No
- Does the project site involve or is it substantially contiguous to a National Register of Historic Places listed property?  Yes  No

\*<http://nysparks.state.ny.us> then select **HISTORIC PRESERVATION** then **Historic Preservation Field Services Bureau** then **On Line Tools – CRIS**

**ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION**

**Project Description** – Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

**Location Maps** - Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

**Photos** - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

- Buildings/structures more than 50 years old that are located along the property or on adjoining property
- Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

**LOCAL SPONSOR CONTACT**

Name: Albert Mastroianni Title: Project Manager  
Firm/Agency: New York State Thruway Authority  
Address: 200 Southern Boulevard City: Albany State: NY Zip: 12201  
Phone: 518-436-2909 E-Mail: Albert.mastroianni@thruway.ny.gov

Consultant Name: Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C.  
Contact Information: 217 Montgomery Street, Suite 1000, Syracuse, NY 13202  
Phone: (315) 471-0688

## 1.0 Project Information

The purpose of this Section 106 Project Submittal Package (PSP) is to document the potential for impact on cultural resources that may result from replacement of the New York State Thruway bridge over Oriskany Boulevard, at Milepoint (MP) 238.22 on the New York State Thruway, in the Town of Whitesboro, Oneida County, New York (hereafter, the Project). This PSP was prepared by Environmental Design & Research, Landscape Architecture, Engineering, & Environmental Services, D.P.C. (EDR) on behalf of the New York State Thruway Authority (NYSTA). This submittal was prepared by EDR cultural resources staff who meet the qualifications specified by the Secretary of the Interior's Standards for Historic Preservation and Archaeology per 36 CFR Part 61.

### 1.1 Project Location

The proposed Project consists of the replacement of the New York State Thruway (Interstate 90) mainline bridge over Oriskany Boulevard, in the Town of Whitesboro, Oneida County (see Attachment A). The existing steel multi-girder bridge is oriented east/west and was constructed in 1954.

The following terms are used throughout the PSP to describe the proposed action:

- **NYSTA MP 238.22: Oriskany Boulevard, (BIN 5009929) (the Project):** The proposed Project consists of the replacement an existing steel stringer/steel multi-girder bridges. The existing bridge serves as the mainline of the New York State Thruway, carrying Interstate 90 over Oriskany Boulevard. The existing bridge was constructed circa 1954. As stated in a 2015 Bridge Inspection Report (see Attachment B), several components of the bridge structure have deteriorated, and are in need of repair and/or replacement.
- **Area of Potential Effect (APE):** The APE for this Project is defined as a 1500-foot corridor in both the east and west directions along the thruway from the bridge, as well as a 500-foot corridor in both the north and south directions along Oriskany Boulevard (see Attachment A for limits of the APE).

### 1.2 Potential Impact on Historic-Architectural Resources

The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resources Information System (CRIS) website was reviewed to determine the location of properties listed on the National Register of Historic Places (NRHP) within 1500 feet to the upper span of the proposed Project, as well as 500 feet from the underlying road (Oriskany Boulevard). No properties previously listed on, or determined eligible for, the NRHP are located within the APE. Therefore, the proposed Project is not anticipated to affect historic properties previously listed on or eligible for the NRHP.

The proposed project will include superstructure replacement. This approach will not significantly alter the appearance of the bridge, and therefore, the Project has no potential to adversely impact the setting of any historic resources.

The bridges were initially constructed as a part of the new Interstate 90 (New York State Thruway) circa 1954, as confirmed in the 2015 Inspection Report (Attachment B). EDR has reviewed the 2002 New York State Department of Transportation (NYSDOT) *Evaluation of National Register Eligibility: Task C3 of the Historic Bridge Inventory and Management Plan*, which does not identify BIN 5009929 as eligible for listing on the NRHP.

### **1.3 Archaeological Sensitivity**

A review of the NYSOPRHP CRIS website determined that the APE is not located in an archaeologically sensitive area, there are no previously reported archaeological sites in the APE, and no previous cultural resources surveys have been conducted within or immediately adjacent to the proposed APE.

A review of historic aerial photographs (see Attachment C) has been developed since the early twentieth century. The east-west length of the APE was initially disturbed by construction of the Thruway in the early-to-mid 1950s, and some structures near the eastern end of the APE appear to have been demolished. The north-south portion of the APE included several structures along the western edge of Oriskany Boulevard that appear to have been demolished during the widening of that road circa 1970. The entire APE has been disturbed by road widening and maintenance throughout the late twentieth century.

The land within and immediately adjacent to the APE has been heavily disturbed by the construction of the New York State Thruway and associated bridges and ramps. Therefore, the APE for the proposed Project is considered to have low archaeological sensitivity for historic and prehistoric cultural resources.

### **1.4 Archaeological Impact Assessment**

There are no previously reported archaeological sites in the APE. All ground disturbance will be restricted to the areas around existing bridge abutments and piers, which consist of made land built up during the construction of Interstate 90 (the New York State Thruway) circa 1954. Therefore, the proposed Project is not anticipated to impact any archaeological resources.

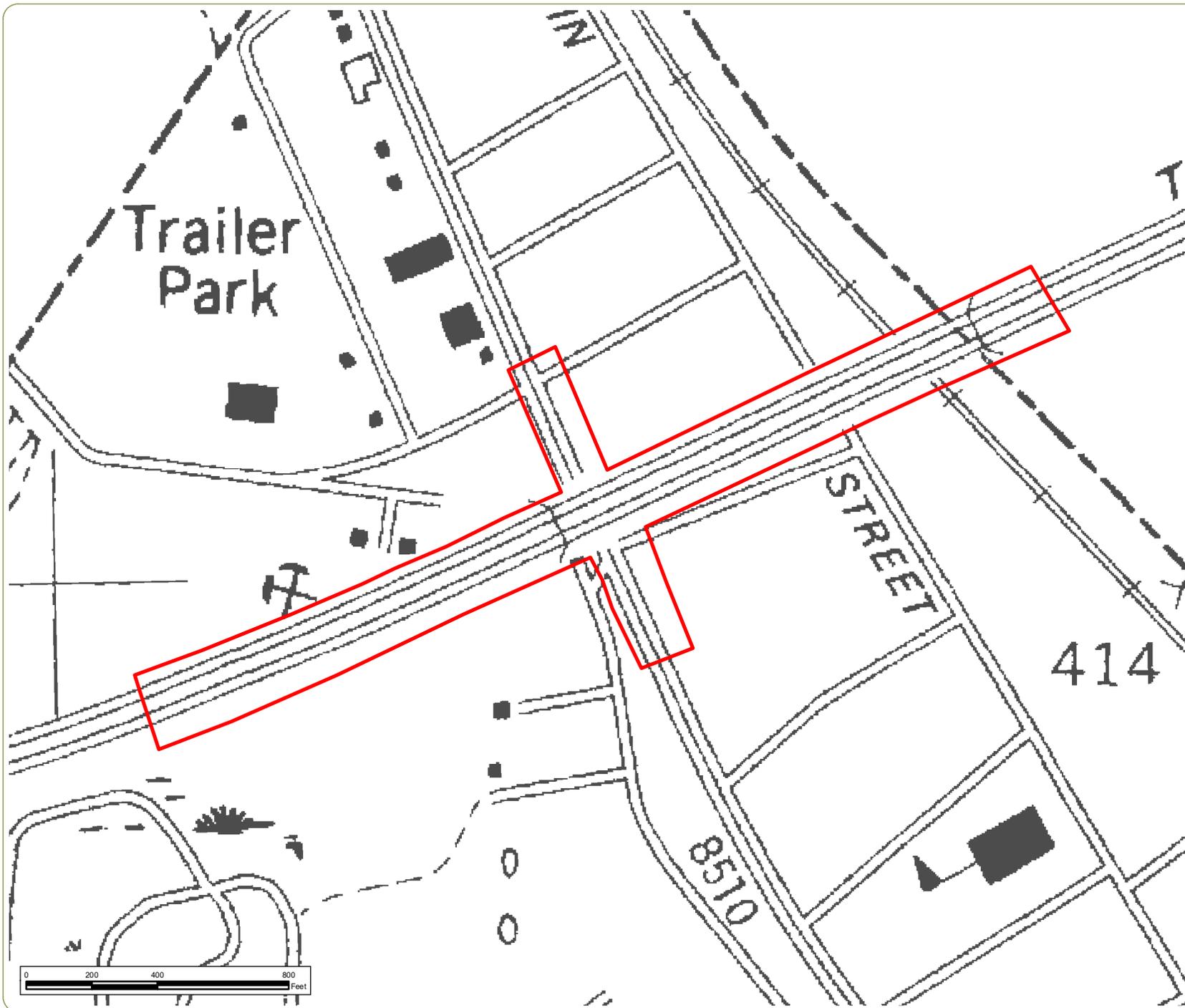
### **1.5 Photographs**

A site visit was conducted by EDR staff on December 1<sup>st</sup>, 2016, in order to document existing conditions within the project area, including existing land use, visual character, and previous ground disturbance. Photograph locations are noted on a map included as Attachment D and selected photographs from this site visit are included as Attachment E.

## **LIST OF ATTACHMENTS**

- Attachment A. Project Location Map
- Attachment B. 2015 Bridge Inspection Report (Excerpt)
- Attachment C. Historic Aerial Photographs
- Attachment D. Photograph Locations
- Attachment E. Photographs

**Attachment A:  
Project Location Map**



## Replacement of Syracuse Division Bridges

**MP 238.22: Oriskany  
Boulevard (BIN 5009929)**

Town of Whitesboro,  
Oneida County, New York

### Attachment A: Project Location

February 2017

 Area of Potential Effect

**Notes:**  
1. Basemap: NYSDOT *Oriskany, NY*  
1:24000 planimetric quadrangle.  
2. This is a color graphic. Reproduction  
in grayscale may misrepresent the data.



**Attachment B:**  
**2015 Inspection Report (Excerpt)**

**BIN:** 5009929                      **MP:** 238.22  
**Region:** 2                              **County:** 6 ONEIDA  
**Feature Carried:** 90IX  
**Feature Crossed:** NYS Route 69, Oriskany Blvd.  
**General Recommendation:** 4  
**Condition Rating:** 3.61  
**Inspect Date:** 9/2/2015



**New York State Thruway Authority - Bridge Inspection Report**

# 2015 INSPECTION

<b>FLAGS</b>	<input type="checkbox"/> RED	<input checked="" type="checkbox"/> YELLOW	<input checked="" type="checkbox"/> SAFETY	<input type="checkbox"/> NONE
	<input type="checkbox"/> PIA		<input type="checkbox"/> PIA	<input type="checkbox"/> REMOVE / INACTIVE

**REVIEWED BY:** Garret Hoffmann  
 Garret Hoffmann

**TITLE:** Quality Control Engineer PE# 70686

**NEW YORK STATE  
THRUWAY AUTHORITY  
FLAGGED BRIDGE REPORT**

INITIAL:

AL RED FLAG   
YELLOW FLAG   
SAFETY FLAG

FLAG NUMBER: 15-067  
SUPERSEDED FLAG(S): \_\_\_\_\_  
INSPECTOR: Andrew Lachina  
DATE OF INSPECTION: 8/19/2015

CURRENT FLAG INDICATOR: **ACTIVE**

PROMPT INTERIM ACTION RECOMMENDED: \_\_\_\_\_ YES X NO

BRIDGE DESCRIPTION:

MP: 238.22 BIN: 5009929  
REGION: 2 COUNTY: 6 (ONEIDA) TOWN: Whitesboro  
FEATURES: CARRIED: 90IX CROSSED: NYS Route 69, Oriskany Blvd.  
NUMBER OF SPANS BY TYPE: 3 Span; Steel Stringer/Multi-Beam or Girder  
YEAR BUILT: 1954

POSTED FOR LOAD: \_\_\_\_\_ YES X NO TONS: \_\_\_\_\_

IS BRIDGE WHOLLY OR PARTIALLY THRUWAY OWNED: X YES \_\_\_\_\_ NO

DESCRIPTION OF FLAGGED CONDITION (Be specific as to exact nature and location of **problem**) :

The Girder ends over Piers 1 and 2 exhibit heavy active corrosion, with significant web section loss in the lower portion of the critical bearing area. Significant web section typically extends for a height of at least 8" above the bearing. There is no distortion or buckling at this time, however it is apparent that corrosion and section loss are progressing at a very rapid rate.  
There are no bearing stiffeners and there is only a partial-height diaphragm connection plate on both sides of the interior girders, and on the "inside" of the fascia girders. These typically heavily corroded connection plates only provide support to prevent sidesway buckling, and provide no support against local web yielding or local web crippling.  
Two Locations meet NYSDOT Yellow Flag criteria of >50% web section loss directly over bearing:  
Span 1, Girder G5 at Pier 1 - 55% section loss  
Span 2, Girder G1 at Pier 1 - 50% section loss  
Span 1, Girder G1 at the Begin Abutment and 15 additional girder end locations over Piers 1 & 2 have similar (26%-41%) web section loss, but do not meet the extent of deterioration to warrant a Yellow Flag. See attached Section Loss Documentation.

INSTANT DEVELOPED PHOTOS ATTACHED? X YES \_\_\_\_\_ NO IF YES, NUMBER ATTACHED: 3

FLAGGED BRIDGE REPORT COMPLETED BY: Andrew Lachina DATE: 8/20/2015

VERBAL NOTIFICATION: (For Red Flags and Safety Flags with PIA only)

TO: \_\_\_\_\_ of Headquarters on \_\_\_\_\_  
TO: \_\_\_\_\_ (Responsible Party) on \_\_\_\_\_  
BY: \_\_\_\_\_

\* The appropriate caption in the upper left of this form shall be initialed by the individual who is the initialled

Andrew Lachina 8/20/15  
Signature of Thruway Team Leader Date:

<b>Location:</b>	238.22-FLG-99-00-15S1P1G5.JPG	1
Span 1, Girder G5 over Pier 1 from Right		
<b>Description:</b>		
Lower portion of the web bearing area exhibits heavy active corrosion, with 55% section loss.		
<b>Reference:</b>		
FLAG #: 15-067		

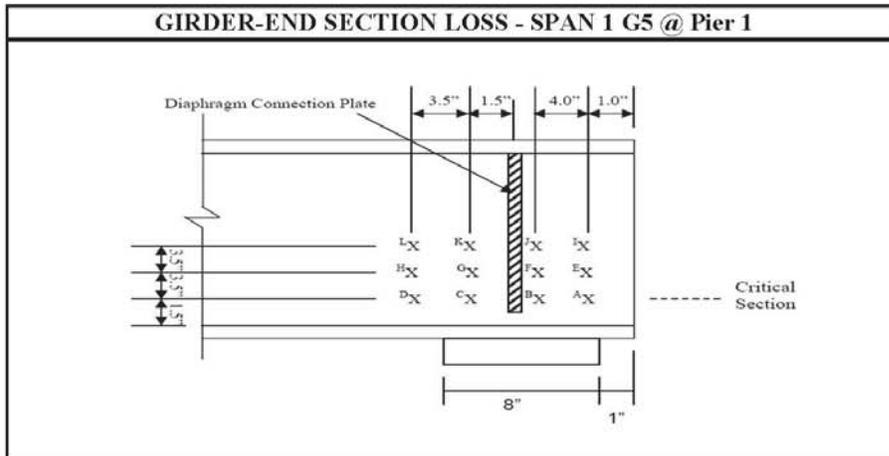
<b>Location:</b>	238.22-FLG-99-02-15S2P1G1.JPG	2
Span 2, Girder G1 over Pier 1 from Left		
<b>Description:</b>		
Bearing area has significant active corrosion, with 50% section loss in the lower portion of the web.		
<b>Reference:</b>		
FLAG #: 15-067		

<b>Location:</b>	238.22-FLG-99-03-15S2P1G1.JPG	3
Span 2, Girder G1 over Pier 1 from Right		
<b>Description:</b>		
Heavy active corrosion with 50% section loss directly over the bearing.		
<b>Reference:</b>		
FLAG #: 15-067		

Flag Log No: 15-067

Sketch Type: Flag/Condition Alert

File Name: 238.22-FLG-99-01-15S1G5P1.jpg



W 30x116		tw = 0.564		Span Side Length= 5.076				Joint Side Length = 5.000				
S1 G5 @ Pier 1	Row 1				Row 2				Row 3			
	Joint Side		Span Side		Joint Side		Span Side		Joint Side		Span Side	
	A	B	C	D	E	F	G	H	I	J	K	L
	0.134	0.218	0.317	0.337	0.362	0.348	0.464	0.454	0.384	0.434	0.501	0.497
Average (in)	0.176		0.327		0.355		0.459		0.409		0.499	
Weighted Ave. (in)	0.252				0.407				0.454			
% SL	55%				28%				19%			

Span 1, G5 @ Pier1	Percent Section Loss	
Design Section per Plan: W 30x116;	2015	
Web Thickness: 0.564", Bearing Stiffener: None*		
Avg. Web SL. Span Side (9*tw=5.076") [Avg% / Worst%]	24% / 42%	
Avg. Web SL. Joint Side (5.0") [Avg% / Worst%]	44% / 69%	
Computed Ave. SL.	34%	
Computed Ave. SL. for critical Section (Row 1)	55%	
Notes:		
2015: Web Section Loss monitoring established.		

\*Diaphragm connection plates are not full depth.

Total effective bearing length = Span Side Length + Joint Side Length = 5.076" + 5.0" = 10.076"

Total original effective bearing area = 10.076" x 0.564" = 5.682 in<sup>2</sup>

Sample calculations: (Row 1)

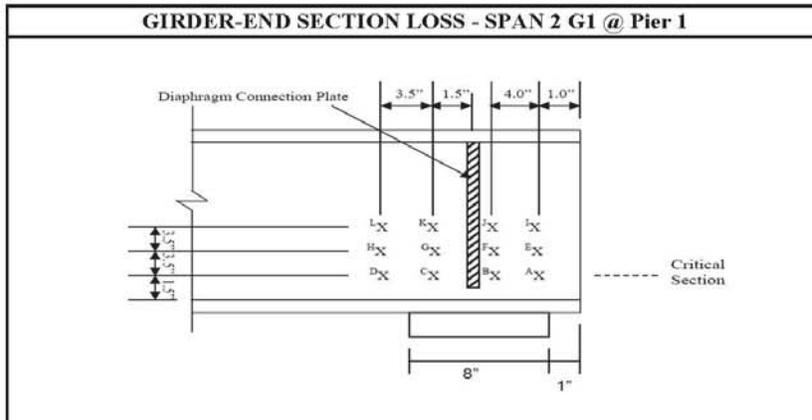
Weighted Ave. = [(Span Side SL x Span Side Length) + (Joint Side SL x Joint Side Length)] / Total effective bearing length

Weighted Average = [(0.327" x 5.076") + (0.176" x 5.0")] / (10.076") = 0.252"

Flag Log No: 15-067

Sketch Type: Flag/Condition Alert

File Name: 238.22-FLG-99-02-15S2G1P1.jpg



W 36x230		tw = 0.765	Span Side Length= 6.885	Joint Side Length = 5.000								
S2 G1 @ Pier 1	Row 1		Row 2		Row 3							
	Joint Side		Span Side		Joint Side		Span Side					
	A	B	C	D	E	F	G	H	I	J	K	L
	0.329	0.284	0.406	0.476	0.389	0.342	0.509	0.492	0.487	0.518	0.602	0.542
Average (in)	0.307		0.441		0.366		0.501		0.503		0.572	
Weighted Ave. (in)	0.384				0.444				0.543			
% SL	50%				42%				29%			

Span 2, G1 @ Pier1	Percent Section Loss	
Design Section per Plan: W 36x230;	2015	
Web Thickness: 0.765", Bearing Stiffener: None*		
Avg. Web SL. Span Side (9*tw=6.885") [Avg% / Worst%]	34% / 42%	
Avg. Web SL. Joint Side (5.0") [Avg% / Worst%]	49% / 60%	
Computed Ave. SL.	40%	
Computed Ave. SL. for critical Section (Row 1)	50%	
Notes:		
2015: Web Section Loss monitoring continued.		

\*Diaphragm connection plates are not full depth.

Total effective bearing length = Span Side Length + Joint Side Length = 6.885" + 5.0" = 11.885"

Total original effective bearing area = 11.885" x 0.765" = 9.09 in<sup>2</sup>

Sample calculations: (Row 1)

Weighted Average = [(Span Side SL x Span Side Length) + (Joint Side SL x Joint Side Length)] / (Total effective bearing length)

Weighted Average = [(0.441" x 6.885") + (0.307" x 5.0")] / (11.885") = 0.384"



**NEW YORK STATE  
THRUWAY AUTHORITY  
FLAGGED BRIDGE REPORT**

INITIAL:

\_\_\_\_ RED FLAG

\_\_\_\_ YELLOW FLAG

Ad. SAFETY FLAG

FLAG NUMBER: 15-084

SUPERSEDED FLAG(S): \_\_\_\_\_

INSPECTOR: Andrew Lachina

DATE OF INSPECTION: 9/2/2015

CURRENT FLAG INDICATOR: **ACTIVE**

PROMPT INTERIM ACTION RECOMMENDED: \_\_\_\_\_ YES X NO

BRIDGE DESCRIPTION:

MP: 238.22 BIN: 5009929

REGION: 2 COUNTY: 6 (ONEIDA) TOWN: Whitesboro

FEATURES: CARRIED: 90IX CROSSED: NYS Route 69, Oriskany Blvd.

NUMBER OF SPANS BY TYPE: 3 Span; Steel Stringer/Multi-Beam or Girder

YEAR BUILT: 1954

POSTED FOR LOAD: \_\_\_\_\_ YES X NO TONS: \_\_\_\_\_

IS BRIDGE WHOLLY OR PARTIALLY THRUWAY OWNED: X YES \_\_\_\_\_ NO

DESCRIPTION OF FLAGGED CONDITION (Be specific as to exact nature and location of problem) :

Safety Flag is being issued based on QC comments.  
In Span 2 and Span 3, the Deck is only 7.5" thick and exhibits widespread severe spalling with exposed, debonded and heavily corroded transverse and longitudinal reinforcement. Spalled areas are up to 4" deep, and exhibit moderate to heavy dampness. Exposed reinforcement bars typically have 20% to 40% section loss, with isolated areas where rebar has rusted through. Further deterioration may result in a punch-thru.  
Worst locations of deck damage include:  
  
Span 2, Bay 1 at Begin - 4" deep spalling, with severely corroded & debonded rebar. Remaining concrete is very soft.  
Span 2, Bay 4 at L/3 - 5' L x 8' W x 3" D spill w/ 13 debonded bars. Remaining concrete is very damp.  
Span 2, Bays 10 & 11 - 2.5" to 4" deep spalling with debonded rebar Full-width between girders.  
Span 3, Bay 1 at Begin - 6' L x 8' W area of 3" deep spalling with several main transverse bars completely rusted thru.  
Span 3, Median Bay 7 - 12 SF area of spalling up to 9" deep, completely debonding entire bottom mat of rebar.  
  
Other areas have similar, but less severe spalling, see attached deck notes and sketches.

INSTANT DEVELOPED PHOTOS ATTACHED? X YES \_\_\_\_\_ NO IF YES, NUMBER ATTACHED: 6

FLAGGED BRIDGE REPORT COMPLETED BY: Andrew Lachina DATE: 10/22/2015

VERBAL NOTIFICATION: (For Red Flags and Safety Flags with PIA only)

TO: \_\_\_\_\_ of Headquarters on \_\_\_\_\_

TO: \_\_\_\_\_ (Responsible Party) on \_\_\_\_\_

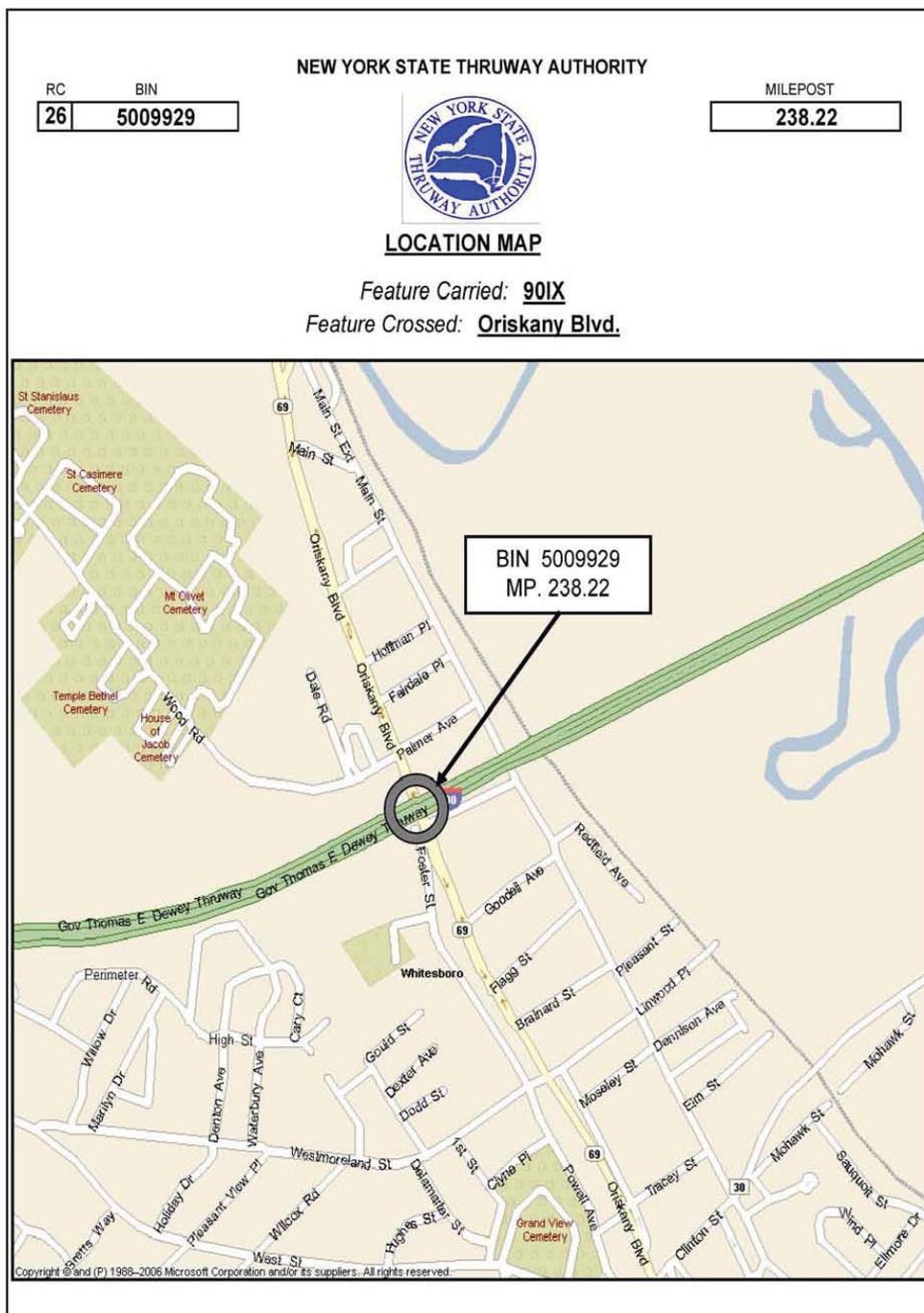
BY: \_\_\_\_\_

\* The appropriate caption in the upper left of this form shall be initialled by the individual who is the initialled

Andrew Lachina 10/22/15  
Signature of Thruway Team Leader Date:

Sketch Type: Location Map

File Name: 238.22-10-01-15LOCMAP.jpg



**Attachment C:**  
**Historic Aerial Photographs**



MP 238.22

Oriskany Blvd

Whitesboro, NY 13492

Inquiry Number: 4827840.5

January 13, 2017

## The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

**Site Name:**

MP 238.22  
 Oriskany Blvd  
 Whitesboro, NY 13492  
 EDR Inquiry # 4827840.5

**Client Name:**

Environmental Design & Research, d.p.c  
 217 Montgomery Street  
 Syracuse, NY 13202  
 Contact: Caitlin Graff



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

**Search Results:**

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2011	1"=500'	Flight Year: 2011	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2008	1"=500'	Flight Year: 2008	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1997	1"=500'	Acquisition Date: May 02, 1997	USGS/DOQQ
1985	1"=500'	Flight Date: May 08, 1985	USGS
1981	1"=500'	Flight Date: May 07, 1981	USGS
1974	1"=500'	Flight Date: April 17, 1974	USGS
1960	1"=500'	Flight Date: May 06, 1960	USGS
1957	1"=500'	Flight Date: July 17, 1957	USGS
1952	1"=500'	Flight Date: March 27, 1952	USGS
1941	1"=500'	Flight Date: May 04, 1941	USGS

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INQUIRY #: 4827840.5

YEAR: 2011

— = 500'



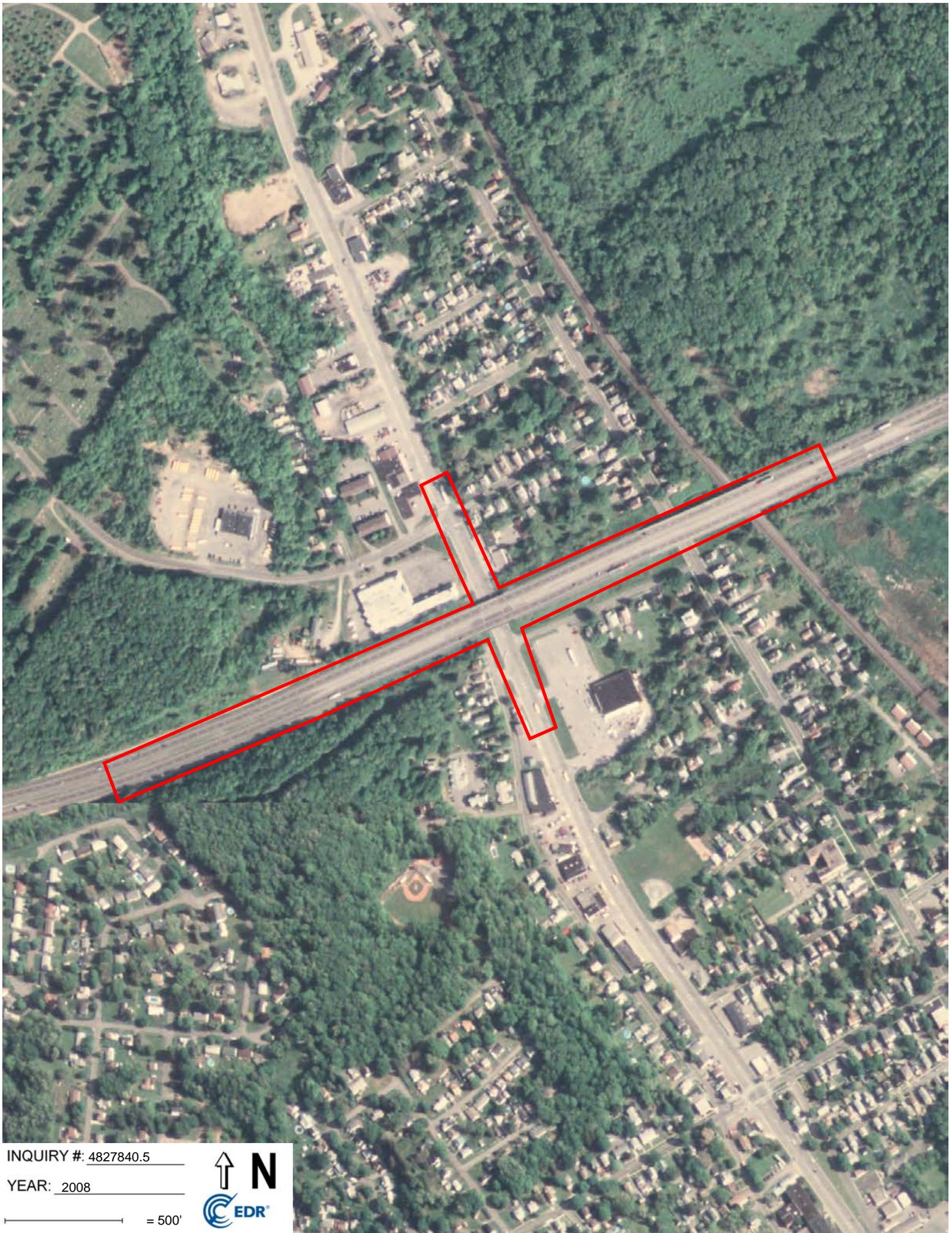


INQUIRY #: 4827840.5

YEAR: 2009

— = 500'





INQUIRY #: 4827840.5

YEAR: 2008

— = 500'





INQUIRY #: 4827840.5

YEAR: 2006

— = 500'





INQUIRY #: 4827840.5

YEAR: 1997

— = 500'



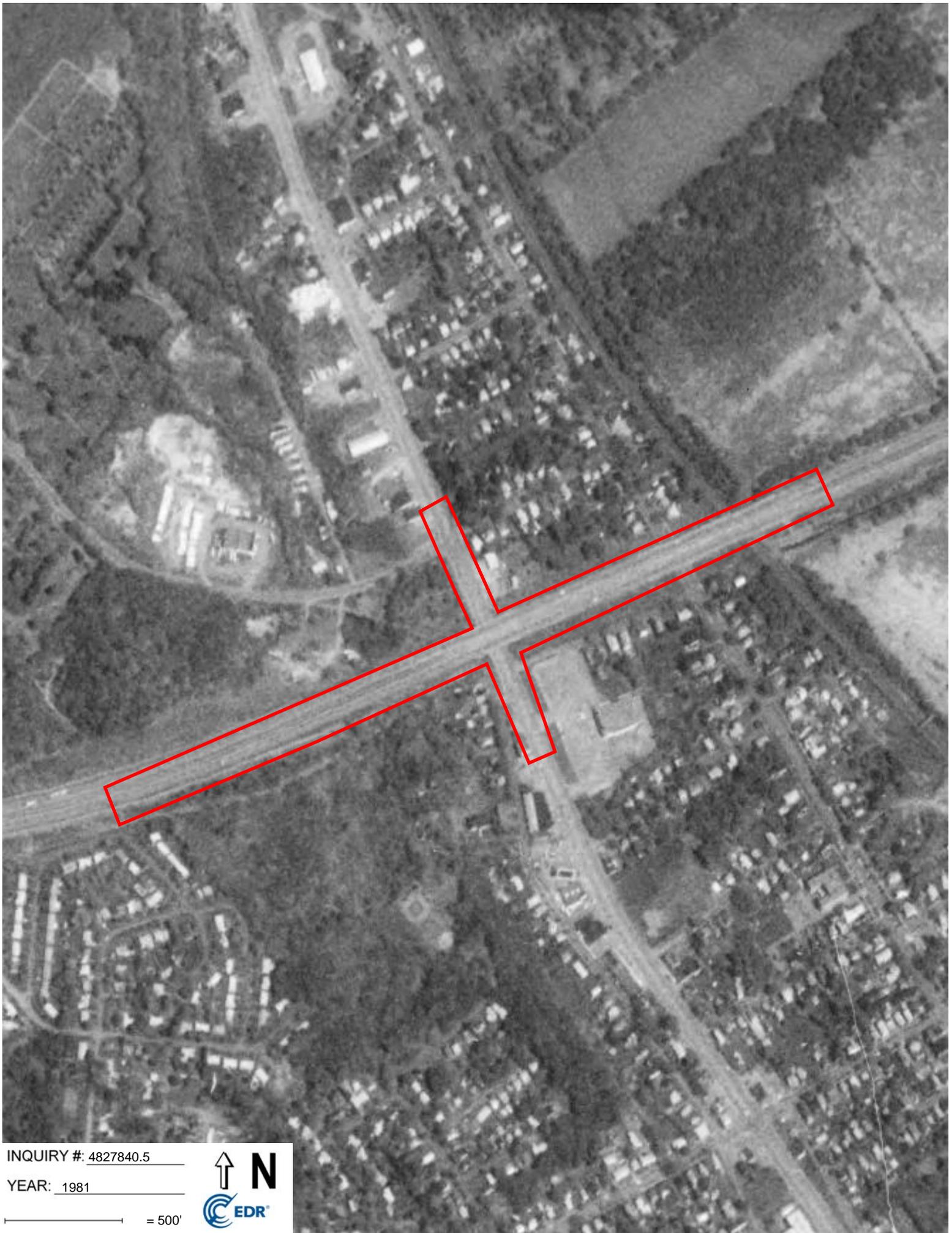


INQUIRY #: 4827840.5

YEAR: 1985

— = 500'





INQUIRY #: 4827840.5

YEAR: 1981

— = 500'





INQUIRY #: 4827840.5

YEAR: 1974

— = 500'





INQUIRY #: 4827840.5

YEAR: 1960

— = 500'



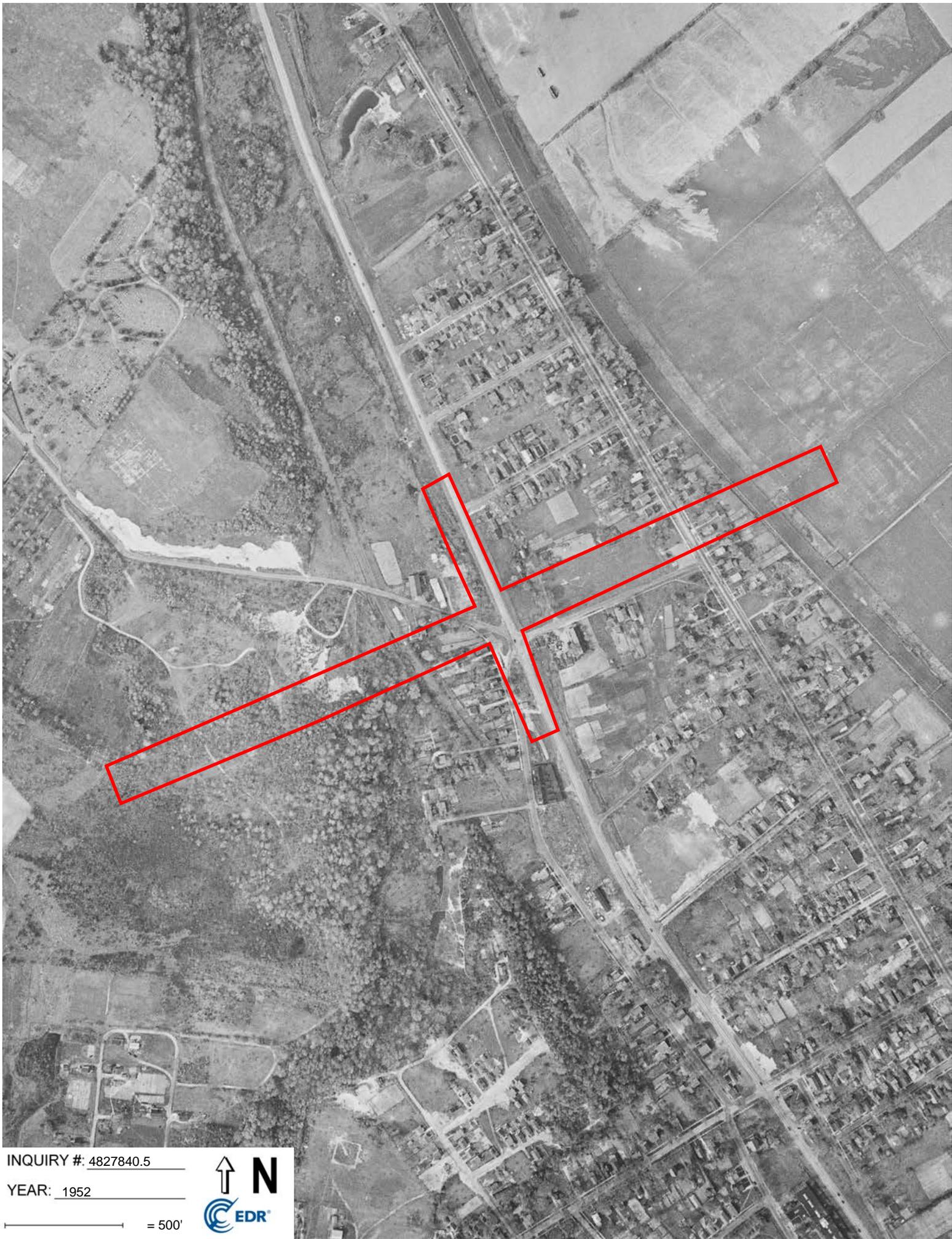


INQUIRY #: 4827840.5

YEAR: 1957

— = 500'





INQUIRY #: 4827840.5

YEAR: 1952

— = 500'





INQUIRY #: 4827840.5

YEAR: 1941

— = 500'



**Attachment D:  
Photograph Locations**



## Replacement of Syracuse Division Bridges

**MP 238.22:  
Oriskany Boulevard  
(BIN 5009929)**

Town of Whitesboro, Oneida County  
New York

### Attachment D: Photograph Locations

February 2017

-  Photograph Location
-  Area of Potential Effect

**Notes:**  
 1. Basemap: ESRI ArcGIS "World Imagery" online map database.  
 2. This is a color graphic. Reproduction in grayscale may misrepresent the data.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**Attachment E:**  
**Photographs**



**Photo 1**

View of the Thruway bridge over Oriskany Boulevard showing cut-and-fill disturbance, facing north.



**Photo 2**

View of the Thruway bridge over Oriskany Boulevard showing cut-and-fill disturbance, facing northeast.

## **Replacement of Syracuse Division Bridges**

**MP 238.22: Oriskany Boulevard (BIN 5009929)**

Town of Whitesboro, Oneida County, New York

**Attachment E: Photographs**

Sheet 1 of 2



**Photo 3**

View of the Thruway bridge over Oriskany Boulevard showing cut-and-fill disturbance, facing east from the Crosspoint Church.



**Photo 4**

View of the Thruway bridge over Oriskany Boulevard showing cut-and-fill disturbance, facing southwest.

**Replacement of Syracuse Division Bridges**

**MP 238.22: Oriskany Boulevard (BIN 5009929)**

Town of Whitesboro, Oneida County, New York

**Attachment E: Photographs**

Sheet 2 of 2