

# TRANSPORTATION

## Appendix I

### CULTURAL RESOURCES OVERVIEW SURVEY

D213002

**Interchange 23 to 24 Reconstruction  
and Mobility Improvements  
New York State Thruway Authority  
Albany County**

January 2006

# PROJECT REPORT

New York State Thruway Authority  
George E. Pataki, Governor  
John L. Buono, Chairman



**CULTURAL RESOURCES OVERVIEW REPORT  
OF  
D213002  
RECONSTRUCTION AND WIDENING OF THE  
NEW YORK STATE THRUWAY BETWEEN  
INTERCHANGE 23 AND INTERCHANGE 24  
TOWN OF BETHLEHEM, TOWN OF GUILDERLAND, AND THE  
CITY OF ALBANY  
ALBANY COUNTY, NEW YORK**

**HAA #3086**

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**JULY 2004**

**MANAGEMENT SUMMARY**

**A. PIN/BIN:** D213002

**B. PROJECT TYPE AND FUNDING:** Funding has not been determined. The project involves the widening and reconstruction of the NYS Thruway between Interchanges 23 providing access to I-787 and Interchange 24 providing access to I-90. The roadway will be widened with one lane in each direction within the center median. Reconstruction will include the installation of new drainage culverts within the rights-of-way on the both sides of the road corridor.

**C. CULTURAL RESOURCE SURVEY TYPE:** Phase I Cultural Resources Overview.

**D. LOCATION:** Project area crosses three municipalities that include from west to east Town of Guilderland (MCD00106), the Town of Bethlehem (MCD00102), and the City of Albany (MCD00140), Albany County, New York. The impact area begins at Interchange 24 entrance ramp and extends to the east to the gorge containing the Normanskill Creek. The width of impact extends to the fence lines defining the rights-of-way on both sides of the Thruway corridor.

**E. SURVEY AREA:**

Length: The project is 6 miles (9.6 km) in length from Interchange 23 to Interchange 24.

Width: The project varies between 246 and 344 feet (75 and 105 m) in width from fence line to fence line on either side of the Thruway corridor.

Acreage: ±190.5 acres (77 ha).

**F. 7.5' QUADRANGLES:** *NYS DOT Albany and Delmar.*

**G. SENSITIVITY ASSESSMENT:**

Precontact: High

Historic: High to Low

**H. AUTHOR/INSTITUTION:** Adam Luscier, Hartgen Archeological Associates, Inc., Rensselaer, New York.

**I. DATE:** May 14, 2004.

**J. SPONSOR:** New York State Thruway Authority.

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2. View facing southeast with the Washington Avenue Extension Bridge in the background. Site A001-06-000173 was identified on the immediate north side of the bridge west of the Thruway. This area is also considered sensitive for 18<sup>th</sup>-century deposits, and testing on both sides of the Thruway will be needed.
3. View facing south-southwest of the Crossgates Mall Road entrances. This area is included within the limits of a precontact site demarcated by Arthur C. Parker in 1920.
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5. This view southeast is 180 degrees from the Photo 4 and faces in the opposite direction. The bridge for Schoolhouse Road is shown in the background. Although a culvert can be seen on the right side of the Thruway, testable ground is located beyond the culvert as well as on the other side of the Thruway.
6. View facing northwest with Schoolhouse Road in the background. Much of the area here appears cut and graded. There are privacy berms on the east (right) side of the Thruway for the modern housing development.
7. This view also is facing northwest with the Schoolhouse Road further off in the distance. This shows a wooded area included in the ROW on the left that is considered testable. The ROW on opposite side of the Thruway, however, is sloped.
8. View facing southeast near mile marker 146 shown on the right side of the Thruway. The topography within the ROW on the both sides of the road is hilly, an indication that it has not been graded. A small drainage passes beneath the Thruway in this location. Testing is needed on both sides of the road in this area.
9. View facing southeast from standing on the berm at the southeast corner of the Russell Road bridge directly behind the photographer. There are two small streams located this area, which suggest an elevated sensitivity for precontact deposits.
10. View facing northwest. Krumkill Road and the Krumkill Creek pass under the Thruway in this area. Site A001.40.004642 is located in the wooded area on the east side the Thruway and north of Krumkill Road. The flat elevated areas in this location should be tested due to the sensitivity.
11. A panoramic view facing south and east across the Thruway. In view are the New Scotland Avenue bridge and a residential development at the northeast corner of the bridge. Testing is recommended if impacts reach the top of the elevated areas shown with the ROWs on both sides of the Thruway.
12. View facing northwest with the New Scotland Avenue bridge in the background. It in this area Thruway begins to cross an elevated terrace overlooking the Normanskill Creek. Sites A001-02-0021/NYSM 327 and Site A001-40-004452 are located on the northeast side of the Thruway on the right side of the photo. The area at the bottom of the photo is disturbed.
13. View 180 degrees from Photo 12 facing southeast. Testing is recommended for the area in view.
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17. View facing east of a large gradually sloping area along the south side of the Thruway. The sign in the distance is for the Pepsi Arena at Exit 23.
18. View facing northwest along the south side of the Thruway characterizing the steep slope along the edge. The opposite side of the Thruway is also sloped and untestable in this area.
19. View facing northeast, 90 degrees from Photo 18. This shows the modern development along the Thruway, which is still under construction.
20. View facing northeast. The terrain on the east side of the Thruway is cut and sloped. However if impacts encroach the top of the slope, tests will be needed.
21. View facing southeast standing at the southeast corner of the Delaware Avenue bridge. All of the area in view is either sloped or disturbed.
22. View facing southeast. This photo depicts a low-lying flat area beneath the Exit 23 sign. This area is potentially undisturbed, and if impacted, will need to be tested.
23. View facing northwest of a wooded area between the Interchange 23 on-and-off ramps on the west side of the Thruway. The small drainage and proximity of NYSM Site 2771 suggest high sensitive for precontact deposits in this area.
24. View facing southeast depicting the Thruway Authority building. The terrain on the side of the Thruway Authority is heavily developed and likely disturbed. The terrain in the bottom of the photograph should be tested due to the proximity of the Normanskill Creek.
25. View facing southwest showing the final reach of the project area to the northern end of the gorge containing the Normanskill Creek. This area was tested previously during a NYSM archeological survey.

## **PROJECT DESCRIPTION**

This cultural resource overview survey was conducted by Hartgen Archeological Associates, Inc. (HAA, Inc.) for a six-mile (9.5 km) section of the Albany Corridor Project between Interchange 23 that provides access to I-787 and Interchange 24 that provides access to I-90 (Figs. 1a and 1b). The section under review is part of a larger overall study that involves the road corridor and the interchanges between 21A and 25A of the New York State Thruway in Albany and Schenectady Counties, New York.

On behalf of the New York State Thruway Authority, the project was completed as part of an agreement for services between HAA, Inc. and Clough, Harbour & Associates, LLP. The project is under the jurisdiction of the New York State Thruway Authority and is in compliance with Section 14.09 of the State Historic Preservation Act (SHPA). However, the project may require the acquisition of permits from the Army Corps of Engineers (ACOE) and will then have to comply with Section 106 of the National Historic Preservation Act (NHPA). The cultural resource overview was conducted according to guidelines and specifications contained within the *FY 1998/99 New York State Education Department Cultural Resources Survey Program Work Scope Specifications for Cultural Resources Investigations* (NYSED 1998).

The objective of the Thruway study is to improve structural and capacity needs of the toll plazas and ramps at Interchanges 23 and 24. These improvements will potentially include expanding the width of the Thruway corridor into the median area between the east and west bound lanes. Expansion will include the addition of a fourth lane in each direction between these interchanges. In addition, new drainage culverts will be installed within the rights-of-way on both sides of the road. The area of potential effect (APE) for the project includes the full width of the Thruway to the chain-link fences on both sides of the road corridor. Over the six mile (9.5 km) section of the Thruway being investigated between Interchange 24 entrance ramp on the west and the Normanskill Creek. The width between the fence line varies from 246 and 344 feet (75 and 105 m). Interchanges 23 and 24 are not included within the APE for this project.

The goal of the cultural resource overview was to assess the potential of the Thruway corridor between Interchanges 23 and 24 for containing precontact and historic archeological deposits. This included background research of the site files at the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York State Museum (NYSM) and the review of historic maps, literature, and environmental characteristics pertaining to the project area. All of this information was assembled into a cultural resource sensitivity assessment.

## BACKGROUND

A search of the site files at OPRHP and the NYSM identified 45 sites within a two-mile radius of the project corridor. Brief descriptions, locations relative to the project, and the National Register status of each site is provided in the table below. Bold print means that the project corridor passes through the site itself. ACP sites were recorded by Arthur C. Parker in 1920. All of the sites have been inventoried at OPRHP and one of these have been determined eligible for the National Register of historic places (NRE).

**Table 1. Known Archeological Sites Within 3.2-kilometers (2-mile) Radius of the Project.**

<b>NYSM Number</b>	<b>OPRHP Number</b>	<b>Description</b>	<b>Location</b>	<b>National Register Status</b>
NYSM 319 and 2782	A001-40-1794	ACP ALBY 27, Sand Dunes, widely spaced precontact camp sites at McKownville. Destroyed by New York State Campus.	About 1.5 miles northeast, of the middle of the project corridor.	Inventoried
NYSM 321		Southern Boulevard, precontact finds from an old 1947 site file signed by E.J. Sheehan.	About 2,000 feet southwest of Interchange 23.	Inventoried
NYSM 322	A001-40-1796	Second Avenue from an old 1947 site file signed by E.J. Sheehan.	About 1,900 feet north of Interchange 23.	Inventoried
NYSM 323		Country Farm Site from an old 1947 site file signed by E.J. Sheehan.	About 1 mile north of Interchange 23.	Inventoried
NYSM 324		Orphan House from an old 1947 site file signed by E.J. Sheehan.	About 1 mile north of Interchange 23.	Inventoried
NYSM 325, 2768	A001-40-1791	ACP ALBY 3, Whitehall Road Site, precontact village site on the southwest side of a creek and northwest of Whitehall Road.	About 1.5 miles northeast from the middle of the project corridor.	Inventoried
NYSM 326		ACP ALBY 4, Summit Park Site, a series of precontact camp sites between the Whitehall Road Site and Summit Park.	About 1.5 miles northeast from the middle of the project corridor.	Inventoried
<b>NYSM 327</b>	<b>A001-02-0021</b>	<b>ACP ALBY 5, Dolch' s Site, from an old 1947 site file signed by E.J. Sheehan. Covers broad area on the southwest side of Whitehall Road between Normanskill and Dolch' s Road.</b>	<b>Project corridor passes through site. Located about midway along the corridor.</b>	<b>Inventoried</b>

<b>NYSM Number</b>	<b>OPRHP Number</b>	<b>Description</b>	<b>Location</b>	<b>National Register Status</b>
NYSM 328	A001-40-004429	Big Rock from an old 1947 site file signed by E.J. Sheehan. On the northeast bank of the Normanskill south of Normanside Country Club. Possibly an Owasco workshop.	About 2,000 feet southwest from the middle of the project corridor.	Inventoried
NYSM 330	A001-40-004432	ACP ALBY 6, Graceland Site, small precontact village in the meadows on the northwest bank of the Normanskill, between 1.5 and 2 miles northwest of Normansville.	About 3,000 feet southwest from the middle of the project corridor.	Inventoried
NYSM 331	A001-40-004431	Black Rock Site from an old 1947 site file signed by E.J. Sheehan.	One mile southwest from the middle of the project corridor.	Inventoried
NYSM 2766	A001-40-1789	ACP ALBY 1, precontact camp sites near the county almshouse and along the gully that parallels Delaware Avenue.	About 4,000 feet west of Interchange 23 and 1,000 feet southwest of the proposed corridor.	Inventoried
<b>NYSM 2767</b>	<b>A001-40-1790</b>	<b>ACP ALBY 2, precontact village site in Albany north of Ten Eyck Park on Whitehall Road a bit northwest of Delaware Avenue and south of the Albany Orphan Asylum.</b>	<b>Covers broad area up to the northern edge of the corridor. About 2,000 feet northwest of Interchange 23.</b>	<b>Inventoried</b>
NYSM 2769	A001-40-1792	ACP ALBY 4, a series of precontact camps between NYSM 2767 and Summit Park.	About 1 mile northwest of Interchange 23 and 2,000 feet northeast of the corridor.	Inventoried
NYSM 2770	A001-40-004430	ACP ALBY 7, precontact camp site on the Dolch's property between NYSM 2769 and Black Rock on the north side of the Normanskill.	Covers broad area about 1 mile southeast from the middle of the corridor.	Inventoried

NYSM Number	OPRHP Number	Description	Location	National Register Status
NYSM 2771	A001-40-1793	ACP ALBY 8, precontact village site on high ground between Second and Delaware Avenues and north of the Normanskill.	Covers broad area about 1,500 feet northwest of Interchange 23. Project corridor passes through site.	Inventoried
NYSM 2778	A001-40-0025	ACP ALBY 21, precontact camps found on the Slingerland Flats according to Howell.	Covers a broad area about 1.4 miles southwest from the middle of the corridor.	Inventoried
NYSM 2782		ACP ALBY 24, widely spaced precontact camps at McKnownville.		Inventoried
NYSM 5308		N/A	Covers a broad area 3,000 feet northeast of Interchange 24.	Inventoried
NYSM 5611		Locus A consists of 1 flake in a shovel test.	About 1 mile southwest from the middle of the project corridor.	Inventoried
NYSM 5617		Lawson' s Lake Site.	About 1 mile southwest from the middle of the project corridor.	Inventoried
NYSM 5768		Projectile point found at 27 South Manning Boulevard.	About 1.6 miles northeast from the middle of the project corridor.	Inventoried
NYSM 6574		<b>Sundler #7, precontact material found south of State Route 155 near Swazy Drive and I-87.</b>	<b>About 1 mile northeast from the Interchange 24. Project corridor passes through the site.</b>	<b>Inventoried</b>
NYSM 6577		Sundler #3, precontact material found south of Community Hall east of Osborne Road.	About 2 miles northeast from the middle of the project corridor.	Inventoried

NYSM Number	OPRHP Number	Description	Location	National Register Status
NYSM 6578		Sundler #4, precontact material east of Community Hall.	About 2 miles northeast from the middle of the project corridor.	Inventoried
NYSM 7110		Precontact materials found within the present Washington Park.	About 1.6 miles north of Interchange 23.	Inventoried
NYSM 7111		<b>Precontact camps south of Whitehall Road.</b>	<b>Covers extremely broad area. Includes nearly half of the project corridor between Interchange 23 and the mid-section.</b>	<b>Inventoried</b>
NYSM 7121		ACP ALBY 38, precontact camps east of the New York Central Railroad tracks and Karner Road.	Covers extremely broad area 4,000 feet north and northwest of Interchange 24.	Inventoried
NYSM 7562	A001-40-0089	<b>Verreburg Tavern, 18<sup>th</sup>-century component east of Rapp Road, north of Washington Avenue Extension, west of New York State Thruway</b>	<b>Located at Interchange 24 along the south side of project corridor.</b>	<b>Inventoried</b>
NYSM 7564		Recorded in an old 1909 site file.	About 4,000 feet southeast of Interchange 23.	Inventoried
NYSM 7565		Recorded in an old 1909 site file.	About 4,000 feet southeast of Interchange 23.	Inventoried
NYSM 7858		<b>ACP ALBY 14B, abundant traces of precontact occupation on the hills west of the City of Albany.</b>	<b>Covers extensive area that is crossed near the middle of the project corridor.</b>	<b>Inventoried</b>

NYSM Number	OPRHP Number	Description	Location	National Register Status
NYSM 7859		ACP ALBY 14C, numerous precontact camps on the sand plains and pine forests west of Albany. Evidence of Woodland Period occupation.	Covers extensive area that includes Interchange 24 and the western half of the project corridor. Overlaps with NYSM 7858 above.	Inventoried
	A001-40-4043	Precontact camp site where chert flakes, a point stem, and broken blade were found.	On the north bank of the Normanskill about 4,500 feet southeast from the middle of the project corridor.	Inventoried
	A001-40-1985	Precontact materials along the Old Road in Normansville near the former Normanskill Farms.	On the north bank of the Normanskill about 4,500 feet southwest of Interchange 23.	Inventoried
	A001-40-0325	1831 Mohawk and Hudson Railroad berm.	Located north and east of Washington Avenue.	NRE
	A001-40-2093	1851 Six Mile Water Works Aqueduct from Rensselaer Lake to Albany.	Located north of Interchange 24 and Washington Avenue.	Inventoried
	A001-40-004452	Located at 360 Whitehall Road about 2,500 feet north of the Normanskill where chert flakes and fire cracked rock (FCR) were found.	About 560 feet north of the project corridor near the mid-section.	Inventoried
	<b>A001-06-0160</b>	<b>Tavern Site north of Washington Avenue Extension and west of New York State Thruway.</b>	<b>At Interchange 24 on the west side of the New York State Thruway corridor.</b>	<b>Inventoried</b>
	A001-06-000173	Crossgates Survey Site #2, historic component with a mean ceramic date of 1790 located north of Washington Avenue Extension, west of New York State Thruway.	At Interchange 24 on the west side of the New York State Thruway corridor.	Inventoried

<b>NYSM Number</b>	<b>OPRHP Number</b>	<b>Description</b>	<b>Location</b>	<b>National Register Status</b>
	A001-40-2710	Pickard/VanValkenburgh/McMichael Site. Muticomponent site with 18 <sup>th</sup> century historic component and precontact component. Ceramics, kaolin pipes, glass, and other building debris along with precontact materials.	At Interchange 24 on the west side of the New York State Thruway corridor along Rapp Road.	Inventoried
	A001-40-4045 and A001-40-0044	Early 19 <sup>th</sup> -century historic site located on flood plain of the Normanskill.	On the north bank of the Normanskill. About 4,000 feet southeast from the middle of the project corridor.	Inventoried
	A001-02-0028	Blue Cross Blue Shield Site, precontact component located east of State Route 85 and west of New Scotland Avenue.	South bank of the Normanskill about 1.3 miles southwest from the middle of the project corridor.	Inventoried
	A001-40-0064	Rensselaer Lake Site, precontact component located northeast of Rensselaer Lake.	About 2,800 feet northeast of Interchange 24.	Inventoried
	A001.40.004642	The Marathon Point Precontact Site located west of the Krumkill Road about one quarter of a mile.	About 700 feet northeast of the Thruway corridor west of the Krumkill Road.	Inventoried

### **State and National Registers**

There is a house, a bridge, a Mohawk and Hudson Railroad berm, and two historic districts listed on the National Register of Historic Places within a one-quarter mile radius of the project area. Each of these are briefly described below.

#### **Nut Grove**

Nut Grove and/or the William Walsh House was inventoried and nominated for the National Register in July 1969. The house was one of the few last remaining houses designed by Alexander J. Davis, a leading architect during the middle decades of the 19<sup>th</sup>-century. It was located on McCarty Avenue in the City of Albany about 3,000 feet northeast of Interchange 23 (USDOI 1969a).

The house stood on a hilly tract facing the Hudson River. It was constructed out of yellow brick and harmonized with its romantic landscape. The Walsh family lived there until the early 1870s, after which Thomas McCarty purchased the property. He was a successful brick maker early in his life and later had a fruitful political

career. McCarty Avenue is named after him. Nut Grove was destroyed by a fire and razed before 1975. Today an apartment complex called “ Nut Grove Apartments” sits on the former location of this historic structure (USDOI 1969a).

### **Whipple Cast and Wrought-Iron Bowstring Truss Bridge**

The Whipple Bridge was also nominated for the National Register in 1969. The bridge is located on the north bank of the Normanskill and conveys Old Delaware Avenue across a small tributary to the Normanskill Farm. The bridge was designed by Squire Whipple who was one of the earliest civil engineers to develop the basics of American bridge construction. Whipple patented his Iron Bowstring Truss design in 1841. It was inexpensive, easy to construct, and extremely strong. It became so popular that the patent was subject to widespread infringement. The bridge at the Normanskill farm was actually constructed by Simon Degraft who was a builder of Whipple-type bridges. It was brought to the farm from another location in 1899, when Delaware Avenue was rerouted. Today the bridge still serves as the main entrance to the farm (USDOI 1969b).

### **The Mohawk and Hudson Railroad**

This was the first railroad constructed in New York State extending from Albany to Schenectady in 1831. The section of the railroad east into Albany from Patroon’ s Creek was abandoned for another alignment in 1844. Nearly all of the abandoned sections of the historic railroad have been destroyed except for a 1,000-foot (304 m) section that exists between the University of New York at Albany (SUNY) uptown campus and I-90. The rest of New York’ s first railroad remains buried beneath modern railbeds (Matt Kirk personal communication 2004).

### **Rapp Road Community Historic District**

The Rapp Road Community was nominated for the National Register in 2002. The historic district is located along the southwest edge of the City of Albany along its border with the Town of Guilderland. The district covers both sides of the Rapp Road between Gipp Road (south) and Washington Avenue Extension (north). There are 27 Lots with 15 homes constructed during the period of significance known as the “ Great Migration.” In the early 20<sup>th</sup> century thousands of southern African Americans resettled in the North. The Rapp Road Historic District is a rare, surviving example of a rural African American migration community. Louis W. Parson, a pastor of Albany’ s First Church of God and Christ was responsible for recruiting most of the Rapp Road families. As of 2001, many of the original families still lived on Rapp Road (Lemak 2002).

### **King’ s Highway Historic Archeological District**

The King’ s Highway Historic Archeological District is bounded by the New York State Thruway (the subject project area) on the south, Route 155 (New Karner Road) on the east, and Old State Road on the north and west. Within this area lies an approximate one-mile segment of the old King’ s Highway (c. 1663) and approximately 4,000 feet (1,219 m)of Schoharie Road (also called Glass Road). The King’ s Highway was the first known road constructed between Albany and Schenectady and served as important military road during the French and Indian War and the American Revolution. Schoharie Road branched off the highway and provided a route to Schoharie (Rittner 1976).

Within the limits of the historic district hatched out above, there were possibly three 18<sup>th</sup>-century taverns located along the King’ s Highway. These include the Verreberg Tavern (also Vereberg) (c. 1716) and a second tavern (c. 1756) that were located at the intersection of the King’ s Highway and Schoharie Road. Further west along the King’ s Highway was the Truax Junior Tavern (c.1792). Archeological evidence of the Verreberg Tavern was identified by the NYSM beneath the Rapp Road bridge in 1986 during the relocation of the bridge. Today the site lies on the south side of the Thruway and east of Rapp Road. Excavations were conducted on the Truax Tavern during the Pine Bush Historic Preservation Project in the mid-1970s (Rittner 1976).

### Building Structure Inventories

A search of the OPRHP computer files identified that 22 Building-Structure inventories had been conducted within a one-quarter mile radius of the project area. All of the forms have been inventoried at OPRHP and a determination of the NRE status has been made for the structures located along Schoolhouse Road. The Building-Structure inventory forms are included in Appendix 1.

**Table 2. Building-Structure Inventories Within a One-Quarter Mile Radius of the Project.**

OPRHP Number	Address	Description	National Register Status
001.06.000208	55 Mercer Street, Guilderland, New York.	Crossgates Survey Structure # 17. 20 <sup>th</sup> -century wood-framed residential structure.	Inventoried
001.06.000209	Behind McKnownville United Methodist Church (1565 Western Avenue).	Crossgates Survey Structure # 18. A concrete dam that was constructed in 1900 and is abandoned today.	Inventoried
001.06.000210	1609 Western Avenue, Guilderland, New York.	Crossgates Survey Structure # 19. 20 <sup>th</sup> -century wood-framed structure with clapboard siding used as a trailer park sales office.	Inventoried
001.06.000174	188 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1940's.	Not NRE.
001.06.000175	182 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1920.	Not NRE.
001.06.000176	181A Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1929.	Not NRE.
001.06000178	176 Schoolhouse Road, Guilderland, New York.	Brick residential structure c. 1940s.	Not NRE.
001.06.000179	155 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1940's.	Not NRE.
001.06.000180	154 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1912.	Not NRE.

<b>OPRHP Number</b>	<b>Address</b>	<b>Description</b>	<b>National Register Status</b>
001.06.000181	153 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1940.	Not NRE.
001.06.000182	151 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1890.	Not NRE.
001.06.000183	150 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1890s.	Not NRE.
001.06.000184	186 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1930s.	Not NRE.
001.06.000185	185 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1940s.	Not NRE.
001.06.000186	185 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1932.	Not NRE
001.06.000187	181 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1890.	Not NRE
001.06.000188	179 Schoolhouse Road.	Wood-framed residential structure c. 1937.	Not NRE
001.06.000189	178 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1940s.	Not NRE
001.06.000190	160 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1902.	Not NRE
001.06.000191	159 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1920's.	Not NRE
001.06.000192	157 Schoolhouse Road, Guilderland, New York.	Wood-framed residential structure c. 1940's.	Not NRE

OPRHP Number	Address	Description	National Register Status
001.06.000193	Woodlake Road, Guilderland, New York.	Wood-framed barn/storage structure c. 1880' s.	Not NRE

#### Previous Surveys

The OPRHP library contained 12 references to previous surveys conducted within a one-mile radius of the project area. A number of these surveys were conducted on the north and south sides of the Thruway corridor.

In 1978, the New York State Museum completed a Cultural Resource Survey of Southern Boulevard (US 9W). The project involved improving the section of the road between Interchange 23 and SR 32 including the bridge over the Normanskill. The subsurface survey documented disturbance caused by road construction. No archeological sites were identified. This survey includes the section of the project between Interchange 23 and the Normanskill bridge (NYSM 1979).

In 1982, the New York State Museum completed a Cultural Resource Survey Report for the proposed improvement of the junction between I-87 and I-90 (PIN 1528.30). The project area was centered around Interchange 24 and included corridors along the existing roadways, as well as a substantial area of new rights-of-way. The project was considered highly sensitive to precontact and historic archeological resources. Of particular interest, a potential location for an 18<sup>th</sup> century tavern site was identified. Based on the historic map review, it was believed to have been buried beneath the northern embankment of the Rapp Road bridge in the 1950s when the bridge was moved for the construction of I-90. Initial field observations noted that a substantial portion of the area surrounding Interchange 24 had been graded and disturbed by road construction. However, areas containing stands of mature trees were noted, and these areas became the focus of the subsurface investigation. Tests excavated in these areas did not encounter any archeological sites (NYSM 1982).

In 1986, the New York State Museum monitored the Rapp Road Project PIN 1528.30, which involved the removal of the Rapp Road bridge. As noted in the above survey, an early tavern site is believed to have been buried beneath the northern embankment of the bridge. Upon removal of the bridge and fill used for the embankment the original ground surface was identified. Work was halted and archeological excavations commenced. The excavations identified stratigraphic levels containing 18<sup>th</sup>-century artifacts and a dry-laid stone well dating to the 18<sup>th</sup> century. It was concluded that the deposits were associated with the Pickard/VanValkenburgh/McMichael tavern that existed in this area in the mid-1700s (A001-40-0089). Of particular note, only a small portion of the site was sampled and therefore the potential for encountering further deposits is great. The area surrounding the Rapp Road bridge and Washington Avenue Extension bridge are considered highly sensitive for containing 18<sup>th</sup>-century archeological deposits (NYSM 1986).

In 1988, Collamer and Associates, Inc. completed a Phase I investigation for the proposed Albany Municipal Golf Course. The project area covered an expansive tract between the NYS Thruway (north) and the Normanskill (south). The project was considered highly sensitive for containing precontact resources. Subsequent, subsurface excavations documented three precontact sites and two historic sites. Additional excavations were conducted at the sites for the proposed expansion of the golf course. The additional excavation concluded that the historic components were not significant. However, the precontact components were discovered to have further research value. Avoidance was recommend (Collamer 1988).

In 1991, the New York State Museum conducted a cultural resource survey for the Route 443 (Delaware Avenue) over the Normanskill. The Archeological excavations were completed along the approach on either side

of the bridge. The survey did not document any archeological sites (NYSM 1991).

In 2001, Hartgen Archeological Associates, Inc. (HAA, Inc.) conducted a Phase I archeological survey of the proposed expansion of the SUNY Northwest Campus. The survey documented the absence of archeological sites within the area proposed for development (HAA, Inc. 2001a and 2001b).

In 1997, Edward V. Curtin, Consulting Archaeologists conducted a Phase I survey for the proposed building site of the FBI Office at 200 McCarty Avenue. Subsurface investigation of the 8± acre property documented that no archeological sites exists within the area proposed for development (Curtin 1997a).

In that same year, Edward V. Curtin, Consulting Archaeologists conducted a Phase I survey of the proposed Senior Citizen Housing Development at 360 Whitehall Road. A small precontact site was documented, and subsequent Phase II excavations were completed. The site provided a minimal amount of information and Phase II excavations concluded the study (Curtin 1997b).

In 2000, Edward V. Curtin, Consulting Archaeologists conducted a Phase I survey of the Albany School Project. The project involved an 18-acre, undeveloped parcel between Whitehall Road (north) and the NYS Thruway (south). The project area was considered sensitive and a program of subsurface tests was excavated over the entire parcel. While a few stray finds were recovered, no archeological sites were documented (Curtin 2000a).

Also in 2000, Edward V. Curtin, Consulting Archaeologists conducted a Phase I investigation of the proposed development at Buckingham Mews along Krumkill Road. The subsurface survey documented the absence of archeological sites within the 4-acre property (Curtin 2000b).

Werner Archeological Consulting completed a Phase I cultural resource investigation of the Schoolhouse Road (CR 204) Reconstruction project in 1992. The project involved widening of Schoolhouse Road between US Route 20 and McKown Road. Subsurface tests did not document any archeological sites (Werner 1992).

In October of 2003, Susan Gade conducted a Phase I archeological survey of a 7.2-acre parcel one-quarter of a mile northwest of the Thruway corridor along Krumkill Road. The topography was highly varied between steep slopes and flat narrow hilltops above wetlands and a small tributary. The subsurface investigation identified a small precontact site named the Marathon Point Site (001.40.004642) (Gade 2003).

## **ENVIRONMENTAL BACKGROUND**

### **Topography**

The project is located on the west margin of the Hudson River Valley and slopes down gradually from 290 to 120 feet above mean sea level from Interchange 24 to Interchange 23. Half of the project west of New Scotland Avenue is characterized by hilly terrain. The terrain levels east of New Scotland Avenue as the project crosses a large flat terrace overlooking the Normanskill Creek to the south.

### **Soils**

The six-mile (9.5 km) section of the Thruway between Interchanges 23 and 24 crosses various soil types. Half of the project west of New Scotland Avenue contains areas of Colonie loamy fine sand (CoC) and Granby loamy fine sand (Gr). Both were formed in deltaic deposits and occupy glacial lake plains. The Colonie soils are well-drained and typically found in areas with rolling hills. The Granby soils, however, occupy depressions and are not well-drained (USDA 1983).

The rest of the project west of New Scotland Avenue is divided between northern and southern halves. The north side of the Thruway through this area is heavily developed and is characterized by large areas of Udorthents soils (Uh and Ug). Udorthents were formed by man-made cut-and-fills. The south side of the Thruway east of New Scotland Avenue, however, is covered by natural soils. These include Hudson silt loams (HuB and HuE) and Elmridge fine loamy sands (ELA and ELB). The Hudson soils occupy hills and the Elmridge soils are found on flat terrain. Both are well-drained and found on glacial lake plains (USDA 1983).

### **Bedrock Geology**

The Thruway project area traverses the sandy Pine Bush along the northern edge of the gorge containing the Normanskill Creek. This area falls within the Hudson-Mohawk lowland geologic region. Underlying bedrock is Normanskill Shale of Middle to Upper Ordovician geologic age (Fisher, Isachsen and Rickard 1970).

### **Drainage**

The project is located in the Mohawk-Hudson drainage basin where all precipitation and surface water eventually drain into the Hudson River. The Normanskill Creek, Krumkill Creek, and other small unnamed tributaries provide the principal drainage of the land encompassing the project (Isachsen 1991:224).

### **Forest and Vegetation**

The forest zone that encompasses the project is a transitional area between the Appalachian oak forest and Northern hardwoods. Appalachian oak forest is a broad-leaved deciduous forest dominated by white and red oak species. The Northern hardwoods is an admixture of deciduous and needle-leaf evergreen trees. Dominant species include sugar maple, yellow birch, beech, and hemlock (Küchler 1964). Due to dense development along the edges of the Thruway, the project area contains secondary growth on the outside edges of the rights-of-way.

### **Current Land Use and Man-Made Impacts**

The north side of the Thruway corridor is characterized by dense residential and commercial activity. This is especially true of the section of the project east of New Scotland Avenue and close to downtown Albany. Residential development along the south side of the Thruway is spaced farther apart and as a result has caused less of an impact than on the north side of the project. In addition, a large section of the corridor between New Scotland Avenue and Interchange 23 is bordered by the Albany Municipal Golf Course, which caused less of an impact than development north of the corridor.

The principal alterations to the project area have resulted from the construction of the Thruway, intersecting streets, bridges, commercial and residential buildings, and utility installations on the both sides of the corridor. Photographs in the site visit section of this report illustrate examples of the ground conditions.

## **PRECONTACT OVERVIEW**

Native peoples depended greatly on the rivers of New York as avenues of exploration, settlement, and trade. The Mohawk and Hudson Rivers were two key bodies of water in northeastern precontact time connecting north to south, and east to west passage routes. Before European arrival, the Hudson provided a transportation route north from Long Island Sound to the Mohawk River, Lake George, and Lake Champlain. The Mohawk provided passage west to the Finger Lakes and the Great Lakes from which there were many more avenues of passage into the interior reaches of the continent. Many sites are located on the floodplains of these rivers, an environment, which when supplemented with an opportunistic technology, provided resources year-round. Eventually, several semipermanent and permanent villages were commonly developed on or near the floodplains of both of these rivers.

The tributaries of the Mohawk and Hudson Rivers were equally as important throughout the precontact era. Spring and summer fishing camps were located in these environments, and later during the Woodland period. Tributaries provided transportation into the back country where seasonal hunting grounds, forest zones, and lithic quarry resources were located. The Normanskill was a well-known stream in precontact time as evidenced by the numerous precontact sites that have been found along its marginal highlands and low-lying floodplains. Many of these sites are referenced in Table 1 above.

The earliest recognized period in Northeast prehistory, the Paleo-Indian period (10,500-7,000 B.C.) is poorly defined in the region and currently is recognized only by sporadic surface finds of “ fluted ” projectile points. As described by Ritchie (1980:7), the thin scatter of Paleo-Indian points in the Northeast follows the principal river systems, and early populations most likely were located in large, fertile valleys and along coastal plains where large populations of food mammals roamed. The general opinion prevails that early regional populations became established in what is now Pennsylvania and southern Ohio and followed migrating caribou herds onto the newly deglaciated Northeast via river systems, such as the Susquehanna and the Delaware (Ritchie and Funk 1973:6). However, chert-type distributions in the Northeast suggest movement along a variety of routes.

The Archaic period (7,000-10,000 B.C.) is characterized by evidence of increased mobility and perhaps a wider distribution of populations throughout the Northeast. During the Archaic, mobility was regulated by the extraction of food and other subsistence resources within limited areas. Subsistence needs were met by hunting, fishing, and gathering, and settlement organization was tied closely to these strategies. Seasonal campsites occupied by small bands were common, and food procurement activities occurred in various areas as the seasons progressed. Most Early Archaic sites are small and lack traces of substantial dwellings, fortifications, storage pits, and graves typical of the Woodland period (Ritchie 1980:32). The body of known sites in the Northeast from the Late Archaic include small hunting and gathering camps within drainage basins. Based on the analogy with historic hunters and gatherers, it is assumed that social organization consisted of bands occupying limited territories and moving with the seasons (Funk 1983:320). The varied sandy hills and ridges found along the southern and northern edges of the Normanskill are well-defined areas for Archaic sites, such as these described above.

Following the Archaic, the Woodland period (1,000-A.D. 1,600) was marked by increased sedentism and increased population density as precontact groups established fixed home bases. Evidence of large-scale storing of food resources in pits excavated into the ground and in large ceramic vessels is also present at this time. Based on the evidence compiled thus far, it appears that during this time, populations settled in the more resource-rich lowlands. The last stage of precontact in the Northeast, the Late Woodland, was characterized by population expansion that resulted in the development of the nations and tribes that were later encountered by European settlers. Territorial expansion was also common at this time (Brasser 1978:198-200).

The Late Woodland period is characterized by the development of the nations and tribes that were later encountered by European settlers. Territorialization distinguished certain parts of the state as larger tribes developed fixed homelands. Accordingly, the mid-Hudson and mid-Mohawk Valleys were included in the territory of the Mahican and Mohawk confederacies respectively. The Mahican territory extended from the Lake Champlain basin south into Dutchess County and covered parts of western Vermont and Massachusetts. The center of the Mohawk Territory lay between the confluence of the Schoharie Creek and the West Canada Creek. Much of the land north and south of here was used as hunting grounds. An ancient trail cut across the pine barrens from the Hudson River to Schenectady (skahnéhtati) to avoid the falls at Cohoes. This trail cut through the Colonie area. Hostilities between these two tribes inhibited the use of land west of the Hudson River Valley and likewise the Mohawks did not establish villages east of the Schoharie Creek (Brasser 1978:198-200).

As hostilities grew, the later villages of the Mahicans and Mohawks occupied hilltops where bark-covered longhouses and palisades were constructed overlooking the river valleys. Present data suggests that the villages were commonly occupied by approximately 200 individuals with at least three nuclear families housed in each longhouse.

For subsistence, they depended mainly on a combination of horticulture, fishing, and hunting (Brasser 1978:198-200).

“ In September of 1609 Henry Hudson and his Dutch crew sailed up the Hudson River. Arriving near the village of Schotak, he met an Indian Chief...The Indian brought the Dutch ‘beaver skinnnes and otter skinnnes, which were bought for beads, knives and hatchets” (Brasser 1978:198-200).

In the following year, the Dutch began to expand trade with the Mahicans exacerbating the hostilities between the Mahicans and Mohawks and fueling a trade war between the tribes. The Dutch established permanent trading posts along the Hudson and negotiated a treaty between the Mahicans and Mohawks to stabilize relations between the tribes. This treaty did not stop the Mahicans from monopolizing their trading position, however: they made the Mohawks pay for access into the trading posts (Brasser 1978:202). The continued expansion and control of the fur trade on the part of Mahicans was of great concern to the Mohawks as they played the role of the keepers’ of the eastern door of the Iroquois Confederacy. Their fear that the Mahicans were attempting to forge a trade agreement with the Algonkians to the north provoked them into signing a treaty with both the French and Algonkians and resulted ultimately in a raid on the Mahicans in 1624. Upon their defeat, the Mahicans were forced to abandon their territory west of the Hudson (Brasser 1978:203).

### **Precontact Sensitivity**

Generally, the project area has an elevated sensitivity for the presence of precontact cultural resources. The sandy hills west of Albany and the banks of the Normanskill are both well known to contain myriad evidence of precontact occupation. There are 32 recorded precontact sites in the vicinity of the project and six of these are located in the project corridor. However it must be kept in mind that construction of the Thruway and adjacent residential and commercial developments has altered the original landscape. The existence of intact natural soils is an important criterion for the existence of precontact deposits.

The *1983 Soil Survey Map of Albany County* shows that the north side of the Thruway corridor is more disturbed than the south side of the corridor. This is especially evident between New Scotland Avenue and Interchange 23. A walkover survey identified areas containing topography that appear not to have been graded. These areas were largely found on the south side of the corridor and on the north and south sides of the corridor west of New Scotland Avenue. The site visit section of this report describes and illustrates in more detail the areas of the project that potentially contain natural topography. The project maps indicate these areas as “ testable.”

## **HISTORICAL OVERVIEW**

In September of 1609, Henry Hudson sailed up the Hudson River and landed near the village of Schotak (Schodack). There he met an Indian chief who offered beaver and otter skins, for which Hudson traded beads, knives and hatchets with him. The following year the Dutch began to sow the seeds of trade along the Hudson River that eventually led to the formation of the Dutch West India Company (WIC). As mentioned in the precontact overview this fueled a trade war between the Mahicans and Mohawks that culminated in 1624 with the Mohawk raid on the Mahicans (Brasser 1978:203).

In, 1614, Fort Nassau was constructed on Castle Island where the head of the tide and good sloop navigation were found. This secured control of the fur trade on the upper Hudson. Three years after it was constructed, Fort Nassau suffered damage from a freshet and was abandoned. Trade continued in the years following the abandonment of Fort Nassau with the merchants operating from their ships until Fort Orange was established by the Dutch West India Company in 1624 (Dunn 1994:73-85). In 1629, the Patroon system was established, and Kilian Van Rensselaer purchased 1,000,000 acres of land east and west of the Hudson River, which became known as Rensselaerwyck.

A small settlement called the Fuyck sprang up on the outskirts of Fort Orange. It was later declared independent of Rensselaerwyck in 1652 and the town of Beverwyck was formed. Beverwyck would become the City of Albany in 1686.

In 1663, the King's Highway was cut from Albany through the Pine Bush to Schenectady. This was the earliest road to provide a connection between the two cities, as well as to other resources along the Mohawk and Hudson River Valleys. A road leading to Schoharie branched off of the King's Highway in the general location of Crossgates Mall, Interchange 24, and Rapp Road today. At the juncture of the King's Highway and the Road to Schoharie were a number of taverns in the 18<sup>th</sup> century. The earliest known was the Verreberg Tavern (c.1716) and at least one other tavern was constructed by the mid-18<sup>th</sup> century if not more (Paul Huey person communication 2004).

The western part of the Pine Bush became a dangerous place to travel between 1690 and 1763 because of conflict and the French and Indian War. Settlement within the Pine Bush was rare during wartime; however, it was well-traveled. The falls at Cohoes prevented riverine travel, and thus the King's Highway was the only practical route between Schenectady and Albany. In 1799, the Albany-Schenectady Turnpike and the Great Western Turnpike were constructed around the Pine Bush, and those who wished to avoid tolls used the King's Highway (Rittner 1976).

The extremely sandy soils of the Pine Bush were not ideal for farming and in the 19<sup>th</sup> century, it saw little such activity. However, the timber from the tall pine trees that grew there was still a valuable resource. In 1817, the Pine Bush was divided and sold by lottery. In 1850 the Patroon's Creek was dammed to form Rensselaer Lake and a brick aqueduct was constructed to provide water to the City of Albany. During the 20<sup>th</sup> century, large remaining portions of the Pine Bush became developed, and action was taken to prevent the rapid depletion of this rare ecological resource. An official preserve was delineated and declared, and in recent years, the Pine Bush Preserve has been expanded (Rittner 1976).

### **Historical Map Review**

Historic maps spanning the years 1756 to 1993 were examined for this report to determine the likelihood that historic archeological sites exist within the limits of the proposed Thruway corridor between Interchanges 23 and 24. The earliest map examined was the 1756 *Map of the County of Albany* (Fig. 3). This map depicts the earliest roads that cut through the Pine Bush and provided portage between the fortifications at Albany and "Schenecht" (Schenectady) and other points along the Hudson and Mohawk Rivers. There are few settlements depicted along the interior sections of the roads as the Pine Bush was revered as "dangerous territory" during times of conflict (Feister 1975:2). However, there are two structures indicated at the junction of two roads called the "Verbergh" meaning "far hill" or "colored hill" in Dutch. The road that leads in a northerly direction is known as the King's Highway and leads to "Schenecht" (Schenectady) and the other that heads toward the west leads to "Schoharry" (Schoharie) (Feister 1975:2). There are many historic accounts that indicate that these were two taverns that served many travelers. Surveys conducted by the NYSM in 1986 and 1989 identified remains of one of the tavern site beneath the Rapp Road bridge abutment, which is located immediately west of the Interchange 24 and the western project terminus as is indicated on Figure 3. The rest of the project area on this map traverses a large undeveloped area between the King's Highway and the Normanskill Creek.

The next map examined was the 1854 Gould *Map of Albany County* (Fig. 4). As can be seen, by the mid-19<sup>th</sup> century, the once barren project area has become developed with streets, houses, and farmland to the west of the central grid of the City of Albany. The project corridor crosses seven mid-19<sup>th</sup>-century roads. Generally, the historic properties are located off of the edges of the roads and with large undeveloped areas between the properties. There are, however, a few exceptions where properties are set back from the road edge and are accessed by unimproved driveways. The driveways are indicated by parallel dashed lines leading into the property. All of the

19<sup>th</sup> century roads that are crossed by the project corridor exist today and are main arterials that lead into the suburbs west of Albany. The modern names of these roads are listed from west to east and are also indicated on Figure 4: Western Avenue, Schoolhouse Road, Russell Road, Krumkill Road, New Scotland Avenue, and Delaware Avenue.

There are historic properties adjacent to the project corridor in the locations where it crosses the 19<sup>th</sup>-century roads. Starting at the west end of the project where it crosses Western Avenue, there are three properties including a hotel, a blacksmith shop, and that belonging to "Wm. Fitzpatrick." These properties are situated just west of the crossover. There are no properties indicated as the project crosses Schoolhouse Road. At Russell Road, the project corridor separates lands belonging to "J. Oliver" on the south and "P. Oliver" on the north. At Krumkill Road the project divides the properties of "H. Adams" and "McClusky" and at the same time crosses the "Crum Kill" (Krum Kill) Creek. As the project approaches New Scotland Avenue, it passes an unnamed property that is set back from the road. As it crosses New Scotland, it passes between properties belonging to "J. Wally" on the south and "D. Devoice" on the north. Between New Scotland Avenue and Delaware Avenue, the project crosses an open area where there are four properties set back from the main road. The ones attributed to "G. Gilbert" and "J. Beatle" appear to fall on the south side of the project. These are possibly the sites documented in 1988 by Collamer and Associates, Inc. during the archeological investigation of the proposed Albany Municipal Golf Course. North of the "J. Beatle" property and the project corridor are two more properties belonging to "J. Bradt" and "J. Watson." No historic properties are shown along the project corridor east of Delaware Avenue.

Figure 5 is the 1893 USGS 15 Minute New York Albany Sheet and is the earliest USGS topographic map of the project area. The terrain between the western terminus and New Scotland Avenue is very hilly, while the rest of the project east of New Scotland Avenue crosses an elevated flat area north of the Normanskill Creek. At the turn of the century, the road networks north and south of the project corridor appear as they did on the previous map. The density of houses on the arterial roads crossed by the project corridor are relatively the same as on the previous map as well. The next topographic map examined dates from 1927 (Fig. 6). This map shows that the Albany city grid has expanded and has begun to sprawl toward the north side of the area that will become the Thruway corridor. The NYS Thruway was constructed during the early 1950s. The 1953 USGS Albany Quadrangle (Fig. 7) is the earliest map examined that shows the completed Thruway corridor between Interchanges 23 and 24. The final maps examined include the 1983 and 1990 NYSDOT Albany Quadrangles (Figs. 1a, 1b, and 8). These maps show the progression of the Thruway over last 20 years. The 1990 maps (Figs. 1a and 1b) show in detail the configuration of the Thruway and Interchanges 23 and 24 as they appear today.

### **Historical Sensitivity**

The area surrounding Interchange 24 and the Washington Avenue Extension bridge is included within the King's Highway Historic Archeological District. The district contains sections of two of the earliest roads through the Pine Bush and at least two 18<sup>th</sup>-century tavern sites, if not more. Thus this area is considered highly sensitive for containing significant historic archeological deposits. Phase IB subsurface testing should be undertaken in this area. Other locations along the Thruway corridor considered sensitive are the crossings of 19<sup>th</sup>-century roads including: Russell Road, Krumkill Road, and New Scotland Avenue. There were also 19<sup>th</sup>-century properties shown along the north and south sides of the Thruway between New Scotland Avenue and Delaware Avenue. The north side of the Thruway has been disturbed by recent development along and these sites are not likely to exist. The 1988 archeological survey of the Albany Municipal Golf Course identified two 19<sup>th</sup>-century sites which are likely the properties of "G. Gilbert" and "J. Beatle" south of the corridor on the 1854 Gould *Map of Albany County* (Fig. 4). In summary, the west end of the project area in the vicinity of Rapp Road and Washington Avenue Extension is highly sensitive. The areas where the old 19<sup>th</sup>-century roads cross the Thruway are considered to have only moderate sensitivity.