

# Section 106 Project Submittal Package

## Replacement of Syracuse Division Bridges

Milepost 225.49: Herkimer County Road 53, Schuyler, New York

**BINs 5516072 & 5516071**

Town of Schuyler, Herkimer 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,  
Landscape Architecture, Engineering, & Environmental Services, D.P.C.  
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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 5516072 & 5516071

**IDENTIFICATION**

Project Name (if any) MP 225.48, Herkimer County Road 53 East-Bound and West-Bound, Schuyler

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 Schuyler

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 two New York State Thruway bridges over Herkimer County Road 53, Millers Grove Road, at Milepoint (MP) 225.49 & 225.48 on the New York State Thruway, in the Town of Schuyler, 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 two New York State Thruway (Interstate 90) mainline bridges over Herkimer County Road 53, Millers Grove Road, in the Town of Schuyler, Herkimer County (see Attachment A). The existing steel multi-girder bridge is oriented east/west and was constructed in 1954.

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

- **NYSTA MP 225.48 & 225.49 Bridges: Herkimer County Road 53, Millers Grove Road, (BIN 5516072 & 5516071) (the Project):** The proposed Project consists of the replacement of two existing steel stringer/steel multi-girder bridges. The existing bridges serve as the mainline of the New York State Thruway, carrying Interstate 90 over Herkimer County Road 53, Millers Grove Road. Each existing bridge is approximately 68-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 bridge, as well as a 500-foot corridor in both the north and south directions along Herkimer County Road 53, Millers Grove Road (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 east and west of the upper span of the proposed Project, as well as 500 feet from the underlying road (Herkimer County Road 53, Millers Grove Road). No properties previously listed on, or determined eligible for, the NRHP are located within the APE. Therefore, the proposed Project is not anticipated to affect historic properties previously listed on or eligible for the NRHP.

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

The bridges were initially constructed as a part of the new Interstate 90 (New York State Thruway) circa 1954, as confirmed in the 2015 Inspection Report (Attachment B). EDR has reviewed the 2002 New York State Department of Transportation (NYSDOT) *Evaluation of National Register Eligibility: Task C3 of the Historic Bridge Inventory and Management Plan*, which does not identify BINs 5516072 & 5516071 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 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-to-mid 1950s, and the entire APE has been disturbed by road widening and maintenance throughout the late twentieth century. No significant development has occurred adjacent to the APE with the exception of a mobile residence park to the southwest between 1957-1985.

The Project is proposed within 500 feet west/northwest of Bridenbecker Creek which is a tributary of New York State Barge Canal (located 2400 feet to the southwest) and the Mohawk River. Areas along rivers and major water ways 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 (NYS Barge Canal, located 2400 feet to the southwest of the Project), 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 Herkimer County Road 53, Millers Grove Road. 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.

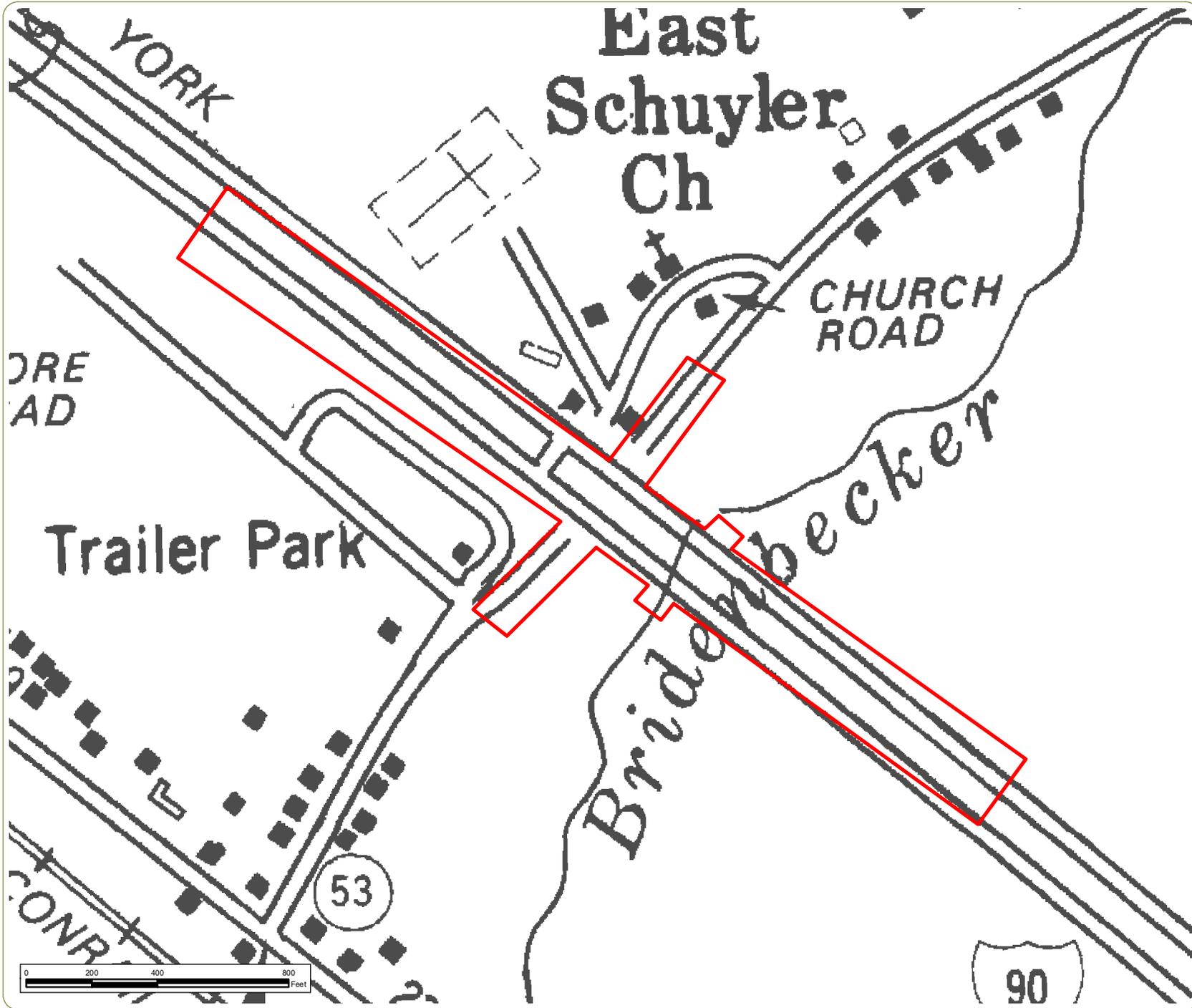
#### **1.5 Photographs**

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

### **LIST OF ATTACHMENTS**

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

**Attachment A:**  
**Project Location Map**



**Replacement of  
Syracuse Division  
Bridges**

**MP 225.49: Herkimer  
County Road 53 (BINs  
5516072 & 5516071)**

Town of Schuyler, Herkimer  
County, New York

**Attachment A:  
Project Location**

February 2017

 Area of Potential Effect

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



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

**BIN:** 5516072 **MP:** 225.48

**Region:** 2 **County:** 3 HERKIMER

**Feature Carried:** 90IX EB

**Feature Crossed:** CR 53 MILLERS GROVE RD

**General Recommendation:** 4

**Condition Rating:** 3.83

**Inspect Date:** 04/16/2015



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

# 2015 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



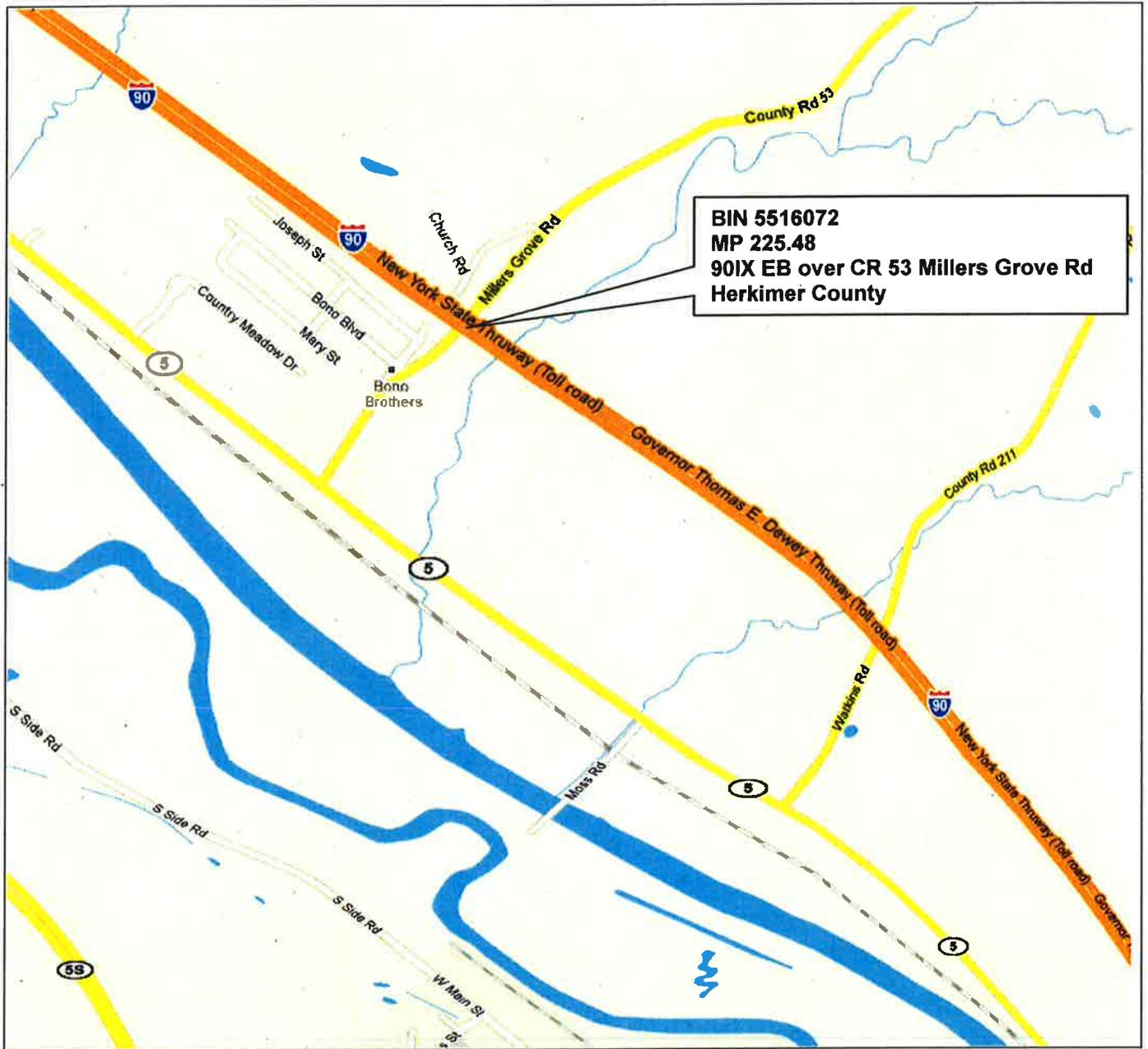
**BIN: 5516072**

**MP: 225.48**

## LOCATION MAP

**Feature Carried: 90IX EB**

**Feature Crossed: CR 53 Millers Grove Rd**



# INSPECTION

TP349

NYS DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT

SHEET 1 OF 12

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

RC - BIN: 

2	3	-	5	5	1	6	0	7	2
---	---	---	---	---	---	---	---	---	---

 MP: 225.48

TEAM LEADER: Douglas Hilleges  
Signature: *Douglas Hilleges*

P.E. NUMBER: 63759 STATE: NY

ASST. TEAM LEADER: Michael Jauch

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

INSPECTION AGENCY: 21 TYPE OF INSPECTION: 1  
19 20 21 1-BIENNIAL 3- IN DEPTH 5- SPECIAL  
2- INTERIM 4- NONE (UNDER CONTRACT)

STATE HWY. NO: \_\_\_\_\_ MILEPOINT: \_\_\_\_\_ POLIT. UNIT: Schuyler

FEATURE(S) CARRIED: 90IX EB

FEATURE(S) CROSSED: CR 53 MILLERS GROVE RD

TOTAL SPANS: 1 BRIDGE ORIENTED: Southeast YEAR BUILT: 1954

BRIDGE TYPE: Steel Stringer/Multi-Beam or Girder AADT/YEAR: 10940/2012

VERTICAL CLEARANCE AND LOAD POSTINGS	ON: <u>NOT POSTED</u>	Under: <u>NOT POSTED</u>	Loading: _____	<u>06</u> <u>2</u> <small>118 120</small>
	<u>0</u> Ft <u>0</u> In <small>19 20 21 22</small>	<u> </u> Ft <u> </u> In <small>23 24 25 26</small>	<u> </u> TONS <small>27 28</small>	

	Begin	End	WINGWALLS:	Begin	End	APPROACHES:
Joint with deck	<u>3</u> <small>22</small>	<u>3</u> <small>23</small>	Walls	<u>4</u> <small>40</small>	<u>3</u> <small>41</small>	Drainage <u>4</u> <small>53</small>
Bearings, anchors bolts, pads	<u>3</u> <small>24</small>	<u>3</u> <small>25</small>	Footings	<u>9</u> <small>42</small>	<u>9</u> <small>43</small>	Embankment <u>6</u> <small>54</small>
Bridge seat and pedestals	<u>4</u> <small>26</small>	<u>4</u> <small>27</small>	Erosion or scour	<u>5</u> <small>44</small>	<u>5</u> <small>45</small>	Settlement <u>5</u> <small>55</small>
Backwall	<u>3</u> <small>28</small>	<u>3</u> <small>29</small>	Piles	<u>9</u> <small>46</small>	<u>9</u> <small>47</small>	Erosion <u>5</u> <small>56</small>
Stem (breastwall)	<u>3</u> <small>30</small>	<u>4</u> <small>31</small>	<b>STREAM CHANNEL:</b>			Pavement <u>5</u> <small>57</small>
Erosion or scour	<u>5</u> <small>32</small>	<u>5</u> <small>33</small>	Stream Alignment	<u>8</u> <small>48</small>		Guide Railing <u>5</u> <small>58</small>
Footings	<u>9</u> <small>34</small>	<u>9</u> <small>35</small>	Erosion And Scour	<u>8</u> <small>49</small>		GENERAL RECOMMEND <u>4</u> <small>60</small>
Piles	<u>9</u> <small>36</small>	<u>9</u> <small>37</small>	Waterway Opening	<u>8</u> <small>50</small>		
Recommendation	<u>3</u> <small>38</small>	<u>4</u> <small>39</small>	Bank Protection	<u>8</u> <small>51</small>		

ACCESS CATEGORY:

Walk-Up  
Lift Small (<= 30 ft.)

FLAG ISSUED?

NONE:   
YELLOW:   
RED:   
SAFETY:

BRIEF REASON

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Vulnerability Reassessment Review Recommended?

HYD 3 OVL X STL 2 COL X CON X SMC X  
65 70

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

REVIEWED BY:	<u>Michael Sullivan</u>
	Michael Sullivan
P.E. NUMBER:	<u>72693</u>
DATE:	<u>06/10/2015</u>

RC - BIN: 

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

NYS DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT

SHEET 2 OF 12

TEAM LEADER: Douglas Hilleges

ASST. TEAM LEADER: Michael Jauch

DATE: MO 

04
13 14 15 16 17 18

 DAY 

16
13 14 15 16 17 18

 YEAR 

15
13 14 15 16 17 18

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

FEATURE(S) CARRIED: 90IX EB

FEATURE(S) CROSSED: CR 53 MILLERS GROVE RD

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	Capbeam	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	5	3	5	3	8	8	8	8	3	5	6	3	8	4	8	8	8	8	8	8	8	8	8	8	8	6	8

DIVING INSPECTION REQUIRED?  Yes  No If yes, indicate year of last diving inspection. 

--

SPECIAL EMPHASIS INSPECTION REQUIRED:  Yes  No If yes, indicate type below

- NON-REDUNDANT/FRACTURE CRITICAL
- PIN AND HANGERS
- FATIGUE-PRONE WELDS (AASHTO D, E, OR E')  Cat E field welds at jacking stiff, 100% hands-on insp. performed.
- NON-CATEGORIZED FATIGUE-PRONE DETAILS
- OTHERS (SPECIFY) Out-of-plane bending  100% hands-on inspection performed.

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
04/14/2015	11:00:00 am	12:45:00 pm	61/16	Sunny/Walking	
04/16/2015	9:15:00 am	11:30:00 am	61/16	Sunny/Bucket Truck	Inspection Complete

FEDERAL RATING FORM

NYS DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT

MP: 225.48

RC - BIN: 

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

SHEET 3 OF 12

TEAM LEADER: Douglas Hilleges

DATE: 

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

ASST. TEAM LEADER: Michael Jauch

FEATURE(S) CARRIED: 90IX EB

FEATURE(S) CROSSED: CR 53 MILLERS GROVE RD

Description	Deck	Superstructure	Substructure	Channel	Culvert
Fed. Item #	58	59	60	61	62
RATING	4	6	4	N	N
	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.

INSPECTED BY: Douglas Hilleges TITLE: Syracuse BSIE

FEATURE(S) CARRIED: 901X EB

FEATURE(S) CROSSED: CR 53 MILLERS GROVE RD

**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 checked="" type="checkbox"/> End Abutment <input type="checkbox"/> Begin Abutment
	Located near toe of end right wingwall.
<b>FLOOD ELEVATION MARKINGS</b>	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Satisfactory <input type="checkbox"/> Missing <input type="checkbox"/> Damaged/Illegible (described below)
<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: See General Comments below.
	<input checked="" type="checkbox"/> No Defects Found <input type="checkbox"/> Defects Described Below
<b>UPGRADES REPORT</b>	<input type="checkbox"/> None <input checked="" 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 checked="" type="checkbox"/> Deck<br>Delaminated area of concrete removed by maintenance personnel. | <input checked="" type="checkbox"/> Bridge Rail<br>Split left railing post 3 repaired by maintenance personnel. |
| <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)

**SPECIAL EMPHASIS:**

1. Web gap at diaphragm connections to fascia girders is < 4Tw, however detail is not vulnerable to out-of-plane fatigue cracking as skew < 30 degrees and structure has no history of cracking. 100% hands-on inspection was performed. No defects found.
2. Category E field welds at jacking stiffeners received 100% hands-on inspection, no defects found.

INSPECTED BY: Douglas Hilleges TITLE: Syracuse BSIE

FEATURE(S) CARRIED: 90IX EB

FEATURE(S) CROSSED: CR 53 MILLERS GROVE RD

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 checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments: N/A

	LANE CLOSURE			
Driving lane shoulder	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments: N/A
Driving lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments: N/A
Center lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments: N/A
Mall lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments: N/A
Mall lane shoulder	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments: N/A
Ramp lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments: N/A

**NOTES:**

No MPT needed on Thruway. Lane closures with flaggers are required on CR 53 Millers Grove Rd where traffic volumes are very low. Traffic control performed by bridge inspection crew.

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

<b>22</b>	<b>Joint With Deck (Begin)</b>			
	Saw & seal of asphalt over joint with deck was placed across only the passing lane at both joints; asphalt is transversely cracked atop the remainder of the joint area at both abutments. Both joints have leakage below causing deterioration; leakage is more extensive at begin in bays 1, 2, & 6 and at end in bays 1, 2, 3 & 6.	3	3	1, 2
<b>23</b>	<b>Joint With Deck (End)</b>			
	Saw & seal of asphalt over joint with deck was placed across only the passing lane at both joints; asphalt is transversely cracked atop the remainder of the joint area at both abutments. Both joints have leakage below causing deterioration; leakage is more extensive at begin in bays 1, 2, & 6 and at end in bays 1, 2, 3 & 6.	3	3	1, 2
<b>24</b>	<b>Bearings, Anchor Bolts, Pads (Begin)</b>			
	All begin fixed bearings have minor rusting, fascias are worst having minor delamination building. Begin right fascia bearing is buried with backwall spillings; bearing 1 has minor build up of spillings. Remainder of begin bearings are clear.	3	3	3
<b>25</b>	<b>Bearings, Anchor Bolts, Pads (End)</b>			
	End expansion bearings 3 thru 7 are overextended and cantilevered off back of masonry plate by up to 1/2". End of girder 3 is in contact with backwall preventing further expansion of bearing. End bearing 2 is even with back of masonry plate; end bearing 1 is in good position. Bearing 7 is delaminated and appears frozen.	3	3	4, 5
<b>26</b>	<b>Bridge Seat and Pedestals (Begin)</b>			
	Begin seat area in bay 6 is partially covered with wet backwall spillings. Where exposed, top of seat is hollow, soft, and spalled 3" to 4" deep; spalling extends to 5" deep along front edge of seat in bay 6. Remainder of seat and all begin pedestals are solid having areas of minor surface scale.	4	4	6
<b>27</b>	<b>Bridge Seat and Pedestals (End)</b>			
	End seat between pedestals 3 & 4 is surface scaled, hollow and spalling 1 1/2" deep. Front edge of seat for a 4' length at pedestal 6 (incorrectly noted at ped 5 in 2013) is cracked with minor hollowness. End pedestal 4 on right side and end pedestal 6 on right side each have a hairline to 1/16" open vertical crack extending from anchor bolt, concrete remains solid. End pedestals 4 & 5 both have hairline vertical crack on left side at 1" +/- from backwall. Remainder of seat and end pedestals are good, having minor areas of surface scale/spall.	4	4	5, 7

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

<b>28</b>	<b>Backwall (Begin)</b> Begin backwall has minor honeycombed concrete in upper 1/2 +/- of all bays with random vertical cracks and areas of hollowness as follows: bay 1, 10% hollow with minor 1" deep spalling behind G1; bay 2, 60% hollow with 1" deep spalling to 6" wide along top edge; bay 3, 40% hollow; bay 4, 15% hollow; bay 5, 0; bay 6 has honeycombed concrete with efflorescence and hollowness throughout, the upper 3/4 for a 4 1/2' length behind G7 is spalled 6" to 9" deep (total depth of backwall is 15") with reinforcing bars exposed; remaining concrete in spall area is wet and soft.	3	3	8, 9
<b>29</b>	<b>Backwall (End)</b> End backwall, bay 3 has a horizontal/diagonal crack/fracture near mid-height with concrete spalled to 18" wide x 4" deep along crack; area above crack is hollow. Remainder of end backwall has minor honeycombed concrete throughout bays 3, 4, 5 & 6 and random hairline vertical cracks. Backwall has full height hairline to 1/8" open vertical crack above construction joint in stem just left of pedestal 5. Additionally, at 3" to 6" from each side, backwall has a vertical/diagonal crack open 1/4" to 1/2".	3	4	10
<b>30</b>	<b>Stem (Breastwall) (Begin)</b> Begin stem has map cracked/hollow concrete leaching efflorescence full height for 5' to 9' wide at left side. 15' wide, full height at right side has honeycombed concrete with upper half leaching efflorescence, very hollow, soft and spalling to 5" deep. Remainder of begin stem is solid with random hairline vertical cracks.	3	3	11
<b>31</b>	<b>Stem (Breastwall) (End)</b> Lower 6' of end stem is very hollow for 10' at left side with 3" to 4" deep spalling for 1' adjacent to end left wingwall. Delaminated concrete to 3' wide extends full height adjacent to previous repair at both sides. 6sf area of delaminated concrete is also present at base adjacent to construction joint at left of G5. Remainder of end stem is solid with minor areas of honeycombed concrete, worst area is upper 1/3 between pedestals 3 & 4.	4	4	12
<b>32</b>	<b>Erosion or Scour (Begin)</b> Area around bridge has a high water table and significant runoff in wet weather. In the past, ground water flow has been evident through vertical construction joints of end abutment stem. Sidewalk areas in front of both abutments and right side wingwalls have sidewalk slab units settled to 6" due to water flow and wash out of underlying fine material. In 2009 the County installed an underdrain beneath Millers Grove Road. The end abutment weep drain, which outlets in front of the end right wingwall, was exposed and cleaned out by Thruway personnel. These procedures continue to alleviate the problem as no water problems are evident during this inspection. Piles exist at structure.	5	5	

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

**33 Erosion or Scour (End)**

Area around bridge has a high water table and significant runoff in wet weather. In the past, ground water flow has been evident through vertical construction joints of end abutment stem. Sidewalk areas in front of both abutments and right side wingwalls have sidewalk slab units settled to 6" due to water flow and wash out of underlying fine material. In 2009 the County installed an underdrain beneath Millers Grove Road. The end abutment weep drain, which outlets in front of the end right wingwall, was exposed and cleaned out by Thruway personnel. These procedures continue to alleviate the problem as no water problems are evident during this inspection. Piles exist at structure.

5 5

**40 Walls (Begin)**

Begin right wingwall has cracking with efflorescence and hollow concrete full height for 4' to 5' wide adjacent to stem; remainder has fine damp tight pattern cracking for 70% area. Begin left wingwall is okay.

4 4 11

**41 Walls (End)**

End left wingwall has cracking with hollow to very hollow concrete for 80% +/- of its area; 3' to 6' wide adjacent to stem is leaching efflorescence and starting to spall 2" to 3" deep.  
End right wingwall has delaminated concrete for 60% +/- of its area. 4' to 6' wide full height adjacent to stem has cracking with efflorescence and very hollow concrete; upper 6' in this area is spalled to 4" deep with reinforcing exposed.

3 3 13, 14

**44 Erosion and Scour (Begin)**

Area around bridge has a high water table and significant runoff in wet weather. In the past, ground water flow has been evident through vertical construction joints of end abutment stem. Sidewalk areas in front of both abutments and right side wingwalls have sidewalk slab units settled to 6" due to water flow and wash out of underlying fine material. In 2009 the County installed an underdrain beneath Millers Grove Road. The end abutment weep drain, which outlets in front of the end right wingwall, was exposed and cleaned out by Thruway personnel. These procedures continue to alleviate the problem as no water problems are evident during this inspection. Piles exist at structure.

5 5

**45 Erosion And Scour (End)**

Area around bridge has a high water table and significant runoff in wet weather. In the past, ground water flow has been evident through vertical construction joints of end abutment stem. Sidewalk areas in front of both abutments and right side wingwalls have sidewalk slab units settled to 6" due to water flow and wash out of underlying fine material. In 2009 the County installed an underdrain beneath Millers Grove Road. The end abutment weep drain, which outlets in front of the end right wingwall, was exposed and cleaned out by Thruway personnel. These procedures continue to alleviate the problem as no water problems are evident during this inspection. Piles exist at structure.

5 5

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

**53 Drainage**

Median shoulder areas of both approaches are settled 3" to 4" adjacent to bridge allowing water to pond; end approach is slightly worse having a 10' diameter depressed area allowing water ponding to reach within 5' +/- from edge of passing lane. Very minimal settlement is evident in travel lanes. Per 2014 inspection manual, condition of approach curb is now included with the rating of curb element on the structure.

4 4 15

**55 Settlement**

Median shoulder areas of both approaches are settled 3" to 4" adjacent to bridge allowing water to pond; end approach is slightly worse having a 10' diameter depressed area. Very minimal settlement is evident in travel lanes.

5 5

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

**20 Curbs**

Approach curbs are settled, displaced, and uneven to varying degrees in all quads. Begin right is worst as first 6' section of curb adjacent to bridge is broken, separated 3", and very loose in place.  
Granite curb on both sides of bridge remains solidly in place.

1 3 5 16

**22 Railings & Parapets**

Rail and posts of 4 rail bridge rail have areas of pitting and delamination. Worst post locations are outside leg of right railing posts 3, 5, & 6 having pitting to 1/8" deep resulting in 50% loss to outside leg of these posts. Worst rail location is end 18" of right side top rail which is rusted completely through.  
Right post 1 has a 1 1/2" x 3" rust through hole located on begin face at 5" above base just below bottom rail end cap.  
Previous split post at left railing post 3 has been weld repaired.  
Post remains bulged at base.

1 3 4 17, 18, 19

**27 Deck Structural**

70% +/- of overall deck area has damp and discolored concrete with cracking and efflorescence. Bays 1, 3, 5 & 6 are worse with deterioration full length of bridge. Bays 4, 5, & 6 have extensive areas of 2" +/- deep spalling with delaminated reinforcing bars exposed; worst are full length for 1' to 3' wide along each side of G5 top flange and a 15sf area near midspan of both bay 5 & bay 6. Previous small delaminated area near midspan of bay 5 has been removed by maintenance personnel.  
Bay 3 has wood shoring installed to prevent deteriorated loose deck concrete from falling onto traffic, timbers are becoming discolored from water penetration.  
Water and efflorescence are actively leaking along full length of right fascia girder top flange. Rusting and deck leakage is also evident along top flange for full length of G1 and end half of G3. See deck sketch.  
Deck actively pumps under load causing impact to and deflection of girders. Full length of right 3 girders is worst where areas of deck spall expose up to 1/4" gaps between deck and girder top flanges. Plans indicate no shear studs.

1 3 3 20, 21, 22

**28 Primary Members**

Fascia girders have delamination and minor section loss of flanges; outside leg of right fascia girder is worst having 10% to 15% section loss randomly throughout bottom flange; remaining girders have < 5% bottom flange loss.  
Fascia girders also have random areas of delamination and 1/8" deep pitting to lower 2" to 6" of girder webs resulting in locations of 15% to 20% section loss to the lower 6" of web.  
Lower 6" of web in bearing area at end of girders 1 & 7 (fascia girders) are worst having pitting to 3/16" deep across entire width of web "column" bearing area resulting in an overall web loss of 20% in the bearing area.  
Girders have minor deflection from live load impact.

1 5 5 23, 24, 25

RATING FORM: TP350

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

**30 Paint**

Paint failure with surface rust and delamination with minor section loss along fascia girder flanges and lower areas of webs. Interior girder flanges in areas of deck leakage have paint failure and minor surface rust, minimal section loss. 5% to 10% overall paint failure. Right fascia girder is worst having 70% paint failure to flanges and outside of web.

1 3 3 22, 24

**44 Sign Structure**

New horizontal clearance signs have been installed on existing posts at right (south) side of bridge on CR 53, Millers Grove Road.

1 6 5 26



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

MP 225.48 & MP 225.49

County Road 53/ I 90

Frankfort, NY 13340

Inquiry Number: 4822387.5

January 09, 2017

## The EDR Aerial Photo Decade Package



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

# EDR Aerial Photo Decade Package

01/09/17

**Site Name:**

MP 225.48 & MP 225.49  
County Road 53/ I 90  
Frankfort, NY 13340  
EDR Inquiry # 4822387.5

**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:**

<b><i>Year</i></b>	<b><i>Scale</i></b>	<b><i>Details</i></b>	<b><i>Source</i></b>
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: May 08, 1995	USGS/DOQQ
1985	1"=500'	Flight Date: May 08, 1985	USGS
1957	1"=500'	Flight Date: July 08, 1957	USGS

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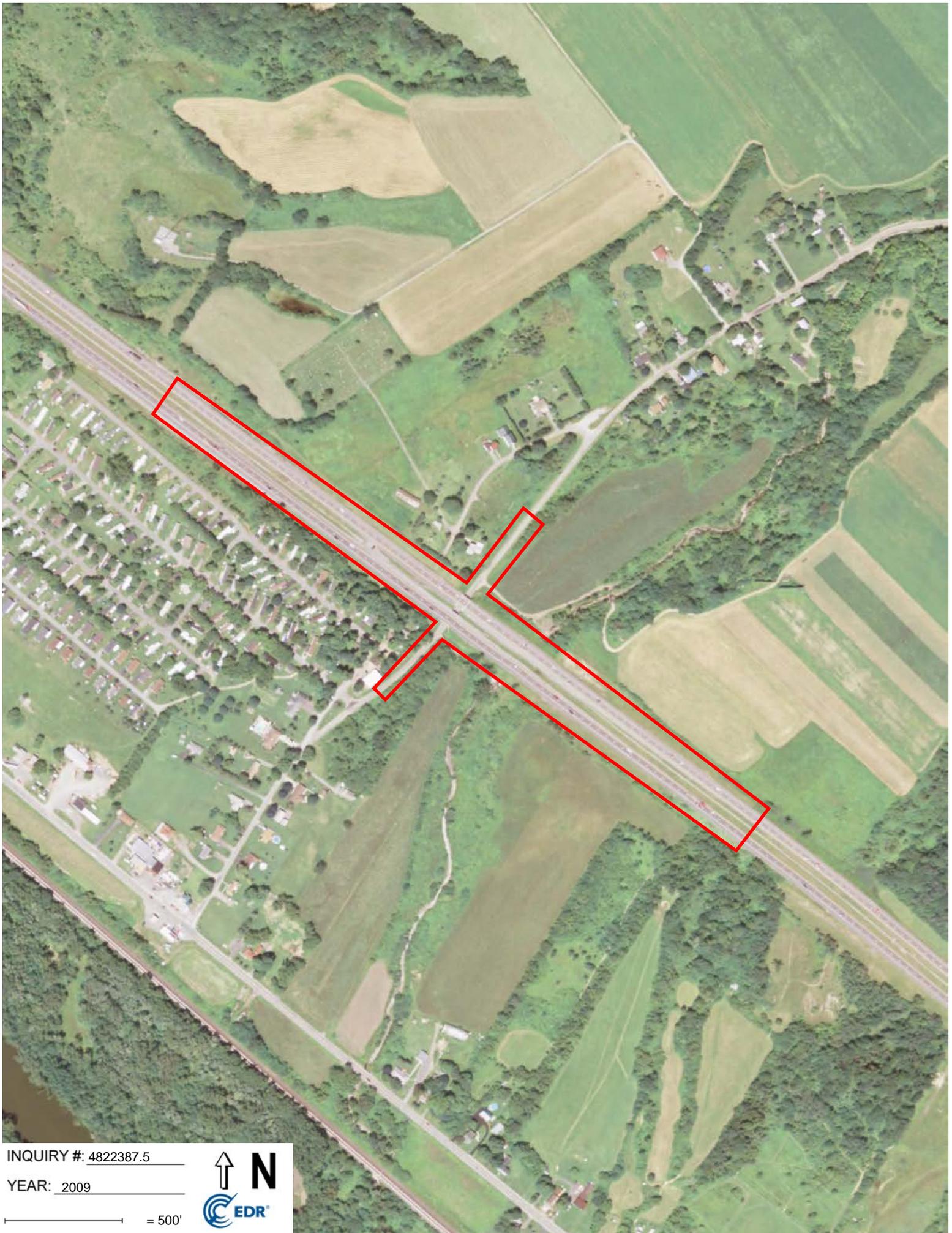


INQUIRY #: 4822387.5

YEAR: 2011

— = 500'





INQUIRY #: 4822387.5

YEAR: 2009

— = 500'





INQUIRY #: 4822387.5

YEAR: 2008

— = 500'



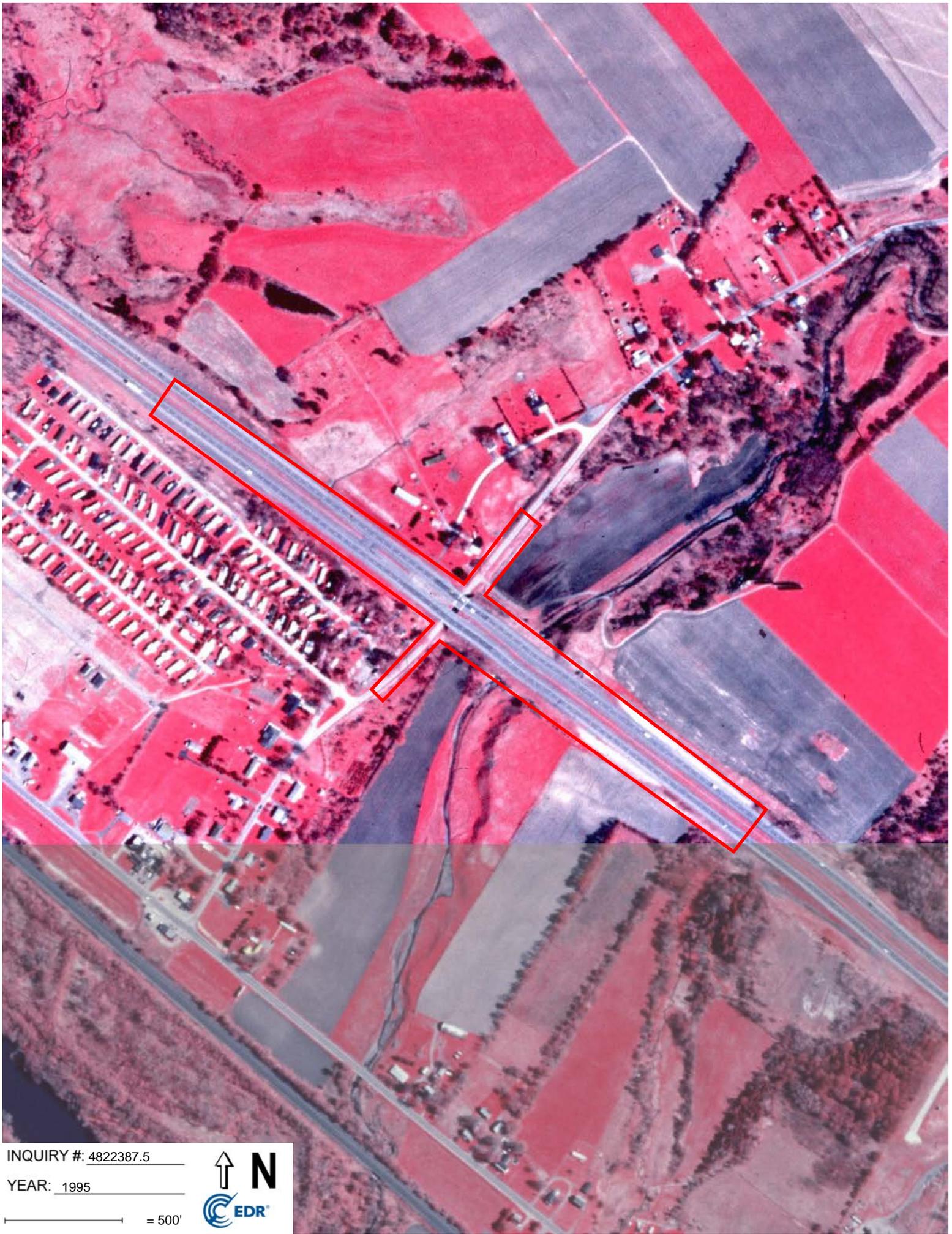


INQUIRY # 4822387.5

YEAR: 2006

— = 500'





INQUIRY #: 4822387.5

YEAR: 1995

— = 500'



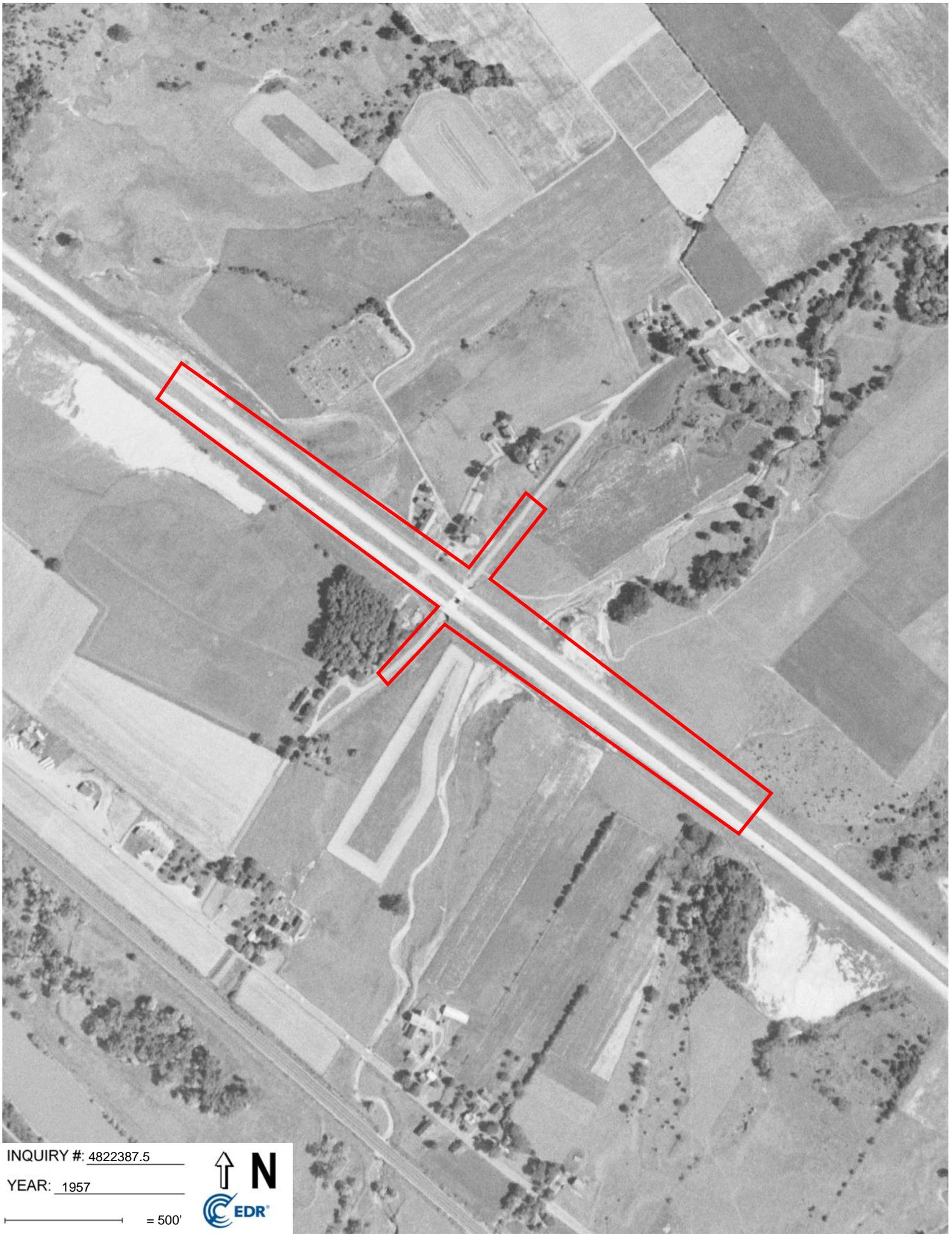


INQUIRY #: 4822387.5

YEAR: 1985

— = 500'





INQUIRY #: 4822387.5

YEAR: 1957

— = 500'



**Attachment D:  
Photograph Locations**



## Replacement of Syracuse Division Bridges

**MP 225.49:  
Herkimer County Road 53  
(BINs 5516072 & 5516071)**

Town of Schuyler, Herkimer County  
New York

### Attachment D: Photograph Locations

February 2017

-  Photograph Location
-  Area of Potential Effect

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

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



www.edrdpc.com

**Attachment E:  
Photographs**



**Photo 1**

View of the south side of the Thruway bridge (MP 225.48) from Herkimer County Route 53, facing north.



**Photo 2**

View of the north side of the Thruway bridge (MP 225.49), from Herkimer County Route 53, facing south.

## Replacement of Syracuse Division Bridges

MP 225.49: Herkimer County Road 53 (BINs 5516072 & 5516071)

Town of Schuyler, Herkimer County, New York

Attachment E: Photographs

Sheet 1 of 3



**Photo 3**

View of elevated section of Thruway within Study Area, facing east.



**Photo 4**

View of elevated section of Thruway within Study Area, facing east.

**Replacement of Syracuse Division Bridges**

**MP 225.49: Herkimer County Road 53 (BINs 5516072 & 5516071)**

Town of Schuyler, Herkimer County, New York

**Attachment E: Photographs**

Sheet 2 of 3



**Photo 5**

View of Bridenbecker Creek where it crossed under the Thruway through a concrete culvert, facing north. Note cut and fill disturbance.

**Replacement of Syracuse Division Bridges**

**MP 225.49: Herkimer County Road 53 (BINs 5516072 & 5516071)**

Town of Schuyler, Herkimer County, New York

**Attachment E: Photographs**

Sheet 3 of 3