

Section 106 Project Submittal Package

Replacement of Syracuse Division Bridges

Milepost 219.91: Mohawk Street

BIN 1020079

Town of Herkimer, Herkimer County, New York

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

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

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 1020079

IDENTIFICATION

Project Name (if any) MP 219.91: Mohawk Street, Herkimer

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 Herkimer

Town/City Herkimer

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: X Yes No

- Was the project site wholly or partially included within an identified archaeologically sensitive area? X Yes No
- Does the project site involve or is it substantially contiguous to a National Register of Historic Places listed property? Yes X 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 Mohawk Street, at Milepoint (MP) 219.91 on the New York State Thruway, in the Town of Herkimer, Herkimer 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 Mohawk Street (New York State Route 28) in the Town of Herkimer, Herkimer County (see Attachment A). The existing bridge is a two-span steel multi-girder bridge that is oriented east/west and was constructed in 1954.

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

- **NYSTA MP 291.91 Bridge: Mohawk Street, Herkimer (BIN 1020079) (the Project):** The proposed Project consists of the replacement of the existing two-span steel multi-girder bridge. The existing bridge serves as the mainline of the New York State Thruway, carrying Interstate 90 over Mohawk Street (NYS Route 28). The existing bridge is approximately 124-feet in length, and was constructed in 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 existing bridge, as well as a 500-foot corridor in both the north and south directions along Mohawk Street (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 (Mohawk Street).

The closest previously recorded significant cultural resource to the APE is the New York State (NYS) Barge Canal Historic District (14NR06559) located approximately 352 feet south of the existing New York State Thruway bridge. The limits of the historic district include the portion of the Barge Canal (also the Mohawk River in this location) that flows beneath the Mohawk Street (New York State Route 28) bridge to the south of the APE. The New York State Barge Canal Historic District was listed on the NRHP in 2014 and named a National Historic Landmark (NHL) in 2016.

The proposed project will include superstructure replacement. This approach will not significantly alter the appearance of the existing Mohawk Street bridge; therefore, the Project has no potential to cause a significant visual impact the setting of any historic resources, including the NRHP-Listed/National Historic Landmark NYS Barge Canal Historic District. Although the limits of the APE overlap with the northern edge of the NYS Barge Canal Historic District, the Project is not anticipated to adversely impact any of the criteria that have qualified the historic district for listing in the NRHP.

The existing two-span steel multi-girder bridge was initially constructed as a part of the new Interstate 90 (New York State Thruway) circa 1954, as confirmed in the 2015 Inspection Report. 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 1020079 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) indicates that the land within and adjacent to the APE has largely industrial and commercial in nature since the early twentieth century, and was heavily disturbed 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-to-mid 1950s, and the entire APE has been significantly disturbed by road widening and maintenance throughout the late twentieth century.

The Project occurs adjacent to the Mohawk River, which also contains the New York State Barge Canal. Areas along rivers and major waterways are often highly sensitive for historic-period and prehistoric archaeological resources for several reasons:

- Rivers and large streams served as prehistoric and historic-period transportation routes.

- River valleys were concentrated areas for floral and faunal resources valuable to prehistoric foragers and horticulturalists.
- Water power and the Erie Canal were important factors in settlement and development during the nineteenth century.

The APE for the current Project is limited to the existing ROWs for the NYSTA ROW and Mohawk Street. Although the APE is located in an area that is sensitive for archaeological resources, 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-period 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.

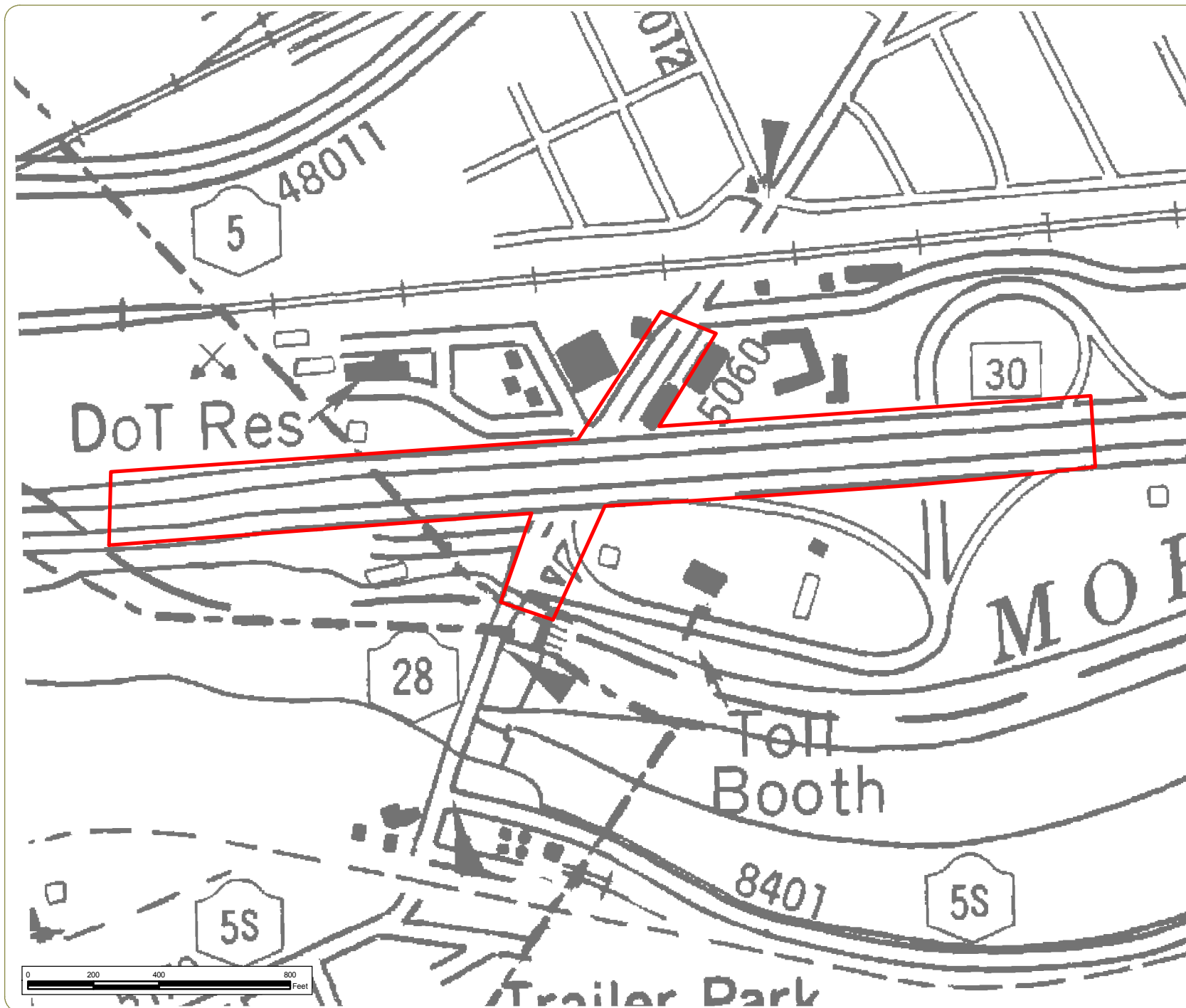
1.5 Photographs

A site visit was conducted by EDR staff on December 1st, 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 219.91: Mohawk Street
(BIN 1020079)**

Town of Herkimer, Herkimer County,
New York

Attachment A: Project Location

February 2017

Area of Potential Effect

Notes:

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



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Attachment B:
2015 Bridge Inspection Report (Excerpt)

BIN: 1020079 **MP:** 219.91
Region: 2 **County:** 3 HERKIMER
Feature Carried: 90IX
Feature Crossed: Mohawk St. (NYS Route 28)
General Recommendation: 4
Condition Rating: 3.78
Inspect Date: 10/2/2015



New York State Thruway Authority - Bridge Inspection Report

2015 INSPECTION

FLAGS	<input type="checkbox"/> RED	<input checked="" type="checkbox"/> YELLOW	<input 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

INITIAL:

RED FLAG

GM YELLOW FLAG ☒

SAFETY FLAG

FLAG NUMBER: 15-078

SUPERSEDED FLAG(S): _____

INSPECTOR: Glenford Mullings

DATE OF INSPECTION: 10/15/2015

CURRENT FLAG INDICATOR: ACTIVE

PROMPT INTERIM ACTION RECOMMENDED: YES ☒ NO ☐

BRIDGE DESCRIPTION:

MP: 219.91 BIN: 1020079

REGION: 2 COUNTY: 3 (HERKIMER) TOWN: Herkimer

FEATURES: CARRIED: 90IX CROSSED: Mohawk St. (NYS Route 28)

NUMBER OF SPANS BY TYPE: 2 Spans - Steel Multi-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) :

All 36 Span 1 and Span 2 bearings at Pier 1 are high steel rockers.

At the Span 2 bearing for girder G5, the rocker can be rocked slightly by hand, indicating that the girder does not transfer any load (reaction force) to the bearing. Also, the pin between the sole plate and the rocker can be slid along its longitudinal axis by light hammer blows.

No vertical movement of the girder end is noted to indicate that the bearing's sole plate engages the rocker (via the pin) and transfers any load during truck/live load passage.

With girder G5 not transmitting its reaction force to its bearing, said force is re-distributed to the adjacent bearings via the adjacent girders. The additional load could result in the adjacent girders and bearings being overstressed, thus a YELLOW Structural Flag is issued.

The Span 1 bearing for girder G8 exhibits a similar condition as its pin and rocker are also loose.

INSTANT DEVELOPED PHOTOS ATTACHED? X YES NO IF YES, NUMBER ATTACHED: 2

FLAGGED BRIDGE REPORT COMPLETED BY: Glenford Mullings DATE: 10/5/2015

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

Signature of Thruway Team Leader 10/05/2015
Date:

Location:	219.91-350-33-00-15YSF.JPG	1
Pier 1 bearings at girder G5, Right side		
Description:		
Span 2 rocker can be rocked by hand, indicating that the girder does not transfer any reaction force to the bearing. Also, the pin between the sole plate and the rocker can be slid along its longitudinal axis.		
Reference:		
FLAG #: 15-078		


Location:	219.91-350-33-01-15YSF.JPG	2
Pier 1 bearings at girder G8, Left side		
Description:		
Span 1 rocker can be rocked by hand, indicating that the girder does not transfer any reaction force to the bearing. Also, the pin between the sole plate and the rocker can be slid along its longitudinal axis.		
Reference:		
FLAG #: 15-078		

Sketch Type: Location Map

File Name: 219.91-10-00-15LOCMAP.jpg



Attachment C:
Historic Aerial Photographs



Mohawk Street/ I-90

Mohawk Street/ I-90

Herkimer, NY 13350

Inquiry Number: 4816834.5

December 30, 2016

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

12/30/16

Site Name:

Mohawk Street/ I-90
Mohawk Street/ I-90
Herkimer, NY 13350
EDR Inquiry # 4816834.5

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"=750'	Flight Date: May 08, 1995	USGS
1986	1"=500'	Flight Date: May 12, 1986	USGS
1982	1"=500'	Flight Date: April 28, 1982	USGS
1974	1"=750'	Flight Date: April 27, 1974	USGS
1959	1"=1000'	Flight Date: October 21, 1959	USGS
1956	1"=500'	Flight Date: October 13, 1956	USGS
1942	1"=500'	Flight Date: January 01, 1942	FirstSearch

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INQUIRY #: 4816834.5

YEAR: 2011

— = 500'





INQUIRY #: 4816834.5

YEAR: 2009

— = 500'





INQUIRY #: 4816834.5

YEAR: 2008

— = 500'





INQUIRY #: 4816834.5

YEAR: 2006

— = 500'





INQUIRY #: 4816834.5

YEAR: 1995

— = 750'





INQUIRY #: 4816834.5

YEAR: 1995

— = 500'





INQUIRY #: 4816834.5

YEAR: 1986

— = 500'





INQUIRY #: 4816834.5

YEAR: 1982

— = 500'





INQUIRY #: 4816834.5

YEAR: 1974

— = 750'





INQUIRY #: 4816834.5

YEAR: 1959

— = 1000'





INQUIRY #: 4816834.5

YEAR: 1956

— = 500'





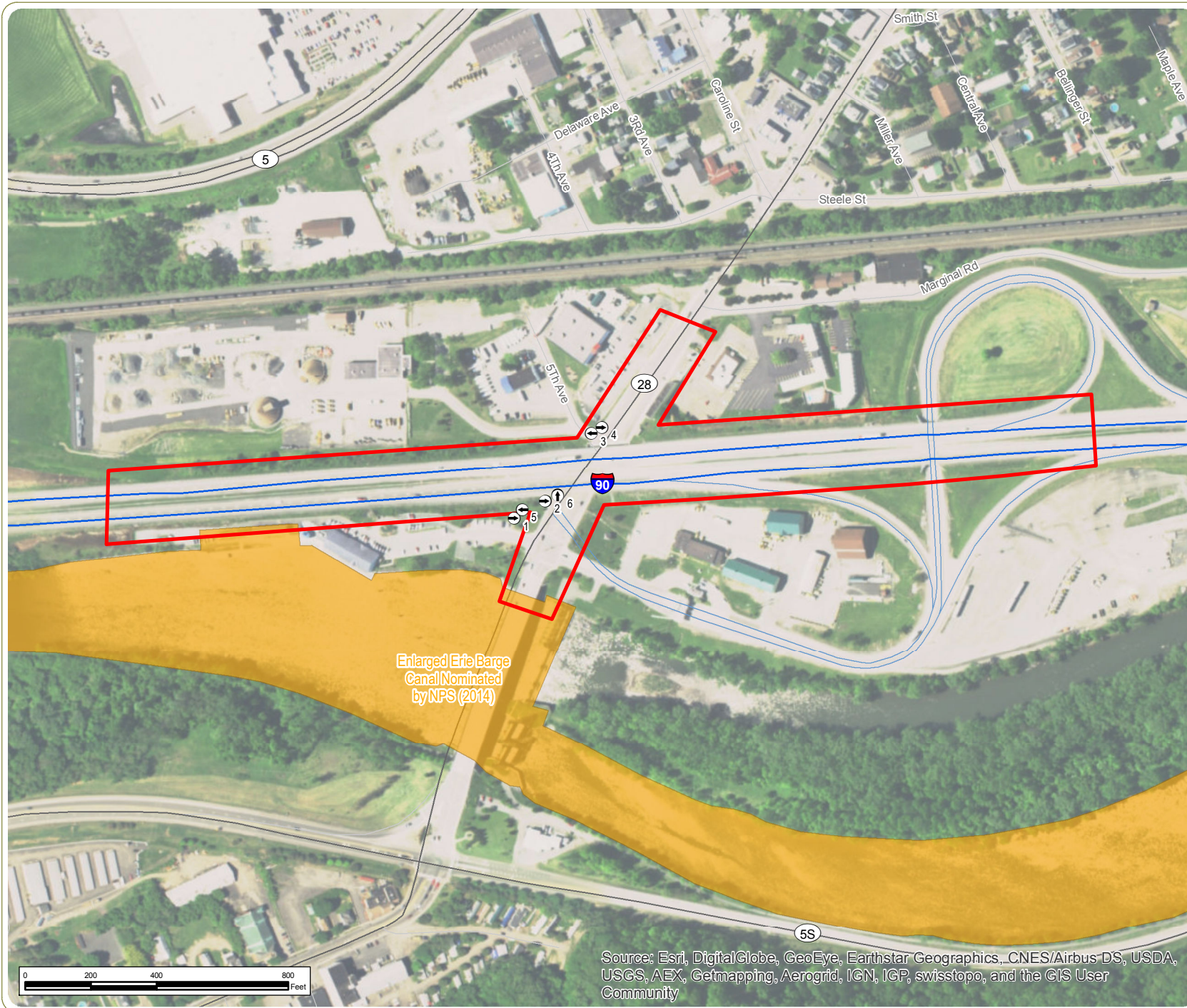
INQUIRY #: 4816834.5

YEAR: 1942

— = 500'



Attachment D:
Photograph Locations






Replacement of Syracuse Division Bridges

**MP 219.91: Mohawk Street
(BIN 1020079)**

Town of Herkimer, Herkimer County,
New York

Attachment D: Photograph Locations

February 2017

-  Photograph Location
-  NRHP-Listed Site
-  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 Thruway and bridge over Mohawk Street, facing east. Thruway elevated on berms.



Photo 2

View of the south side of Thruway bridge over Mohawk Street, facing east. Thruway elevated on berms.

Replacement of Syracuse Division Bridges

MP 219.91: Mohawk Street (BIN 1020079)

Town of Herkimer, Herkimer County, New York

Attachment E: Photographs

Sheet 1 of 3



Photo 3

View of berms elevating Thruway, facing west from Mohawk Street.



Photo 4

View of north side of Thruway bridge from Mohawk Street, facing east. Thruway elevated on berms.

Replacement of Syracuse Division Bridges

MP 219.91: Mohawk Street (BIN 1020079)

Town of Herkimer, Herkimer County, New York

Attachment E: Photographs

Sheet 2 of 3



Photo 5

View along southern edge of Study Area, facing west. Elevated Thruway at right side of photo.



Photo 6

View under Thruway bridge, facing north along Mohawk Street.

Replacement of Syracuse Division Bridges

MP 219.91: Mohawk Street (BIN 1020079)

Town of Herkimer, Herkimer County, New York

Attachment E: Photographs

Sheet 3 of 3