

# Section 106 Project Submittal Package

## Replacement of Syracuse Division Bridges

**Milepost 282.62: Bear Trap Creek, Syracuse, New York**

**BIN 5510130**

**City of Syracuse, Onondaga 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  
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Rochester, NY 14614  
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**Prepared by:**



**Environmental Design & Research,  
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**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 5510130

#### IDENTIFICATION

Project Name (if any) MP 282.62 Bear Trap Creek, Syracuse

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 Onondaga

Town/City Syracuse

Village/Hamlet:

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 Bear Trap Creek bridge on the New York State Thruway, at Milepoint (MP) 282.62, in the City of Syracuse, Onondaga 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 Bear Trap Creek bridge on the New York State Thruway, in the City of Syracuse, Onondaga County (see Attachment A). The existing concrete culvert bridge is oriented east/west and was constructed in 1946.

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

- **NYSTA MP 282.62: Bear Trap Creek, (BIN 5510130) (the Project):** The proposed Project consists of the replacement an existing concrete culvert bridge. The existing bridge carries the New York State Thruway (I-90) over Bear Trap Creek. The existing bridge is approximately 50-feet in length, and was constructed in 1946. As stated in a 2014 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 corridor extending 1500 feet east and west from the existing bridge along the New York State Thruway (I-90), as well as a fifty-foot buffer directly adjacent to the bridge in both the north and south directions along Bear Trap Creek (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 and immediately adjacent to the APE defined above. 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 bridge was initially constructed as a part of the new Interstate 90 circa 1946, as confirmed in the 2014 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 5510130 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. A review of the CRIS website determined that 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) indicates that the land within and adjacent to the APE was primarily agricultural and undeveloped prior to the construction of the New York State Thruway. The east-west length of the APE was initially disturbed by construction of the Thruway in the early 1950s, and significantly disturbed by additional construction of additional ramps on the western end of the APE 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. Although land adjacent to small streams such as Bear Trap Creek is typically found to be occupied by historic or prehistoric populations than other land such as woodlands, or uplands with no water, 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 the New York State Thruway circa 1946. Therefore, the proposed Project is not anticipated to impact any archaeological resources.

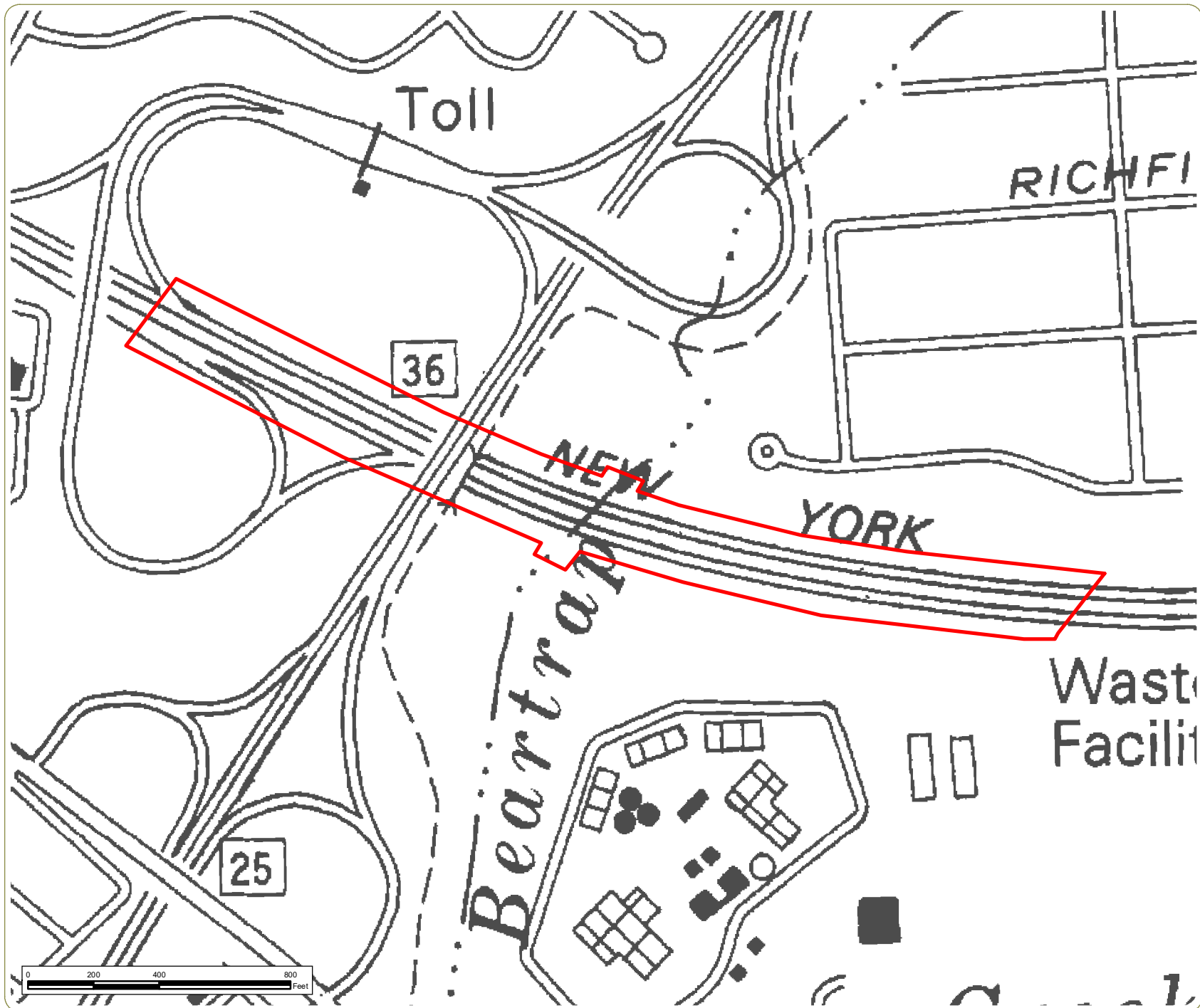
### **1.5 Photographs**

A site visit was conducted by EDR staff on November 16<sup>th</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 maps included as Attachment C and selected photographs from this site visit are included as Attachment D.

## **LIST OF ATTACHMENTS**

- Attachment A. Project Location Map
- Attachment B. 2014 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 282.62: Bear Trap  
Creek (BIN 5510130)**

City of Syracuse,  
Onondaga County, New York

### Attachment A: Project Location

February 2017

 Area of Potential Effect

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



[www.edrdpc.com](http://www.edrdpc.com)

**Attachment B:**  
**2014 Bridge Inspection Report (Excerpt)**

BIN: 5510130 MP: 282.62

Region: 3 County: 3 ONONDAGA

Feature Carried: 901X

Feature Crossed: BEAR TRAP CREEK

General Recommendation: 4

Condition Rating: 4.09

Inspect Date: 04/28/2014



## New York State Thruway Authority - Bridge Inspection Report

# 2014 INSPECTION

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

REVIEWED BY: Michael Sullivan  
Michael Sullivan

TITLE: Quality Control Engineer PE# 72693

# NEW YORK STATE THRUWAY AUTHORITY



**BIN: 5510130**

**MP: 282.62**

## LOCATION MAP

**Feature Carried: 90IX**

**Feature Crossed: Bear Trap Creek**



# INSPECTION

**NYS DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT**

SHEET 1 OF 9

DATE: MO 04 DAY 28 YEAR 14  
13 14 15 16 17 18

RC - BIN: 3 3 - 5 5 1 0 1 3 0 MP: 282.62

TEAM LEADER: Douglas Hilleges

Signature: Douglas Hilleges

P.E. NUMBER: 63759

STATE: NY

ASST. TEAM LEADER: Robert Heuschneider

RAMP BRIDGE ATTACHED TO SPAN: \_\_\_\_\_

BIN: \_\_\_\_\_

INSPECTION AGENCY: 21

TYPE OF INSPECTION: 1

1-BIENNIAL 3- IN DEPTH 5- SPECIAL  
2- INTERIM 4- NONE (UNDER CONTRACT)

STATE HWY. NO: \_\_\_\_\_

MILEPOINT: \_\_\_\_\_

POLIT. UNIT: Salina

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: BEAR TRAP CREEK

TOTAL SPANS: 2

BRIDGE ORIENTED: East

YEAR BUILT: 1946

BRIDGE TYPE: Concrete Culvert

AADT/YEAR: 30283/2013

**VERTICAL CLEARANCE  
AND LOAD POSTINGS**

ON: NOT POSTED

0 Ft 0 In  
19 20 21 22

Under: NOT POSTED

0 Ft 0 In  
23 24 25 26

NONE  
Loading: \_\_\_\_\_

TONS  
27 28

06 2  
118 120

**ABUTMENTS:**

Joint with deck

Begin End  
8 8  
22 23

Bearings, anchors bolts, pads

8 8  
24 25

Bridge seat and pedestals

5 5  
26 27

Backwall

8 8  
28 29

Stem (breastwall)

5 4  
30 31

Erosion or scour

7 7  
32 33

Footings

9 9  
34 35

Piles

9 9  
36 37

Recommendation

4 4  
38 39

**WINGWALLS:**

Walls

Begin End  
5 4  
40 41

Footings

9 9  
42 43

Erosion or scour

6 6  
44 45

Piles

9 9  
46 47

**STREAM CHANNEL:**

Stream Alignment

5  
48

Erosion And Scour

5  
49

Waterway Opening

4  
50

Bank Protection

6  
51

**APPROACHES:**

Drainage

6  
53

Embankment

5  
54

Settlement

6  
55

Erosion

5  
56

Pavement

6  
57

Guide Railing

5  
58

GENERAL  
RECOMMEND

4  
60

**ACCESS CATEGORY:**

Walk-Up

**FLAG ISSUED?**

NONE:

X

YELLOW:

RED:

SAFETY:

**BRIEF REASON**

**Vulnerability Reassessment Review Recommended?**

HYD 2 OVL X STL 3 COL X CON X SMC X

1 = YES  
2 = NO  
3 = NA  
X = NOT USED  
THIS CYCLE

REVIEWED BY: Michael Sullivan

Michael Sullivan

P.E. NUMBER: 72693

DATE: 06/18/2014

RC - BIN:

3	3	-	5	5	1	0	1	3	0
1	2		3	4	5	6	7	8	9

**NYS DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT**
SHEET 2 OF 9TEAM LEADER: Douglas HillegesASST. TEAM LEADER: Robert Heuschneider
 DATE: 

MO	DAY	YEAR
04	28	14
13	14	15
16	17	18

OTHERS: \_\_\_\_\_

FEATURE(S) CARRIED: 90IXFEATURE(S) CROSSED: BEAR TRAP CREEK

SPAN NO.			DECK ELEMENTS								SUPERSTRUCTURE						PIER										UTILITIES		
			Wearing surface	Curbs	Sidewalk & Fascias	Railings & Parapets	Scuppers	Gratings	Median	Mono Deck Surface	Deck Structural	Primary Members	Secondary Members	Paint	Joints	Recommendation	Brgs., Anchor Bolts, Pads	Pedestals	Top of Pier Cap Beam	Stem Solid Pier	Cap beam	Pier Columns	Footings	Erosion or Scour	Piles	Recommendation	Lighting Standards and Fixtures	Sign Structures	Utilities and Utilities Supports
10	11	12	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
0	0	1	6	8	4	6	8	8	6	8	8	3	8	8	8	3	8	8	5	4	8	8	9	7	9	4	8	4	8
0	0	2	6	8	4	6	8	8	6	8	8	3	8	8	8	3	8	8	8	8	8	8	8	8	8	8	8	8	8

DIVING INSPECTION REQUIRED?

☐ Yes  
☒ No

If yes, indicate year of last diving inspection.

SPECIAL EMPHASIS INSPECTION REQUIRED:

If yes, indicate type below

☒ Yes  
☐ No

NON-REDUNDANT/FRACTURE CRITICAL

PIN AND HANGERS

FATIGUE-PRONE WELDS (AASHTO D, E, OR E')

NON-CATEGORIZED FATIGUE-PRONE DETAILS

OTHERS (SPECIFY) Untreated timber piles
☐  
☐  
☐  
☐  
☒
Spans 1 & 2.

RECOMMEND FURTHER INVESTIGATION

☐ 1  
 19
1 = NO  
2 = YES

## REMARKS

## FIELD NOTES

DATE	TIME OF ARRIVAL	TIME OF DEPARTURE	TEMP (F/C)	WEATHER CONDITIONS / ACCESS EQUIPMENT	Field Notes
04/28/2014	8:45:00 am	11:00:00 am	59/15	Sunny / Walking	

# FEDERAL RATING FORM

NYS DEPT OF TRANSPORTATION

MP: 282.62

## BRIDGE INSPECTION REPORT

RC - BIN: 

1	2	3	4	5	6	7	8	9	
3	3	-	5	5	1	0	1	3	0

SHEET 3 OF 9

TEAM LEADER: Douglas Hilleges

DATE: 

MO	DAY	YEAR
04	28	14
13	14	15
16	17	18

ASST. TEAM LEADER: Robert Heuschneider

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: BEAR TRAP CREEK

Description	Deck	Superstructure	Substructure	Channel	Culvert
Fed. Item #	58	59	60	61	62
RATING	N	N	N	6	4
	19	20	21	22	23

**Notes:**

1) See attached explanations for Federal Item Nos. a) 58- Deck, 59- Superstructure, 60- Substructure; b) 61- Channel and Channel Protection; c) 62- Culverts.

2) Item Nos. 58, 59, and 60 shall be coded N for all culverts.

3) A rating or an N must be entered for all Federal Items. Blanks are not acceptable.

NYS THRUWAY AUTHORITY  
BRIDGE INSPECTION REPORT

MP: 282.62  
BIN: 5510130

SHEET 4 OF 9  
DATE: 04/28/2014

INSPECTED BY: Douglas Hilleges

TITLE: Syracuse BSIE

FEATURE(S) CARRIED: 901X

FEATURE(S) CROSSED: BEAR TRAP CREEK

**BRIDGE INSPECTION AND CONDITION REPORT**  
**SUPPLEMENTARY INSPECTION ACTIVITIES**

<b>BIN PLATE LOCATION/ CONDITION</b>	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> Missing <input type="checkbox"/> Damaged/Defaced <input type="checkbox"/> End Abutment <input checked="" type="checkbox"/> Begin Abutment
	Begin stem near right side.
<b>FLOOD ELEVATION MARKINGS</b>	<input type="checkbox"/> N/A <input type="checkbox"/> Satisfactory <input type="checkbox"/> Missing <input checked="" type="checkbox"/> Damaged/Illegible (described below)
	Begin left stem/wingwall juncture only. One of two signs is hanging by only one bolt. No signs on end left.
<b>ELECTRICAL</b>	<input checked="" type="checkbox"/> Class A (Caution) <input type="checkbox"/> Class B (Warning) <input type="checkbox"/> Class C (Danger)
<b>SPECIAL EMPHASIS</b>	<input type="checkbox"/> Not Required <input checked="" type="checkbox"/> A 100% Hands-On Inspection         Given To: Untreated timber piles.
	<input checked="" type="checkbox"/> No Defects Found <input type="checkbox"/> Defects Described Below
<b>UPGRADES REPORT</b>	<input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (see below) <input type="checkbox"/> Major Rehab (see below)         (Contract #: )

The following work was completed (explain to the right of any item checked: repaired, replaced, begin, end, left, right, etc. Use space below to explain complex or unusual situations or other work):

- |  |   |
|--|---|
| <input type="checkbox"/> Superstructure  | <input type="checkbox"/> Curb, Sidewalk, Fascia |
| <input type="checkbox"/> Deck            | <input type="checkbox"/> Bridge Rail            |
| <input type="checkbox"/> Wearing Surface | <input type="checkbox"/> Approach Rail          |
| <input type="checkbox"/> Appr. Pavement  | <input type="checkbox"/> Signage                |
| <input type="checkbox"/> Substructure    | <input type="checkbox"/> Other (explain below)  |

**GENERAL COMMENTS/UNUSUAL CONDITIONS:**

☐ Unusual Conditions (explain below)

No deficiencies found related to untreated timber piles.

Box culvert has concrete aprons and 1' - 2 1/2" cutoff walls in place. Medium stone protection, 2' - 6" deep, was installed in outlet channel under TAS 98-22B. Inlet and outlet stream bed elevation is at or above elevation of stone protection and concrete apron as 6" to 16" of mucky silt is accumulated. No scour present, no channel readings taken.

NYS THRUWAY AUTHORITY  
BRIDGE INSPECTION REPORT

MILEPOST: 282.62  
RC: 33 BIN: 5510130

SHEET 5 OF 9  
INSPECT DATE: 04/28/2014

INSPECTED BY: Douglas Hilleges

TITLE: Syracuse BSIE

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: BEAR TRAP CREEK

BRIDGE INSPECTION MPT REQUIREMENTS

Instructions: Circle Thruway direction, then check yes or no for each lane/shoulder closure.  
Comment on reason for each closure. Examples: cover plates, impact damage, etc.

EAST BOUND

LANE CLOSURE

Driving lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Driving lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Center lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	N/A
Mall lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Mall lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Ramp lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None

WEST BOUND

LANE CLOSURE

Driving lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Driving lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Center lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	N/A
Mall lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Mall lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:	None
Ramp lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	N/A

NOTES:

No MPT needed.

RATING FORM: TP349					
ITEM:	TITLE:			RATINGS	
	REMARKS:			NEW:	PRE:
				PHOTO #:	

**30 Stem (Breastwall) (Begin)**

The begin stem has random full height vertical cracks that are leaching efflorescence for their lower half, very minimal hollowness. Concrete for 1' to 4' wide adjacent to all vertical joints is damp and discolored; joint #2 is worst having hollow concrete to 1' wide adjacent to joint. Majority of stem is solid with very little spalling, rating upgraded to 5.

5 4 1

**31 Stem (Breastwall) (End)**

End stem is damp, discolored, and becoming hollow for 1' to 4' wide adjacent to all vertical construction joints and has random full height vertical cracks that are starting to leach efflorescence. Two feet wide, full height at right side is hollow and spalling to 2" deep. Concrete is hollow and spalling to 4" deep for 5' wide beneath drainage pipe at centerline.

4 4 2, 3

**34 Footings (Begin)**

Footings are not visible to rate as they are beneath 16" of murky water and 6" to 16" of mucky silt. No settlement or displacement issues are evident.

9 9

**35 Footings (End)**

Footings are not visible to rate as they are beneath 16" of murky water and 6" to 16" of mucky silt. No settlement or displacement issues are evident.

9 9

**41 Walls (End)**

Upper 1/3 (5') of end right wingwall is cracked, leaching efflorescence, hollow, and spalled to 8" deep with reinforcing exposed. End left wingwall is good with a hairline vertical crack at mid-wall and minor 3" deep x 3" wide spalling adjacent to juncture with stem.

4 4 3

**42 Footings (Begin)**

Footings are not visible to rate as they are beneath 16" of murky water and 6" to 16" of mucky silt. No settlement or displacement issues are evident.

9 9

**43 Footings (End)**

Footings are not visible to rate as they are beneath 16" of murky water and 6" to 16" of mucky silt. No settlement or displacement issues are evident.

9 9

**49 Erosion and Scour**

Box culvert has concrete aprons with 1' - 2 1/2" cutoff walls in place. Medium stone protection, 2' - 6" deep, was installed in outlet channel under TAS 98-22B. Inlet and outlet stream bed elevation is at or above elevation of concrete apron as 6" to 16" of mucky silt is accumulated. No scour present, no channel readings taken. No significant bank erosion in vicinity of structure.

5 5

NYS THRUWAY AUTHORITY  
BRIDGE INSPECTION REPORT

MILEPOST: 282.62

SHEET 7 OF 9

RC: 33

BIN: 5510130

INSPECT DATE: 04/28/2014

RATING FORM: TP349

ITEM:	TITLE:	RATINGS		
	REMARKS:	NEW:	PRE:	PHOTO #:

**50 Waterway Opening**

Channel and both spans of culvert have 6" to 16" of mucky silt deposited throughout, opening remains adequate.  
100' +/- downstream (right) of outlet, deadfall remains across channel and has collected branches and sediment creating a dam and restricting flow to a 10' width along end right channel bank. No erosion or serious backwater conditions are evident.  
Upstream channel has narrowed over the years to a 15' +/- width but flow remains adequate.  
Rating lowered to 4 due to continued damming and restrictions of downstream channel.

4 5 4, 5

**56 Erosion**

The stone lined drainage swale that runs along the toe of the beginning left embankment was improperly graded having the majority of flow running along the outside edge of stone protection. The last 20' +/- of swale prior to channel has eroded along outside edge to 8' wide x 3' deep as the stone is displaced, settled and washed into channel. The outside bank of the swale in this area is eroded to a 3' +/- vertical height with loose soil exposed.  
Condition is not a present detriment to the structure or approaches.

5 5 6

NYS THRUWAY AUTHORITY  
BRIDGE INSPECTION REPORT

MILEPOST 282.62  
RC: 33 BIN: 5510130

SHEET 8 OF 9  
INSPECT DATE: 04/28/2014

RATING FORM: TP350				
ITEM:	TITLE:	RATINGS		
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

**21 Sidewalks & Fascias**

2" to 3" deep spalling from underside of slab extends up to 1' into "fascia" area for 40% to 80% of both fascias in both spans. Top of span 1 right fascia is cracked, hollow, and spalling to 2" deep for 6' near midspan. End 5' of span 2 right fascia is cracked and hollow full height and spalled to 4" deep along top. Span 1, left fascia is spalled to 1" deep, full height, for a 3' length near 3/4 span. Remainder of both fascias have tight cracking with efflorescence for 20% area.

1 4 4 7

2 4 4

**28 Primary Members**

Underside of culvert slab is damp and spalling to 3" deep typical, full length for 2' to 3' at each side ("fascia") and for up to 8' wide adjacent to each side of all longitudinal construction joints (isolated locations are spalled to 6" deep). Rusted, delaminated and broken reinforcing bars are exposed in spalled areas. Concrete adjacent to spalls is cracked, leaching efflorescence, and discolored. Remainder of slab has areas of pattern cracking that is starting to leach efflorescence. Overall, 20% to 25% of the total slab area is severely saturated and spalled exposing deteriorated reinforcing bars; an additional 15% +/- has pattern cracking leaching efflorescence.

1 3 3 8, 9, 10, 11, 12, 13

2 3 3 12, 13, 14, 15, 16, 17

**36 Stem Solid Pier**

Concrete at both ends of pier stem is delaminated full height for up to 3' wide on both faces. Left (upstream) nose is worst with spalling to 3" deep full height on nose. Concrete for 2' to 9' wide adjacent to each side of all vertical construction joints is damp, hollow, cracking with efflorescence, and spalling to 4" deep.

1 4 4 18, 19

**39 Footings**

Footings are not visible to rate as they are beneath 16" of murky water and 6" to 16" of mucky silt. No settlement or displacement issues are evident.

1 9 9

**44 Sign Structure**

Flood elevation signs are rated. Two signs are in place at begin left corner of culvert, one hangs loosely by only one of four connection bolts.

1 4 4 20

There are no signs in place on end left corner of structure.

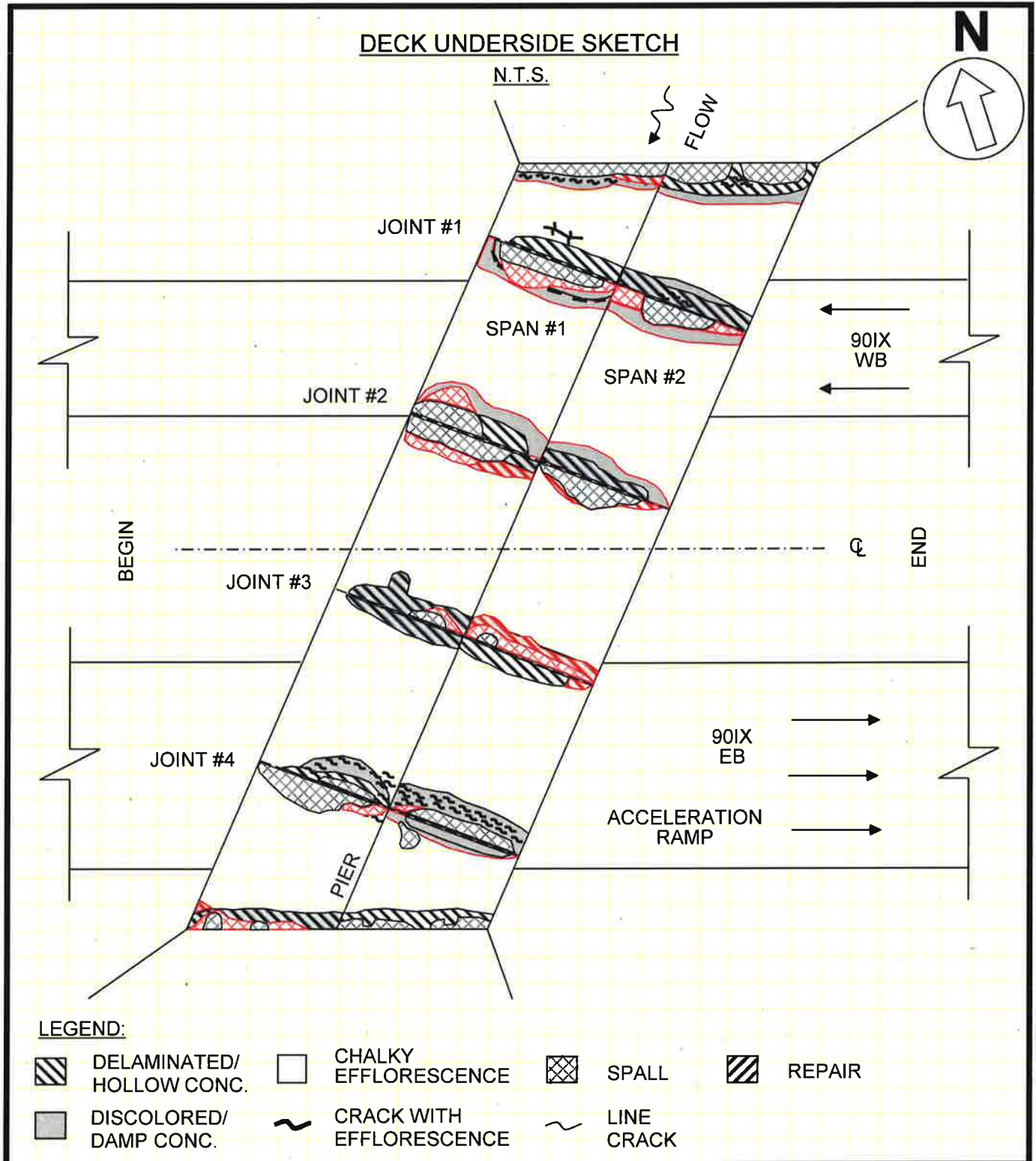
2 8 8

BIN: 5510130M.P.: 282.62

# NYS THRUWAY AUTHORITY BRIDGE INSPECTION REPORT SHEET 9 OF 9

TEAM

ASST. TEAM

LEADER: Douglas R. Hilleges, P.E. LEADER: Robert Heuschneider DATE: 04/28/2014Feature Carried: 90IXFeature Crossed: BEAR TRAP CREEK

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



Bear Trap Creek

I-90 MP 282.62

Syracuse, NY 13212

Inquiry Number: 4843423.5

February 02, 2017

## The EDR Aerial Photo Decade Package



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Shelton, CT 06484  
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[www.edrnet.com](http://www.edrnet.com)

## EDR Aerial Photo Decade Package

02/02/17

**Site Name:**

Bear Trap Creek  
I-90 MP 282.62  
Syracuse, NY 13212  
EDR Inquiry # 4843423.5

**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
1995	1"=500'	Acquisition Date: March 27, 1995	USGS/DOQQ
1988	1"=500'	Flight Date: October 31, 1988	NYDOT
1978	1"=500'	Flight Date: September 13, 1978	USDA
1966	1"=500'	Flight Date: July 01, 1966	USDA
1959	1"=500'	Flight Date: June 15, 1959	USDA
1951	1"=500'	Flight Date: October 15, 1951	USDA
1938	1"=500'	Flight Date: September 05, 1938	USDA

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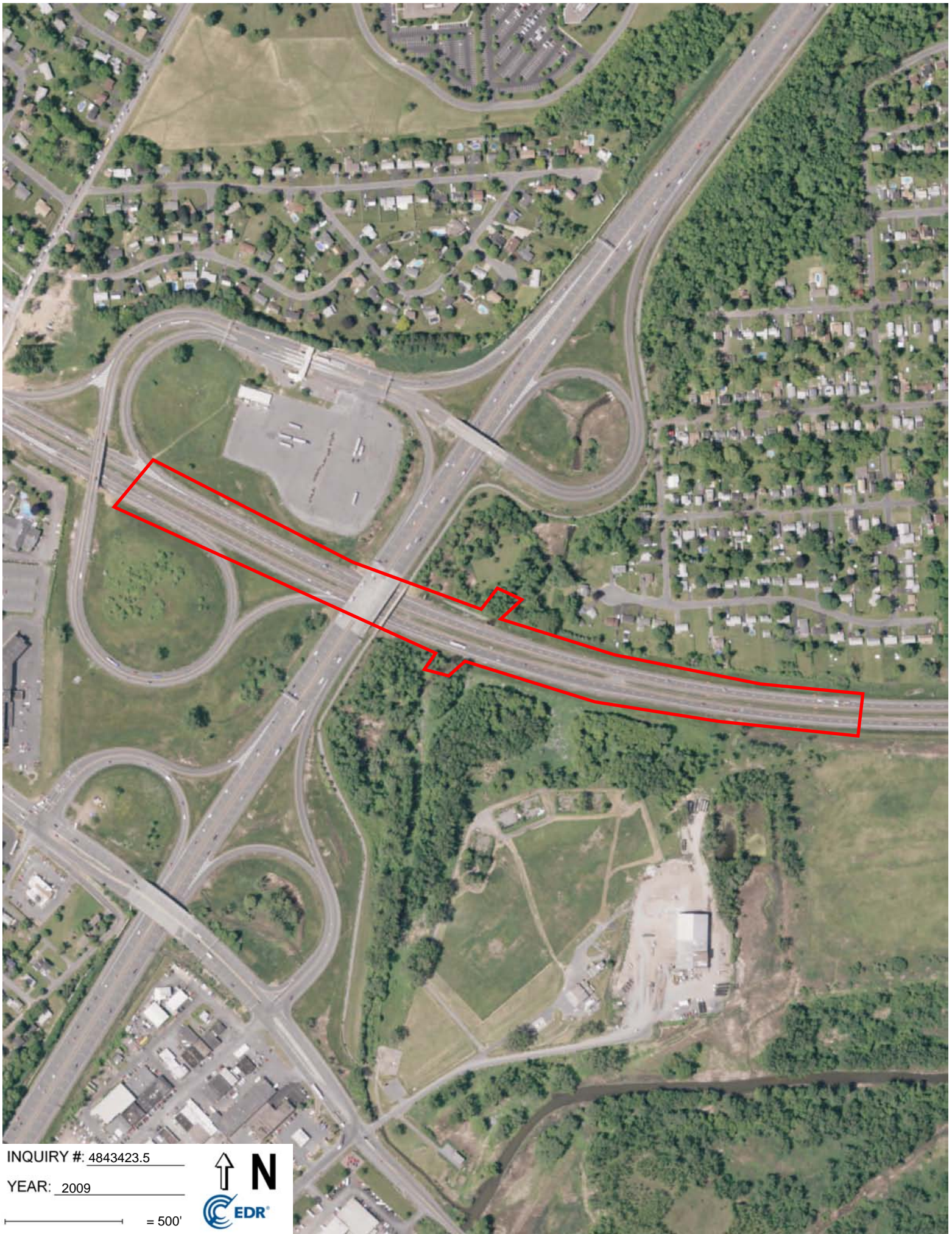


INQUIRY #: 4843423.5

YEAR: 2011

— = 500'



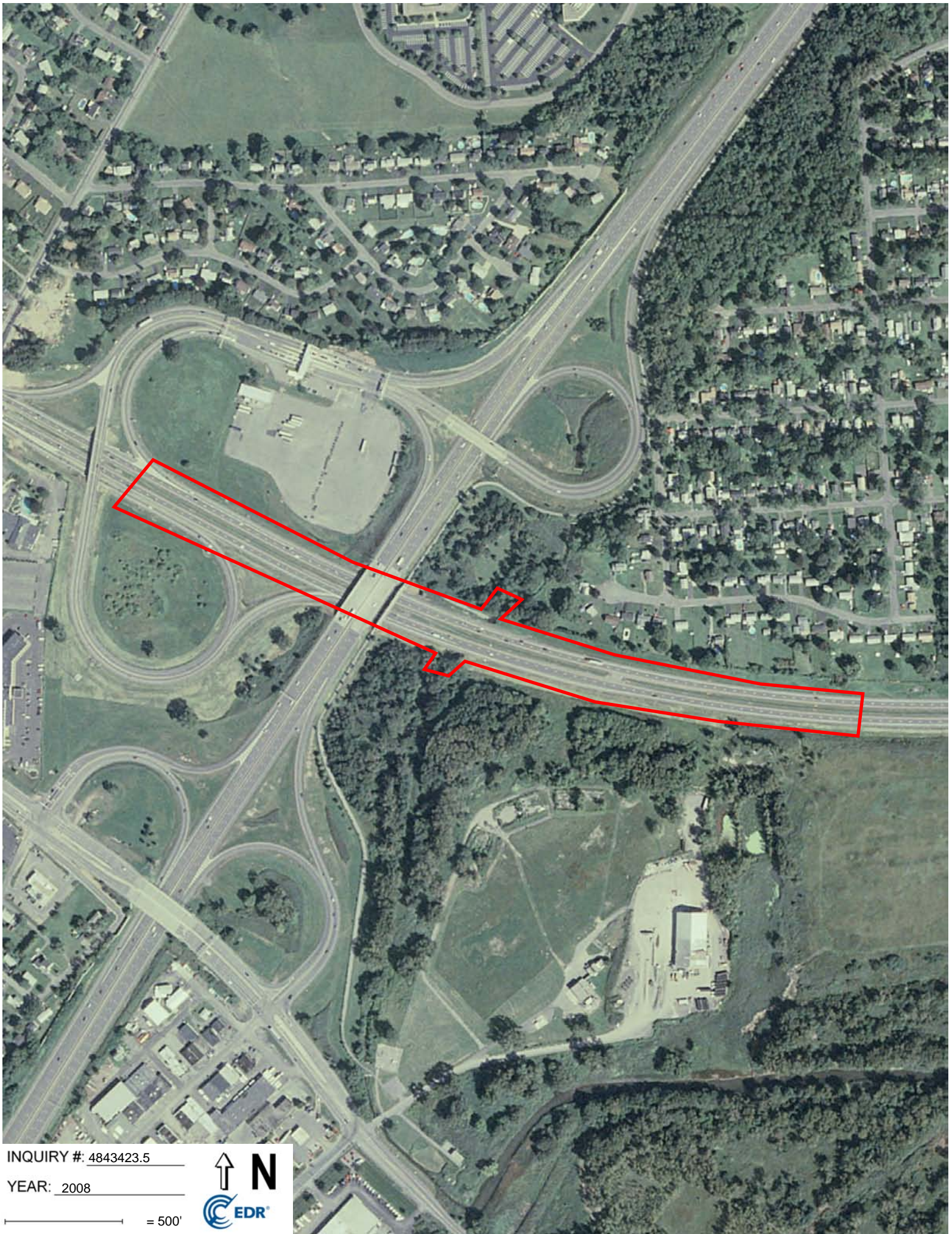


INQUIRY #: 4843423.5

YEAR: 2009

— = 500'





INQUIRY #: 4843423.5

YEAR: 2008

— = 500'





INQUIRY #: 4843423.5

YEAR: 2006

— = 500'





INQUIRY #: 4843423.5

YEAR: 1995

— = 500'





INQUIRY #: 4843423.5

YEAR: 1988

— = 500'





INQUIRY #: 4843423.5

YEAR: 1978

— = 500'





INQUIRY #: 4843423.5

YEAR: 1966

— = 500'



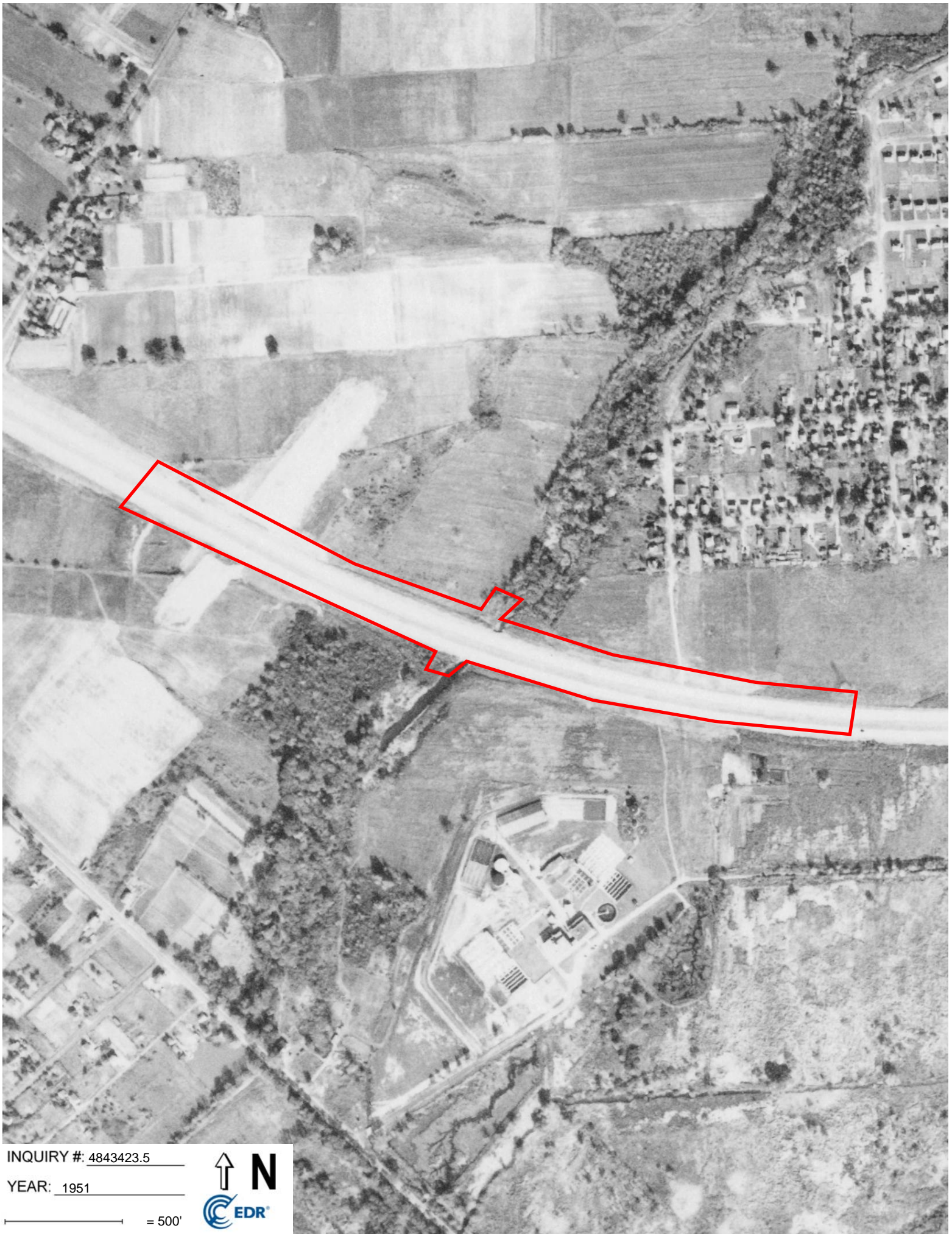


INQUIRY #: 4843423.5

YEAR: 1959

— = 500'



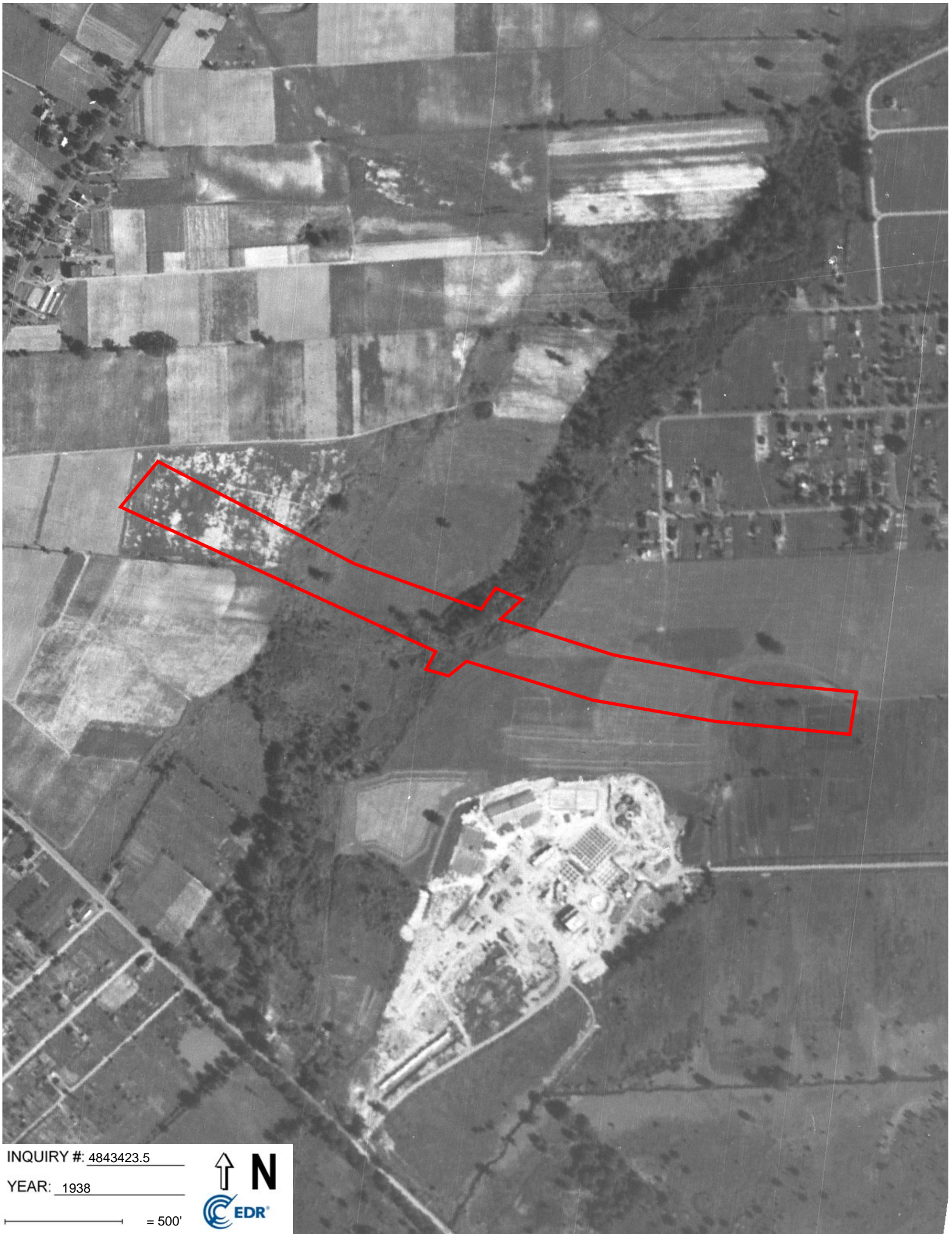


INQUIRY #: 4843423.5

YEAR: 1951

— = 500'





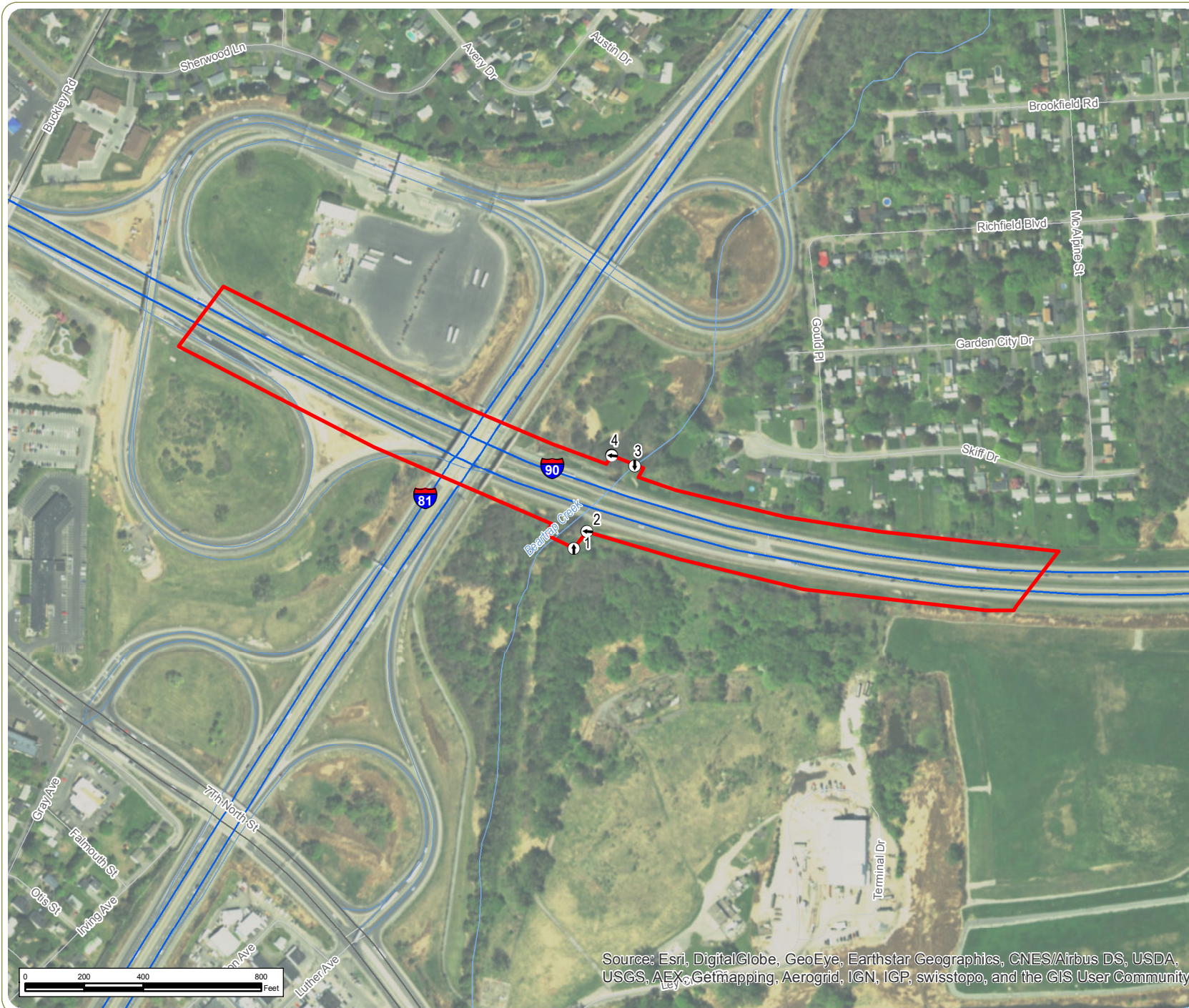
INQUIRY #: 4843423.5

YEAR: 1938

— = 500'



**Attachment D:**  
**Photograph Locations**





## Replacement of Syracuse Division Bridges

**MP 282.62:  
Bear Trap Creek  
(BIN 5510130)**

City of Syracuse, Onondaga 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.



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



**Photo 1**

View of the south side of the Thruway bridge over Bear Trap Creek, view to the north.



**Photo 2**

View of the elevated berm of the Thruway ROW, view to the west.

## **Replacement of Syracuse Division Bridges**

**MP 282.62: Bear Trap Creek (BIN 5510130)**

City of Syracuse, Onondaga County, New York

### **Attachment E: Photographs**

Sheet 1 of 2



**Photo 3**

View of the north side of the Thruway bridge over Bear Trap Creek, view to the south.



**Photo 4**

View of the elevated berm and graded road shoulder within the Thruway ROW, view to the west.

## **Replacement of Syracuse Division Bridges**

**MP 282.62: Bear Trap Creek (BIN 5510130)**

City of Syracuse, Onondaga County, New York

**Attachment E: Photographs**

Sheet 2 of 2