

**Environmental Assessment  
Bridge Street Bridge over the Bush Kill  
Village of Fleischmanns, Delaware County, New York**

**PW-07990**

**4020-DR-NY**

*December 2015*

# **Appendix E**

## **Cultural Resources Consultations and Studies**

DR-4020-NY  
PW 07990

New York State Office of Parks, Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island Resource Center, PO Box 189, Waterford, NY 12188-0189

## FEMA PROJECT REVIEW COVER FORM

Please complete this form and attach it to the top of any **and all information submitted to this office** for review.  
Accurate and complete forms will assist this office in the timely processing and response to your request.

**PROJECT NUMBER**      **PR**      (only if a project was previously submitted)

This is a new project (If checked, complete **ALL** the following)

**Project Name:**      Bridge 80 (on Bridge St. over the Bushkill River)

**City/Town/Village:**      Village of Fleischmanns  
**County:**      Delaware County

### TYPE OF REVIEW REQUIRED/REQUESTED

This Project at a minimum is using federal funds (FEMA) AND state funds (New York State Emergency Management Office)

### FEMA CONTACT FOR PROJECT

**Name:** Louis N. Hafermehl  
**Phone:** 571-408-3379

**Title:** Historic Preservation Specialist  
**Fax:**

**E-Mail address:** louis.hafermehl@dhs.gov

**Send Correspondence to:**  
FEMA 4020-DR-NY  
Joint Field Office  
Donna Bolognino  
EHP Team Lead  
968 Albany-Shaker Road,  
Latham, New York 12110-6401

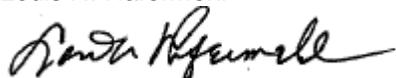
*With copy furnish to:*  
Mr. Rick Lord  
Chief of Mitigation Programs  
New York State Office of Emergency Management  
1220 Washington Avenue, Building 22  
Albany, New York 12226-2251

**URGENCY OF REVIEW:** Immediate (3 days)  Expedited (14 days)  Regular (30 days)   
**Comments:**

**FEMA Disaster Number: 4020-DR-NY**  
**PW # 07990**

**SIGNATURE:** Louis N. Hafermehl

**DATE:** 8/7/2012



Historic Preservation Specialist for  
Megan Jadrosich  
Regional Environmental Officer

**DR-4020-NY  
PW 07990**

Location and Resource:	Bridge 80 is located on Bridge Street over the Bushkill in the Village of Fleischmanns, NY. Coordinates: 42.15552 , -74.53234
Cause of Failure:	Heavy rains from Hurricane Irene (4020) caused an increase in the flow and velocity of water flowing down the Bushkill. The high velocity floodwaters washed out the abutments of Delaware County Bridge 80 (BIN 3353090).
Description of Damage:	The south abutment was completely undermined which allowed the bottom to rotate outward into the stream and the bridge to settle approximately two feet. As the bridge settled, it rotated the top of the abutment on the north side, which caused scouring behind it as well. By the end of the storm, both abutments had been washed out and the super structure had been severely twisted and stressed. The structure had dropped into the waterway opening and was a constriction to stream flow.
Undertaking:	<p>Bridge 80, which has already been demolished (and the demolition of which is included in this undertaking), was constructed in 1957. It was a steel girder single-span structure 52.8' long x 26.5' wide including a pedestrian walkway on the downstream side of the bridge. The deck was concrete with an asphalt driving surface. Bridge abutments and wing walls were constructed of railroad rails driven as soldier piles backed with steel plates welded to the rails. The bridge had been deemed structurally deficient (i.e., requiring significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address its deficiencies) by the NYSDOT prior to the damages resulting from Hurricane Irene.</p> <p>Bridge 80 will be replaced with a two span adjacent pre-cast, pre-stressed box beam structure. The replacement structure has not yet been designed, but it will need to be at least 167' in length to comply with codes and standards adopted by Delaware County in 2008. In order to construct a bridge of the size required by Delaware County Codes and Standards, two properties, 45 and 46 Bridge Street, located on the west and east sides respectively of Bridge Street north of the Bushkill, will have to be acquired and the buildings likely demolished to accommodate the new bridge structure.</p>
APE:	The area of project effect (APE) is defined as being 66' in width (33' on either side of the Bridge Street centerline at the south end of the Bridge 80 location and on the north side of the Bushkill expanding to include the irregularly shaped lots on either side of Bridge Street.
Archeology:	A review of SHPO records on 8/6/2012 indicated that the APE for this undertaking is not located within an area of archaeological sensitivity. There are, however areas of archaeological sensitivity located approximately

**DR-4020-NY  
PW 07990**

one mile west and one-and-a half miles east southeast of the APE.

**Standing  
Structures:**

A review of online SHPO records conducted on 8/6/2012 indicated that neither Bridge 80 nor the two properties flanking Bridge Street on the north end of the bridge are listed on the National Register of Historic Places. Three properties listed on the National Register are located within close proximity to the APE: (1) the Congregation B'nai Israel Synagogue (02NR04909) is located approximately 200' west of the APE on the south side of the Bushkill; the Skene Memorial Library (01NR01776) located approximately 900' east of the APE, and; the Amelita Galli Curci Estate located approximately one-half mile south of the APE.

**Findings:**

The bridge was associated with the context of transportation development in Delaware County in the mid-20<sup>th</sup> Century, but not in any important way that we are able to discern. The bridge (BIN 3353090) is listed by NYSDOT in its New York State Historic Bridge Database Inventory as a non-historic pre-1961 bridge.

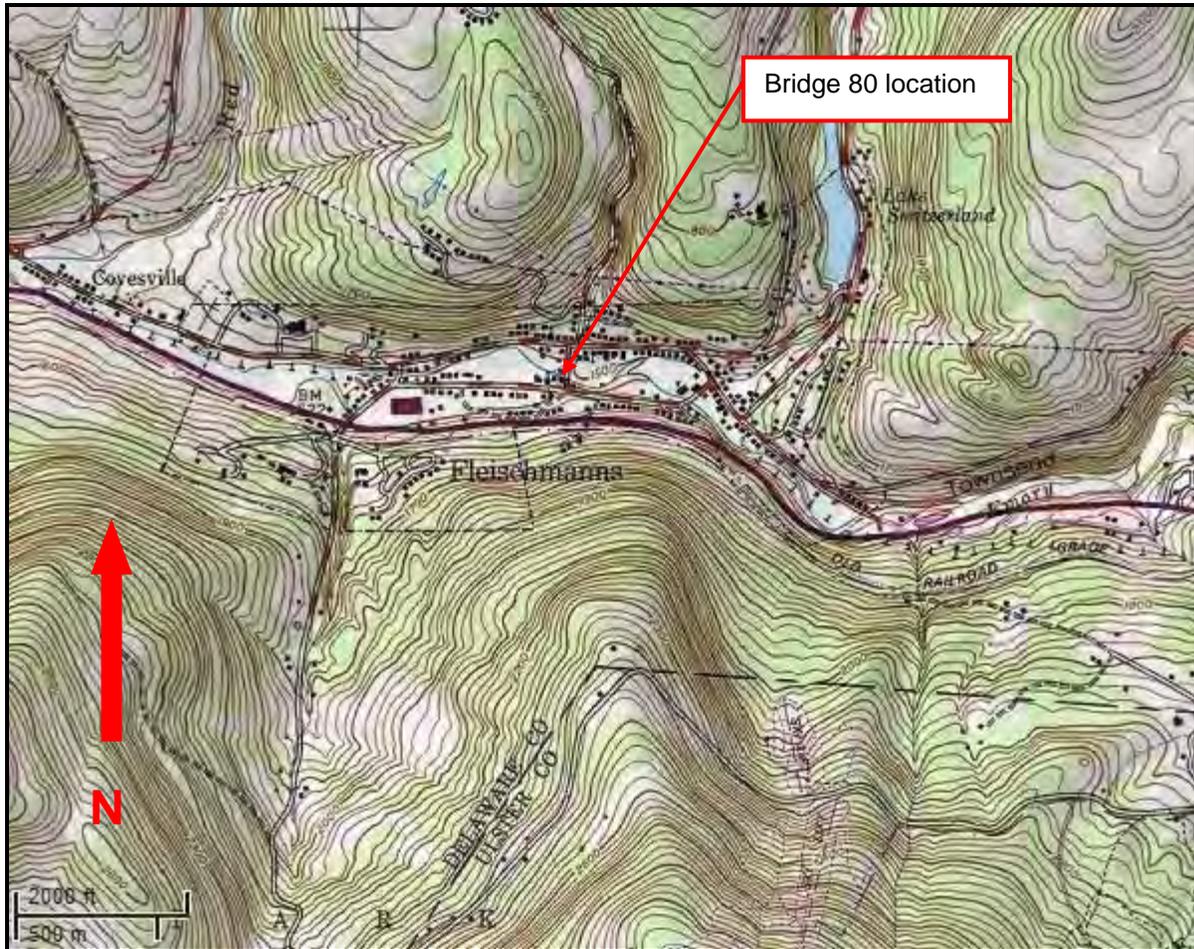
The property at 46 Bridge Street was built in 1955. It is a 2,860 square foot, flat-roofed, single-story commercial building of rectangular plan constructed of concrete block. The house at 45 Bridge Street is a small (636 square feet) dwelling that was constructed in 1930 according to Village tax records. It is a wood frame, gable-roofed building with a gable roof extension centered on its south wall and a shed roof extension on its east (façade) wall; both extensions appear to be later additions. Neither building is associated with significant events or individuals, nor are they important examples of 20<sup>th</sup> Century building practices. We find that neither building is eligible for National Register designation under Criteria A, B, or C. Neither building, in our opinion, has yielded nor has the potential to yield, information important in prehistory or history and is not, consequently, eligible under Criterion D. We believe the undertaking will neither directly nor indirectly result in alterations in the character or use of the Congregation B'nai Israel Synagogue, which is located approximately 200' to the west of the APE. FEMA finds that the undertaking will have "no effect on historic properties," and we request your concurrence with that finding.

FEMA also finds that the extent of ground disturbance required by the undertaking is sufficient to require the applicant to conduct a Phase I archaeological survey before construction commences on the undertaking. Subject to the results of the Phase I survey, additional archaeological work may be required. FEMA finds that conditioning the project application to satisfy these requirements justifies a "no adverse effect to historic properties" determination, and we request your concurrence with this finding.

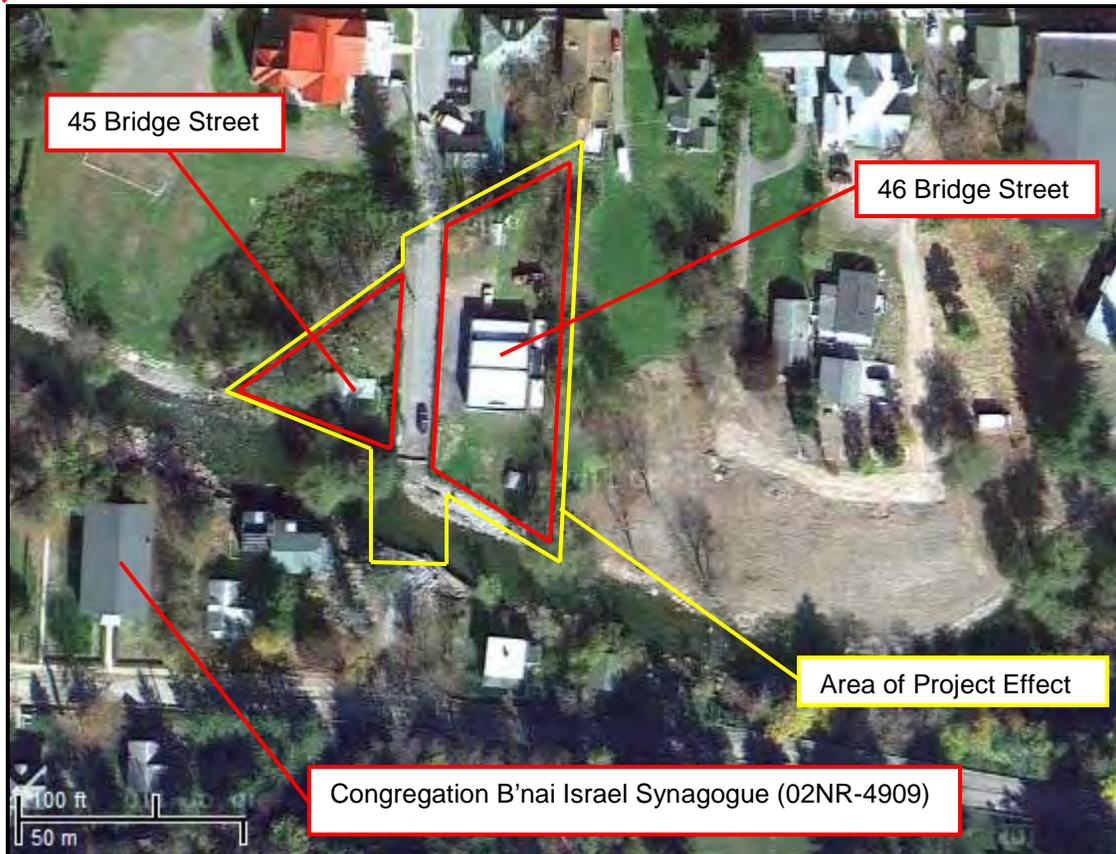
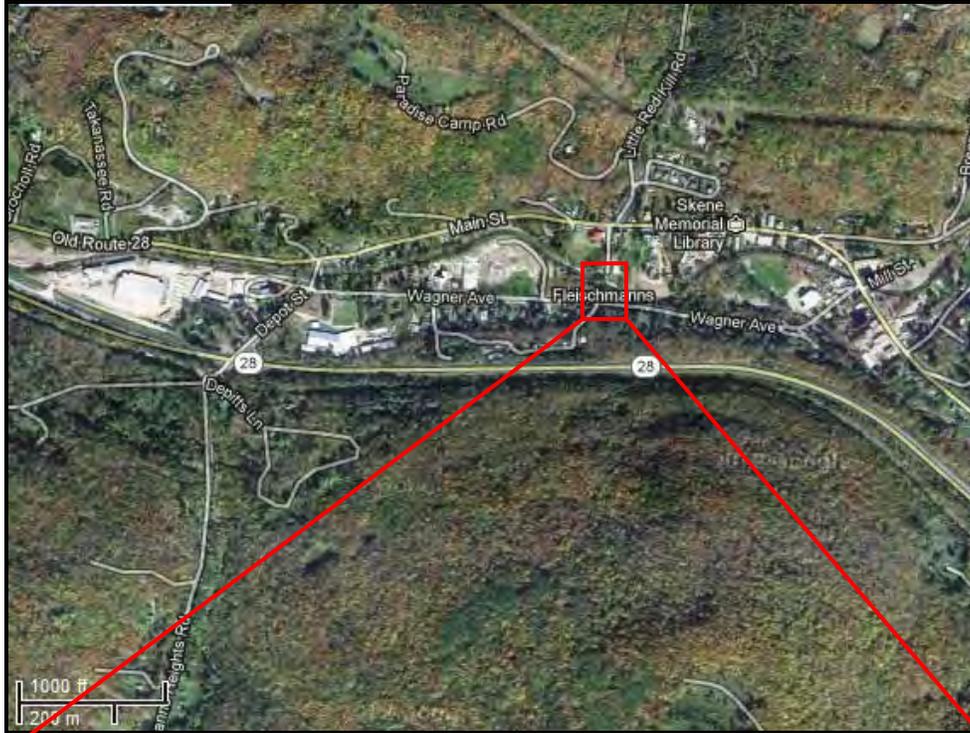
**DR-4020-NY**  
**PW 07990**

Prepared by: Louis N. Hafermehl, FEMA Historic Preservation Specialist

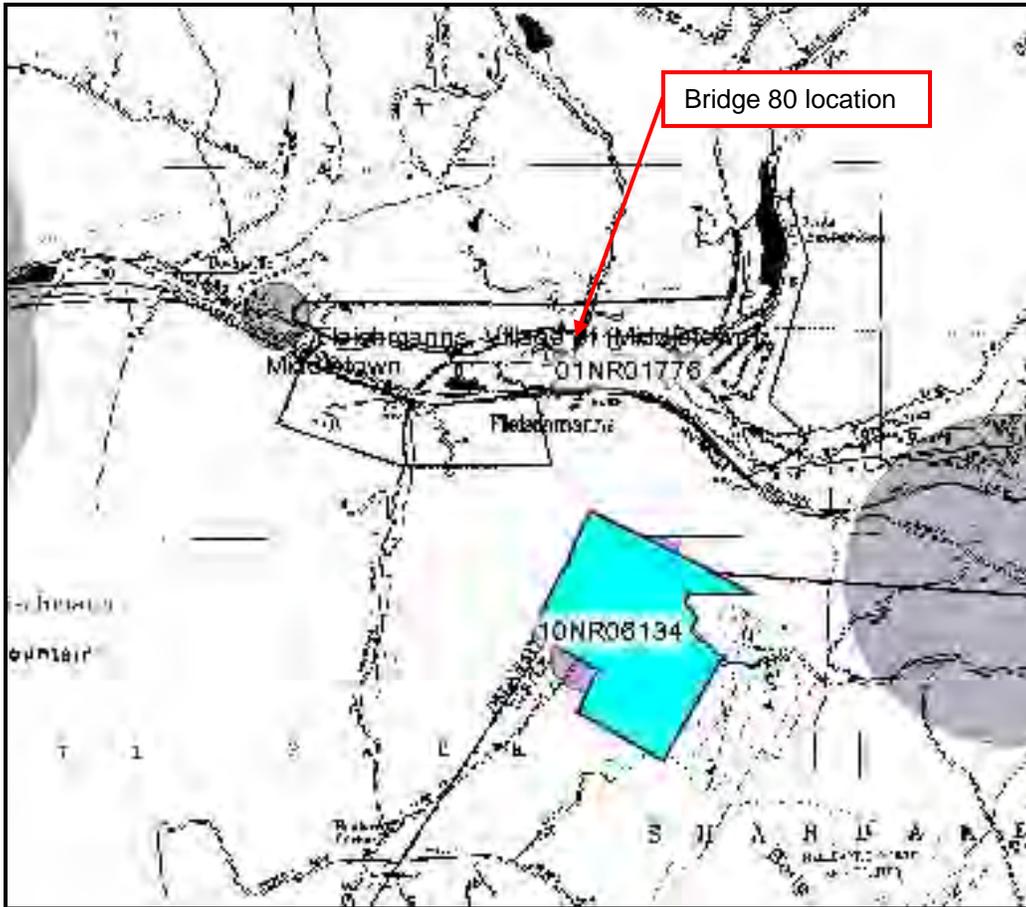
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## New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau  
Peebles Island, PO Box 189, Waterford, New York 12188-0189  
518-237-8643  
www.nysparks.com

**Andrew M. Cuomo**  
Governor

**Rose Harvey**  
Commissioner

August 13, 2012

Donna Bolognino  
FEMA-Dept. of Homeland Security  
10 Jupiter Lane  
Albany, New York 12204  
(via e-mail only)

Re: FEMA, SOEM  
Emergency Mitigation/20 Projects  
12PR03392

Dear Ms. Bolognino:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the projects in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your projects. Such impacts must be considered as part of the environmental review of the projects pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

I have reviewed the materials submitted for each of these undertakings and our findings are attached. Our determinations are based on the submitted scopes of work for each undertaking.

If I can be of any further assistance do not hesitate to contact me at (518) 237-8643, ext. 3263.

John A. Bonafide  
Director, Bureau of Technical  
Preservation Services

cc: Richard Lord, SOEM (via e-mail)  
enc: Findings (2 pages)

## Findings Attachment

PW #	Street/Vic	MCD	County	FEMA Finding	NYSHPO Finding
<b>NY DR 4020 Project Worksheets</b>					
05077	142 River St, Schoharie Co. ARC repairs	Village of Middleburgh	Schoharie	no adverse effects to historic properties	Concur
05891	52 South Mountain Rd stone arch culvert	Town of Ramapo	Rockland	adverse effect to historic property	*Concur
06069	Cedar Flat Rd and Central Dr (Pyngyp SH)	Town of Stony Point	Rockland	no adverse effects to historic properties	Concur
06282	St. Luke's Cornwall Hosp., brick wall repair	Cornwall	Orange	no adverse effects to historic properties	Concur
07294	Amy Hill Road over Rainey Brook	Town of Crown Point	Essex	no historic properties affected	Concur
07634	Amy Hill Road over Rainey Brook	Town of Crown Point	Essex	no historic properties affected	Concur
07934	South Point Park, Roosevelt Island Seawall Repair	New York City	New York	no adverse effects to historic properties	Concur
07944	Delaware Ave, Matton Shipyard Barn Debris	City of Cohoes	Albany	no adverse effects to historic properties	Concur
07990	Bridge Street over Bushkill	Village of Fleischmanns	Delaware	conditional no adverse effect to hist. props.	Concur
07997	171 Cheney Dr, SEMO Bunker repairs	Town of Hyde Park	Dutchess	no adverse effects to historic properties	Concur
08055	Bear Mountain State Park	Town of Highand	Orange	no adverse effects to historic properties	Concur
08242	125 Phelps Way, Rockefeller Park Roads	Town of Mount Pleasant	Westchester	no adverse effects to historic properties	Concur
08288	Main St., bluestone sidewalk repair	Town of Windham	Greene	no adverse effects to historic properties	Concur
08317	Peck Hollow Road	Shandaken	Ulster	no historic properties affected	Concur
08453	Grove Rd over East Branch AuSable Creek, Grove Road Bridge repairs	Town of Jay	Essex	no adverse effects to historic properties	Concur
08487	Flat Creek Road over Platter Kill	Gilboa	Schoharie	no historic properties affected	Concur
<b>NY DR 4031 Project Worksheets</b>					
01323	1123 Vestal Ave	City of Binghamton	Broome	no adverse effects to historic properties	Concur
02123	Bunn's Pond, High St	Village of Richmondville	Schoharie	no adverse effects to historic properties	Concur
02493	101 Main St, Goshen Courthouse Repairs	Village of Goshen	Orange	no adverse effects to historic properties	Concur

02497	Old Fultonville Cemetery	Fultonville	Montgomery	no historic properties affected	**No adverse effects to historic properties with conditions
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**\*05891 - 52 South Mountain Rd. Stone Arch Culvert Replacement**

Photo document conditions of remnants of stone arch structure and combine with narrative history.

Provide one copy to the local repository and one copy to the NYSHPO office.

**\*\*02497 - Old Fultonville Cemetery**

Cemetery does appear to be National Register Eligible under Criteria C and Criteria Consideration D.

Work should be undertaken by restoration specialists who have experience with the restoration of historic funerary markers. Before and after images should be provided to this office using the NYSHPO Project Reference number.

**HISTORICAL**  
**PERSPECTIVES INC.**



**Phase IA Archaeological Assessment  
Delaware County Bridge 80 Replacement  
Bridge Street over Bushkill (BIN 3353090)  
Village of Fleischmanns, Town of Middletown,  
Delaware County, New York**

**Declaration No.: FEMA 4020-DR-NY  
PW No.: 7990  
NYSOPRHP 12PR03392, 15PR00066**

**Phase IA Archaeological Assessment  
Delaware County Bridge 80 Replacement  
Bridge Street over Bushkill (BIN 3353090)  
Village of Fleischmanns, Town of Middletown,  
Delaware County, New York**

**Declaration No.: FEMA 4020-DR-NY  
PW No.: 7990  
NYSOPRHP 12PR03392, 15PR00066**

Prepared For:

Modjeski and Masters, Inc.  
301 Manchester Road, Suite 102  
Poughkeepsie, NY 12603

Prepared By:

Historical Perspectives, Inc.  
P.O. Box 529  
Westport, CT 06881

Author:

Julie Abell Horn, M.A., R.P.A.

February 2015

## **MANAGEMENT SUMMARY**

SHPO Project Review Number (if available): **12PR03392, 15PR00066**

Involved State and Federal Agencies: **FEMA**

Phase of Survey: **Phase IA Archaeological Assessment**

### Location Information

Location: **Bridge Street over Bushkill (BIN 3353090)**

Minor Civil Division: **02545, Village of Fleischmanns**

County: **Delaware**

### Survey Area

Length: **varies**

Width: **varies**

Number of Acres Surveyed: **ca. 0.5**

USGS 7.5 Minute Quadrangle Map: **Fleischmanns**

### Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A**

### Results of Archaeological Survey

Number & name of precontact sites identified: **None**

Number & name of historic sites identified: **None**

Number & name of sites recommended for Phase II/Avoidance: **None**

Report Author(s): **Julie Abell Horn, M.A. R.P.A., Historical Perspectives, Inc.**

Date of Report: **February 2015**

## EXECUTIVE SUMMARY

Due to abutment damage and severe stress on the displaced structure during Hurricane Irene in 2011, Delaware County Bridge 80 carrying Bridge Street over the Bushkill in the Village of Fleischmanns, Town of Middletown is proposed to be replaced (Figures 1, 2, and 3). The Federal Emergency Management Agency (FEMA)'s Public Assistance (PA) Program is providing grant funding for the proposed replacement of Bridge 80, which is therefore required to comply with Section 106 of the National Historic Preservation Act (NHPA), as amended, and implemented by 36 CFR § 800. The study also requires compliance with the National Environmental Policy Act (NEPA), and its implementing regulations at 40 CFR Parts 1500-1508 and FEMA's regulations at 44 CFR Part 10. As part of the NEPA process, an Environmental Assessment (EA) is also being prepared for this project. In 2012 the New York State Historic Preservation Office (SHPO) reviewed the Bridge 80 data supplied by FEMA and concurred that the proposed replacement poses "no adverse effect to historic properties" as long as one condition is met. This condition of the SHPO approval requires the completion of a Phase I archaeological survey of the Bridge 80 Area of Potential Effect (APE), as well as any subsequent archaeological investigations indicated by the Phase I evaluation (Bonafide 8/13/2012).

At the request of Modjeski and Masters, Inc., Historical Perspectives, Inc. (HPI) has undertaken a Phase IA Archaeological Assessment of the project site in order to: 1) identify any potential archaeological resources that might have been present on the site, and 2) examine the history of the study site in order to estimate the probability that any such potential resources might have survived and remain on the site undisturbed.

This Phase IA Archaeological Assessment was prepared to satisfy the requirements of Section 106 of the NHPA and New York State's environmental review process, and complies with the standards of the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) (New York Archaeological Council 1994; NYSOPRHP 2005).

From what is known of precontact period settlement patterns in Delaware County, most habitation and processing sites are found in sheltered, elevated sites close to wetland features, major waterways, and with nearby sources of fresh water. There have been no precontact period archaeological sites documented within a one-mile radius of the project site, or within the Village of Fleischmanns. Although the project site straddles a source of fresh water and is mapped as having level and well drained soils, there has been considerable disturbance to the project site and vicinity, described below, that likely has significantly reduced any possible precontact period sensitivity. Based on the lack of documented resources and the level of disturbance, HPI concludes that the project site has a low precontact period archaeological sensitivity.

The project site has contained a series of bridges. The first wooden bridge was in place by at least the end of the nineteenth century, and was destroyed in a flood. The second bridge, made of iron, was constructed in 1902 and endured into the 1950s. It, too, was removed. The third bridge was constructed in 1957 and was destroyed in 2011 by flooding associated with Hurricane Irene. Prior to the construction of Wagner Avenue in the 1890s, there was no historic development south of Main Street and the project site was vacant. Based on these factors, HPI concludes that the project site has a low historic period archaeological sensitivity.

There has been considerable disturbance to the project site. Specifically, the two waterways that are located within and adjacent to the project site, the Bushkill and the Little Red Kill, both have been largely modified. The Little Red Kill once flowed directly south from Main Street to the Bushkill, but in the early twentieth century it was rerouted to its current alignment and the channel was lowered by several feet. The Bushkill, which runs through the project site, also has been lowered by several feet from its natural elevation, removing rocks and soil, and the stream has been extended horizontally at least ten feet from its original channel width. Removed soil and rocks were piled on the adjacent stream banks, raising the landform at least five feet above the original elevation. Photographs show the large degree that the project site also has been affected by construction of retaining walls or sheet piling (now in poor condition), the installation of rock ballast and rip rap along the stream banks, and the excavation of a sewer line within the project site running under the Bushkill. There have been at least three bridges at this crossing since the 1890s, the installation and destruction of which also has affected the landform. Finally, the project site has been flooded repeatedly over many years, causing significant scouring of the natural landform and constant erosion of native soils.

HPI has determined that the project site is not sensitive for either precontact or historic period archaeological resources. No further archaeological investigations are recommended.

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## FIGURES

1. Project site on *Fleischmanns, New York 7.5 Minute Quadrangle* (U.S.G.S. 1983).
2. Project site and photograph locations on existing conditions map.
3. Project Site showing proposed work limits (Modjeski-Masters 2014).
4. Project site on Web Soil Survey (U.S.D.A. 2014).
5. Project site on *Map of Delaware County, New York* (Gould 1856).
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8. Project site on *Insurance Maps of Fleischmanns, Delaware County, New York* (Sanborn 1912).
9. Project site on *Insurance Maps of Fleischmanns, Delaware County, New York* (Sanborn 1927).
10. Project site on *Insurance Maps of Fleischmanns, Delaware County, New York* (Sanborn 1938).

**PHOTOGRAPHS**  
**(Locations and orientations shown on Figure 2)**

1. Project site, view looking north from south side of Bushkill.
2. Project site, view looking south from north side of Bushkill.
3. Project site, view southeast looking upstream from south side of Bushkill.
4. Project site, view northwest looking downstream from south side of Bushkill.
5. Newly installed rip-rap on south bank of Bushkill and immediately southeast and upstream of project site. View looking southeast.
6. Large tree on north bank of Bushkill and the northwest side of the project site. View looking northwest.
7. Location of sewer line (in green spray paint) that runs under the Bushkill within the project site. View looking northeast.
8. 401 Wagner Avenue residence on southeast side of project site. View looking southeast from project site on south side of Bushkill.
9. 19 Bridge Street damaged and unoccupied residence on southwest side of project site. View looking southwest from project site on north bank of Bushkill.
10. 46 Bridge Street concrete block commercial building on northeast side of project site. View looking southeast from Bridge Street.
11. 45 Bridge Street residence on northwest side of project site. View looking northwest from Bridge Street.

## I. INTRODUCTION

Due to abutment damage and severe stress on the displaced structure during Hurricane Irene in 2011, Delaware County Bridge 80 carrying Bridge Street over the Bushkill in the Village of Fleischmanns, Town of Middletown is proposed to be replaced (Figures 1, 2, and 3). The Federal Emergency Management Agency (FEMA)'s Public Assistance (PA) Program is providing grant funding for the proposed replacement of Bridge 80, which is therefore required to comply with Section 106 of the National Historic Preservation Act (NHPA), as amended, and implemented by 36 CFR § 800. The study also requires compliance with the National Environmental Policy Act (NEPA), and its implementing regulations at 40 CFR Parts 1500-1508 and FEMA's regulations at 44 CFR Part 10. As part of the NEPA process, an Environmental Assessment (EA) is also being prepared for this project. In 2012 the New York State Historic Preservation Office (SHPO) reviewed the Bridge 80 data supplied by FEMA and concurred that the proposed replacement poses "no adverse effect to historic properties" as long as one condition is met. This condition of the SHPO approval requires the completion of a Phase I archaeological survey of the Bridge 80 Area of Potential Effect (APE), as well as any subsequent archaeological investigations indicated by the Phase I evaluation (Bonafide 8/13/2012).

During Hurricane Irene, increased flow and velocity of the Bushkill caused the abutments for Bridge 80 to wash out and the superstructure to become twisted and stressed. The bridge dropped into the water and constricted the flow of the river. Subsequently, Bridge 80 was demolished as part of this undertaking. According to FEMA, the bridge dated to 1957. FEMA documents note:

It was a steel girder single-span structure 52.8 feet long and 26.5 feet wide including a pedestrian walkway on the downstream side of the bridge. The deck was concrete with an asphalt driving surface. Bridge abutments and wing walls were constructed of railroad rails driven as soldier piles backed with steel plates welded to the rails. The bridge had been deemed structurally deficient (i.e. requiring significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address its deficiencies by the NYSDOT prior to the damages resulting from Hurricane Irene) (Hafermehl 8/7/2012).

Bridge 80 will be replaced with a pedestrian-only bridge. The structure will consist of a single span steel truss bridge with an 84 foot span length. Hydraulic analyses indicate that this span length is sufficient to comply with the Delaware County Codes and Standards provided that the bottom chord of the truss is set above the water surface elevation corresponding to the 100-year flood. In order to accomplish this, the bridge profile will need to be raised approximately 4 feet and approach ramps will be constructed to accommodate pedestrian traffic (with a max. slope of 12:1 to comply with ADA standards). The narrower width of the pedestrian bridge will allow construction of the bridge and approach ramps to occur within the existing roadway, thus limiting the need for right-of-way takings from adjacent properties.

The Area of Potential Effect (APE) is defined in 36 CFR 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effect is influenced by the scale and nature of the undertaking and may be different for different kinds of effects cause[d] by the undertaking."

Generally included within the APE for cultural resources are all locations where an undertaking may result in disturbance of the ground, from which elements of the undertaking may be visible, and where the activity may result in changes in traffic patterns, land use, public access, etc. However, the APE for archaeological and historic architecture resources are often different as a result of this definition, since impacts to archaeological resources are usually only direct and not indirect. Therefore, the archeological APE is confined to areas where new ground disturbance would occur in areas where prior disturbance has not occurred.

For this bridge replacement project, the archeological APE is as shown in Figure 3 (dashed outline marked 'C'). The work within the area will include both removal of the existing bridge substructure as well as construction of a new pedestrian bridge, which is anticipated to include the following:

- Removal of the existing sheetpile and plate/rail abutments and wingwalls;
- Relocation of an existing sanitary sewer manhole to place it outside of the widened stream channel;
- Widening of the existing stream channel by removing sediment and vegetation (including trees) that have encroached within the existing floodplain;
- Excavation to install the proposed abutments;
- Construction of proposed abutments and wingwalls, including extension of the existing upstream right retaining wall; and
- Installation of a prefabricated steel truss superstructure and approach ramps.

The proposed pedestrian bridge and approaches will be narrower than the previous vehicular bridge and will therefore fit entirely within the existing footprint of Bridge Street. The proposed floodplain grading of the stream banks upstream and downstream of the bridge will be performed on property which needs to be acquired. However, the majority of this area has been previously disturbed by placement of fill, construction of the previous bridge, installation of the sanitary sewer line, installation of streambank protection, etc. The total area of property to be acquired is approximately 0.27 acres (0.21 acres on the north side of the Bushkill and 0.06 acres on the south).

Note that the house in Figure 3 shown as “TO BE REMOVED” is not part of this project but is part of a separate FEMA flood buyout project that will be done by others, likely after the completion of the bridge.

As noted above, in 2012 the New York State Historic Preservation Office (SHPO) reviewed the Bridge 80 data supplied by FEMA and concurred that the proposed replacement poses “no adverse effect to historic properties” as long as a Phase I Archaeological Assessment is completed. The SHPO did not indicate any adverse effect to any standing historic structures and for this reason the current study does not include an architectural APE.

At the request of Modjeski and Masters, Inc., Historical Perspectives, Inc. (HPI) has undertaken a Phase IA Archaeological Assessment of the project site in order to: 1) identify any potential archaeological resources that might have been present on the site, and 2) examine the history of the study site in order to estimate the probability that any such potential resources might have survived and remain on the site undisturbed.

In conjunction with the EA and the Phase IA study, a Project Initiation Letter (PIL) was sent to Consulting Parties, including Federally-recognized Native American Tribes, and Resource Organizations, introducing the project and soliciting input about archaeological resources. None of the responses to the PIL from these groups contained any additional information about cultural resources specific to the project site. The responses are included as Appendix B.

This Phase IA Archaeological Assessment was prepared to satisfy the requirements of Section 106 of the NHPA and New York State’s environmental review process, and complies with the standards of the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) (New York Archaeological Council 1994; NYSOPRHP 2005). The HPI project team consisted of Julie Abell Horn, M.A., R.P.A., who conducted the research, site walkover, and wrote the report; and Cece Saunders, M.A., R.P.A. who managed the project and provided editorial and interpretive assistance.

## **II. METHODOLOGY**

The present study entailed review of various resources, and a completion of a pedestrian review of the site.

- Historic maps were reviewed to provide an overview of the topography and a chronology of land usage for the project site.
- Primary and secondary sources relating to the project site and its vicinity were reviewed.
- Property information and site surveys were provided by Modjeski and Masters, Inc.

- Local experts including John Duda of the Greater Fleischmanns Museum of Memories and Linda Rodgers, Skene Memorial Library Director, were interviewed about the history of Fleischmanns and the bridge site. Local resident Roy Todd also contributed information.
- A site file search was conducted using materials available from the NYSOPRHP.
- Last, a site visit was conducted on September 26, 2014, to assess any obvious or unrecorded subsurface disturbance and to identify any potential archaeological features (Photographs 1-11).

### **III. BACKGROUND RESEARCH**

#### **A. CURRENT CONDITIONS**

As noted above, prior to 2011 the project site contained a bridge spanning the Bushkill, which had been constructed in 1957. It carried Bridge Street over the water, connecting Wagner Avenue on the south with Main Street on the north. This bridge was destroyed in Hurricane Irene, and the deck fell into the water. The remains of the entire bridge were subsequently removed, so as not to impede the flow of the Bushkill. Today, the project site consists of the north and south banks of the Bushkill, and the waterway itself (Figure 2, Photographs 1-4). Both banks have been significantly modified through landfilling and the placement of metal sheet piling and heavy rock ballast along the sides. Some portions of the stream banks recently have been reconstructed with additional rock rip rap (Photograph 5). Other portions of the stream banks exhibit significant scouring and erosion (as will be described in greater detail below, the project site has been flooded repeatedly). Those areas of the banks not covered with rock contain weeds and other intrusive vegetation. A very large, mature tree is located on the northwest side of the project site, at the edge of the Bushkill (Photograph 6). There is a large sewer line that crosses under the Bushkill from the southern side of Bridge Street to the 46 Bridge Street property and then makes a turn to the west to rejoin Bridge Street within the project site (Photograph 7).

There are four structures on parcels that include the project site (Figure 2). On the southeast side of the project site is a parcel (287.17-1-15) containing a two-story, ca. 1900 frame residence at 401 Wagner Avenue, but which has its western frontage on Bridge Street (Photograph 8). On the southwest side of the project site is a parcel (287-17-1-13) with a heavily damaged one-story frame residence at 19 Bridge Street, dating to ca. 1940 (Photograph 9). On the northeast side of the project site is a parcel (287-17-2-2) with a one-story concrete block commercial building at 46 Bridge Street constructed in 1955 (Photograph 10). On the northwest side of the project site is a parcel (287-17-1-12) with a one-story frame residence at 45 Bridge Street dating to 1930 (Photograph 11). These structures will not be impacted directly by the project undertaking, although land from each of the parcels bordering the creek will be affected.

#### **B. TOPOGRAPHY AND HYDROLOGY**

The project site is located along the Bushkill, a perennial waterway that runs east-west through the Village of Fleischmanns and empties into the Delaware River in Margaretville to the west. Historically the Bushkill also was known as Portertown Brook. The project site is located near the confluence of the Little Red Kill, a smaller stream that empties into the Bushkill from the north. This stream was sometimes also referred to as the Red Kill, although there is another drainage called the Red Kill further to the west of the Little Red Kill. The area within the valley of the Bushkill is relatively level, with the project site located at about 1500 feet above sea level on the stream banks and the base of the stream at about 1490 feet above sea level, a number that has not changed significantly during the historic era (U.S.G.S. 1904; Figure 7). Topography rises steeply to the north and south, however, where mountain peaks are recorded ranging from ca. 2000-3000 feet above sea level.

#### **C. GEOLOGY**

According to the Geologic Map of New York, the portion of Delaware County that includes the project site is covered by shale and sandstone materials and dates to the Late Devonian Period of the Paleozoic Era (Rogers et al. 1990).

**D. SOILS**

The project site is mapped as Barbour-Trestle complex (U.S.D.A. 2010; Figure 4). Properties of this soil type are described in the table below.

**Project Site Soils**

Name	Soil Horizon Depth cm(in)	Texture, Inclusions	Slope %	Drainage	Landform
Barbour-Trestle complex (Bg)	<i>Barbour</i> Ap: 0-6 in Bw1: 6-18 in Bw2: 18-26 in 2C: 26-72 in	Lo SiLo GrLo VGrLoSa	0-3	Well	Flood plains
	<i>Trestle</i> Ap: 0 to 9 in Bw: 9 to 20 in C: 20 to 72 in	GrSiLo VGrLo VGrSiLo			

Key: Soils: Sa-Sand, Si-Silt, Lo-Loam  
Other: V-Very, Gr-Gravelly

In October 2014 a geotechnical study for the project site was completed, which included four soil borings. Borings B-1 and B-2 were on the south bank of the Bushkill and borings B-3 and B-4 were on the north bank of the Bushkill. The locations of the soil borings and the accompanying soil boring logs are included as Appendix A. The following text is taken from this report, and describes the subsurface conditions on the project site (Keystone Associates 2014:2):

Topsoil was encountered in boring B-1 from the ground surface to a depth of 6.0 inches and asphalt was encountered in borings B-2, B-3 and B-4 from the ground surface to a depth ranging from 1.0 to 2.0 inches. Underlying the asphalt in borings B-3 and B-4 is a loose fill layer composed of silt and sand with trace amounts of gravel to a depth of 6.0 feet. Underlying the topsoil in boring B-1 was a firm fill layer composed of sand and gravel with little amounts of silt to an approximate depth of 5.0 feet. Underlying the fill in borings B-1, B-3 and B-4 as well as the asphalt in boring B-2 is a loose to very compact layer of sand and gravel with various amounts of silt to a depth ranging from 28.0 feet in B-3 and B-4 to 36.0 feet in B-1 and B-2. Underlying the sand and gravel in B-3 is a very compact layer of sand with little amounts of silt and gravel to a depth of 35.0 feet. Underlying the sand and gravel in B-4 is a compact layer of medium sand to a depth of 31.0 feet. Below this medium sand layer is a very compact layer of sand and gravel with little amounts of silt to a depth of 36.4 feet. Underlying the sand and gravel layer in B-4 and the sand layer in B-3 is a very compact silt, sand and gravel layer to a depth ranging from 39.6 feet to 39.7 feet.

The depth to bedrock ranged from 36.0 feet in boring B-1 to 39.7 feet in boring B-3. The bedrock at the south abutment ranged from a gray sandstone to a thin layer of shale and to a conglomerate sandstone to the boring termination of 46.0 to 47.0 feet. In general the bedrock was weathered to sound, medium hard and thin bedded to bedded. The bedrock at the north abutment ranged from a gray sandstone to a brownish gray sandstone to a conglomerate sandstone with interbedded shale and to a reddish brown shale to the boring termination depth of 50.0 feet. In general, the bedrock was weathered to sound, medium hard to hard and thin bedded to bedded.

Groundwater was initially encountered in the borings at a depth ranging from 10.4 feet to 11.3 feet before any rock coring.

**E. ARCHAEOLOGICAL SITES WITHIN A ONE MILE RADIUS**

For this report, the word precontact is used to describe the period prior to the use of formal written records. In the western hemisphere, the precontact period also refers to the time before European exploration and settlement of the New World. Archaeologists and historians gain their knowledge and understanding of precontact Native Americans in the lower Hudson Valley area from three sources: ethnographic reports, Native American artifact collections, and archaeological investigations.

Based on data from these sources, a precontact cultural chronology has been devised for the New York City area. Scholars generally divide the precontact era into three main periods, the Paleo-Indian (c. 14,000-9,500 years ago), the Archaic (c. 9,500-3,000 years ago), and the Woodland (c. 3,000-500 years ago). The Archaic and Woodland periods are further divided into Early, Middle, and Late substages. The Woodland was followed by the Contact Period (c. 500-300 years ago). Artifacts, settlement, subsistence, and cultural systems changed through time with each of these stages. Characteristics of these temporal periods have been well documented elsewhere, and in keeping with guidelines issued by the NYSOPRHP (2005), will not be fully reiterated here.

Scholars often characterize precontact sites by their close proximity to a water source, fresh game, and exploitable natural resources (i.e., plants, raw materials for stone tools, clay veins, etc.). These sites are often separated into three categories: primary (campsites or villages), secondary (tool manufacturing, food processing), and isolated finds (a single or very few artifacts either lost or discarded). Primary sites are often situated in locales that are easily defended against both nature (weather) and enemies. Secondary sites are often found in the location of exploitable resources (e.g., shell fish, lithic raw materials).

A site file search conducted using materials from the NYSOPRHP and the NYSM indicated that there are no precontact sites recorded within the Village of Fleischmanns or within a one-mile radius. The nearest documented precontact period archaeological sites are several miles downstream from Fleischmanns, along the Bushkill in Clovesville. Additionally, none of the local residents interviewed as part of this study, nor any of respondents of the PIL, indicated any knowledge of precontact period resources located within the project site vicinity.

There are eleven historic period archaeological sites within one mile of the project site within the Village of Fleischmanns, summarized in the table below. An additional five historic sites are within a one-mile radius but outside of the Village, within the NRHP-listed Amelita Galli-Curci Estate (now part of the Belleayre Resort) in the mountains south of the Village and just over the border into Ulster County. The majority of the Village of Fleischmanns, including the project site falls within the NRHP eligible Fleischmanns Village Historic District (NYSOPRHP USN 02545.000022).

<b>NYSOPRHP Site # and name</b>	<b>Location</b>	<b>Time Period</b>	<b>Site Type</b>
02545.000006 Sanford Historic Site	North of NY 28, west of intersection with Depot Street	19 <sup>th</sup> century	Residence
02545.000014 Alpine Hotel Site	Hillside Avenue	19 <sup>th</sup> century	Hotel
02545.000011 Bed & Breakfast Historic Site	Main Street	Unknown	Unknown
02545.000013 Halpern’s Dept. Store Historic Site	Main Street	Unknown	Unknown
02545.000020 Hotel Switzerland Historic Site	Switzerland Avenue	Late 19 <sup>th</sup> -early 20 <sup>th</sup> century	Hotel
02545.000012 Lanza Historic Site	Main Street	Unknown	Unknown
02545.000009 Linden Hill Hotel Site	Main Street, north side	19 <sup>th</sup> century	Hotel
02545.000015 Mathes Hotel Site	Hillside Avenue	19 <sup>th</sup> century	Hotel

<b>NYSOPRHP Site # and name</b>	<b>Location</b>	<b>Time Period</b>	<b>Site Type</b>
02545.000010 Valkyrian Motel Site	Main Street	Unknown	Unknown
02545.00007 Hillcrest Hotel Site	Main Street west of Depot Street	19 <sup>th</sup> century	Hotel
02545.00008 Hotel Lorraine Site	Hillside Avenue	19 <sup>th</sup> century	Hotel
11116.000083 R. Robinson Site	Amelita Galli-Curci Estate	19 <sup>th</sup> century	Farmstead
11116.000082 Leach Farmstead	Amelita Galli-Curci Estate	19 <sup>th</sup> century	Farmstead
11116.000088 Leach Rockshelter	Amelita Galli-Curci Estate	19 <sup>th</sup> century	Historic Rockshelter
11116.000084 Springhouse Ruin 1	Amelita Galli-Curci Estate	19 <sup>th</sup> century	Springhouse
11116.000085 Springhouse Ruin 2	Amelita Galli-Curci Estate	19 <sup>th</sup> century	Springhouse

The project site has never been subjected to an archaeological survey previously. The only archaeological studies conducted within the Village of Fleischmanns have been for proposed wastewater treatment facilities at discrete locations throughout the Village (LBA 2000, 2001; Birchwood 2009).

## **F. HISTORY OF THE PROJECT SITE**

The project site is located in Delaware County, which originally was part of adjacent Ulster County, formed in 1683. Delaware County was set off from Ulster County in 1797. The Town of Middletown, in which the project site is located, was incorporated in 1789 from parts of the abutting Towns of Rochester and Woodstock (Gould 1856; French 1860; Munsell 1880; Murray 1898; Monroe 1949; Houck 1995).

The first documented non-Native inhabitants of the Fleischmanns vicinity were the millers and merchants who settled along the banks of the Bushkill in the early years of the nineteenth century, downstream and to the west of the project site. Munsell (1880) notes that there was a grist mill on the Bushkill at the western end of Fleischmanns as early as 1802, owned initially by Noah Ellis and later by Horace Ellis and John D. Vandermark. A second mill was built in 1829. Another early business in the area was making and selling rum, an endeavor established by a Mr. Taylor in 1804 near what is now Main Street. Other early tavern keepers were Baxter Mulenix and a Mr. Searl.

The first name of Fleischmanns was Griffin's Corners, after local entrepreneur Matthew Griffin, who had begun a store in 1833 on what is now Main Street. In the 1840s he built another store and the Griffin's Corners Hotel. The settlement grew up around these businesses, with the first post office granted in 1851, and Matthew Griffin as the first postmaster (Munsell 1880). By the mid-1850s Griffin's Corners was a thriving hamlet, containing mills, businesses such as blacksmiths, wagon makers, shoemakers, tailors, and milliners, along with merchants, inns, a doctor and several lawyers. Main Street was the chief thoroughfare along which most of these buildings were situated. A map of Griffin's Corners published by Jay Gould in 1856 (Figure 5) shows the locations of many of these establishments along Main Street and the Bushkill, and provides a business directory. The project site, along the Bushkill at the confluence of the Little Red Kill, was undeveloped. The subsequent 1869 Beers map (Figure 6) more clearly depicts the project site and vicinity, illustrating that the northern side of the Bushkill in this locale was the property of several Main Street landowners, while the southern side was unattributed to any occupants. The Little Red Kill is shown, albeit unlabeled, entering the Bushkill on the east side of the project site, its original location before being diverted to the west side of the project site.

The 1869 Beers map (Figure 6) also shows the proposed route of a new railroad on the south side of the Bushkill. This railroad, which connected to Kingston, became known as the Ulster and Delaware Railroad, and when completed in the 1870s allowed travelers from New York City and other points along the Hudson to easily access Catskills locations that formerly were only accessible over rough roads. The new availability of railroad service into the region created a new market: summer tourism. Visitors now traveled via the railroad, escaping the heat of the

cities in search of mountain retreats. Wealthy summer tourists began to construct summer homes in the area, and those catering to shorter term visitors built a spate of hotels and guest houses throughout the area. The most well-known of the summer residents were the Fleischmann family, who had made their fortune in the yeast business. The family purchased property on the western side of Griffin's Corners, overlooking the village, and constructed a family compound including five mansions and other support buildings. This area on the west side of Griffin's Corners soon became known as Fleischmanns, and had its own post office created by 1888 (Historical Society of the Town of Middletown, Delaware County 2014).

The creation of Wagner Avenue owes its genesis to the influx of new summer residents. The street was built in the 1880s by local landowner Allan Lasher, who owned all the property from Depot Street to Division Street and from the Bushkill to the railroad. The street was named for one of the earliest lot owners along the street. The first house on Wagner Avenue was completed in 1889 and numerous other houses were built in the 1890s (*Fleischmann's Flyer* 1975a).

In order for the new residents on Wagner Avenue to get to Main Street, the first of a series of bridges was constructed across the Bushkill within the project site. Initially this was a private road and the first bridge at the crossing was made of wood. It was destroyed in a flood, presumably during the 1890s. By the turn of the twentieth century, the Town of Middletown was in the process of obtaining releases from adjacent landowners to lay out an official town road linking Wagner Avenue to Main Street, called Division Street because it marked the boundary between Griffin's Corners and Fleischmanns. In 1903, however, there was a controversy because the Town of Middletown had erected an iron bridge within the project site the year before without first obtaining all the proper landowner releases for the roadway. A local highway commissioner ordered the new iron bridge to be removed in defiance of the wishes of the Town. A portion of the bridge on the Main Street side was removed, and later had to be reconstructed (*Catskill Mountain News* 1903a, 1903b). At this same time, the Little Red Kill, which originally ran straight from Main Street to the Bushkill, was rerouted in a diagonal direction to the southwest so that it now entered the Bushkill further downstream. A new bridge was built over the rerouted Little Red Kill on Division Street (*Fleischmann's Flyer* 1975b).

The 1904 U.S.G.S. map (Figure 7) and the 1912 Sanborn map (Figure 8) both show the alignment of Wagner Avenue south of the Bushkill (called Portertown Brook in 1912) and the bridge crossing the drainage within the project site. The 1912 Sanborn map also shows the recently constructed bridge over the rerouted Little Red Kill further north on Division Street. Other than a building at the southwest corner of the project site, all of the other properties abutting the bridge crossing within the project site were vacant in 1912. Residences on the southern side of the Bushkill abutting the project site were erected by the 1927 Sanborn map update (Figure 9) and are shown again on the 1938 Sanborn map (Figure 10). The properties on the north side of the Bushkill abutting the project site are still shown as mostly vacant in 1938.

The history of the Bushkill channel through the project site during the twentieth century was one marked by periodic flooding episodes. As part of the initial bridge building on Division Street just after the turn of the century, docking and retaining walls had been constructed from just upstream from the project site to the area just downstream from the current Fleischmanns Park. These walls prevented some flooding, particularly along Wagner Avenue for a number of years. However, by the 1930s several large flooding events had overwhelmed even these features and Wagner Avenue was frequently flooded. In 1932 a storm caused large amounts of stones and gravel to wash into Little Red Kill Creek, creating obstructions that further flooded the area. A steam shovel was needed to remove at least one large gravel bar that had formed, and plans were made to deepen the stream by several feet through the village (*Catskill Mountain News* 1932). In 1935 additional work was completed, removing several elm trees from the confluence of the Little Red Kill Creek and the Bushkill (adjacent to the project site) and lowering the Bushkill by three feet and widening it by ten feet, creating in places banks that were five feet higher than previously (*Catskill Mountain News* 1935). Other major floods along the Bushkill and within the project site occurred in November 1950 and October 1955 (*Catskill Mountain News* 1950, 1955). As noted above, the most recent bridge across the Bushkill within the project site was constructed in 1957, and was taken over by Delaware County, relieving the oversight of the Town of Middletown (*Catskill Mountain News* 1957). This bridge washed out during Hurricane Irene in 2011.

#### **IV. CONCLUSIONS**

##### **A. PRECONTACT SENSITIVITY**

From what is known of precontact period settlement patterns in Delaware County, most habitation and processing sites are found in sheltered, elevated sites close to wetland features, major waterways, and with nearby sources of fresh water. There have been no precontact period archaeological sites documented within a one-mile radius of the project site, or within the Village of Fleischmanns. Although the project site straddles a source of fresh water and is mapped as having level and well drained soils, there has been considerable disturbance to the project site and vicinity, described below, that likely has significantly reduced any possible precontact period sensitivity. Based on the lack of documented resources and the level of disturbance, HPI concludes that the project site has a low precontact period archaeological sensitivity.

##### **B. HISTORICAL PERIOD SENSITIVITY**

As described above, the project site has contained a series of bridges. The first wooden bridge was in place by at least the end of the nineteenth century, and was destroyed in a flood. The second bridge, made of iron, was constructed in 1902 and endured into the 1950s. It, too, was removed. The third bridge was constructed in 1957 and was destroyed in 2011 by flooding associated with Hurricane Irene. Prior to the construction of Wagner Avenue in the 1890s, there was no historic development south of Main Street and the project site was vacant. Based on these factors, HPI concludes that the project site has a low historic period archaeological sensitivity.

##### **C. DISTURBANCE RECORD**

As described above, there has been considerable disturbance to the project site. Specifically, the two waterways that are located within and adjacent to the project site, the Bushkill and the Little Red Kill, both have been largely modified. The Little Red Kill once flowed directly south from Main Street to the Bushkill, but in the early twentieth century it was rerouted to its current alignment and the channel was lowered by several feet. The Bushkill, which runs through the project site, also has been lowered by several feet from its natural elevation, removing rocks and soil, and the stream has been extended horizontally at least ten feet from its original channel width. Removed soil and rocks were piled on the adjacent stream banks, raising the landform at least five feet above the original elevation. Photographs show the large degree that the project site also has been affected by construction of retaining walls or sheet piling (now in poor condition), the installation of rock ballast and rip rap along the stream banks, and the excavation of a sewer line within the project site running under the Bushkill. There have been at least three bridges at this crossing since the 1890s, the installation and destruction of which also has affected the landform. Finally, the project site has been flooded repeatedly over many years, causing significant scouring of the natural landform and constant erosion of native soils.

#### **V. RECOMMENDATIONS**

HPI has determined that the project site is not sensitive for either precontact or historic period archaeological resources. No further archaeological investigations are recommended.

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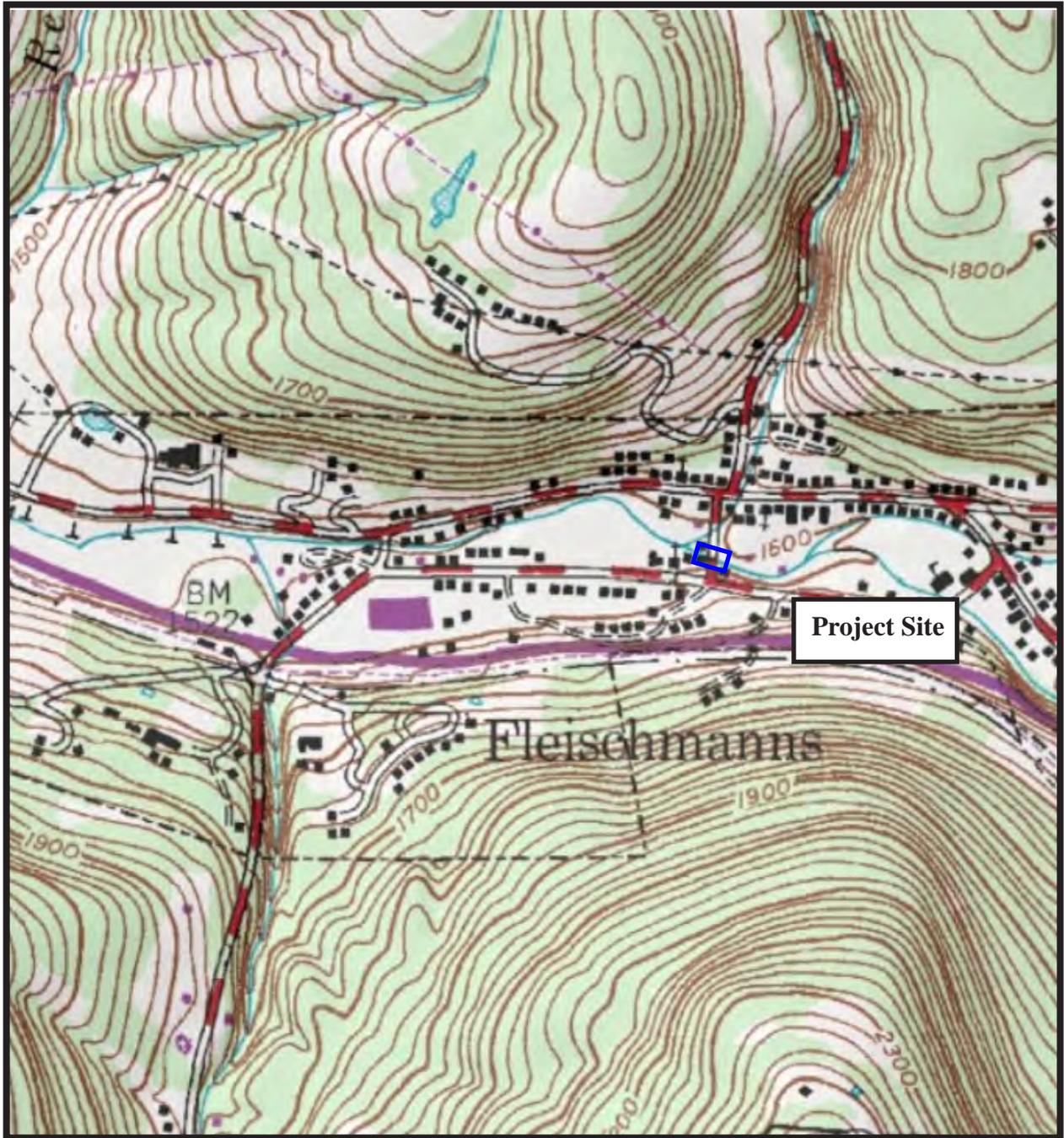
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1904 *Margaretville, New York 15 Minute Quadrangle.*

1983 *Fleischmanns, New York 7.5 Minute Quadrangle.*

## FIGURES



**Phase IA Archaeological Assessment  
Delaware County Bridge 80 Replacement  
Bridge Street over Bushkill  
Village of Fleischmanns, Town of Middletown, Delaware County, New York**

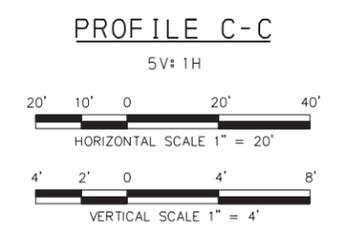
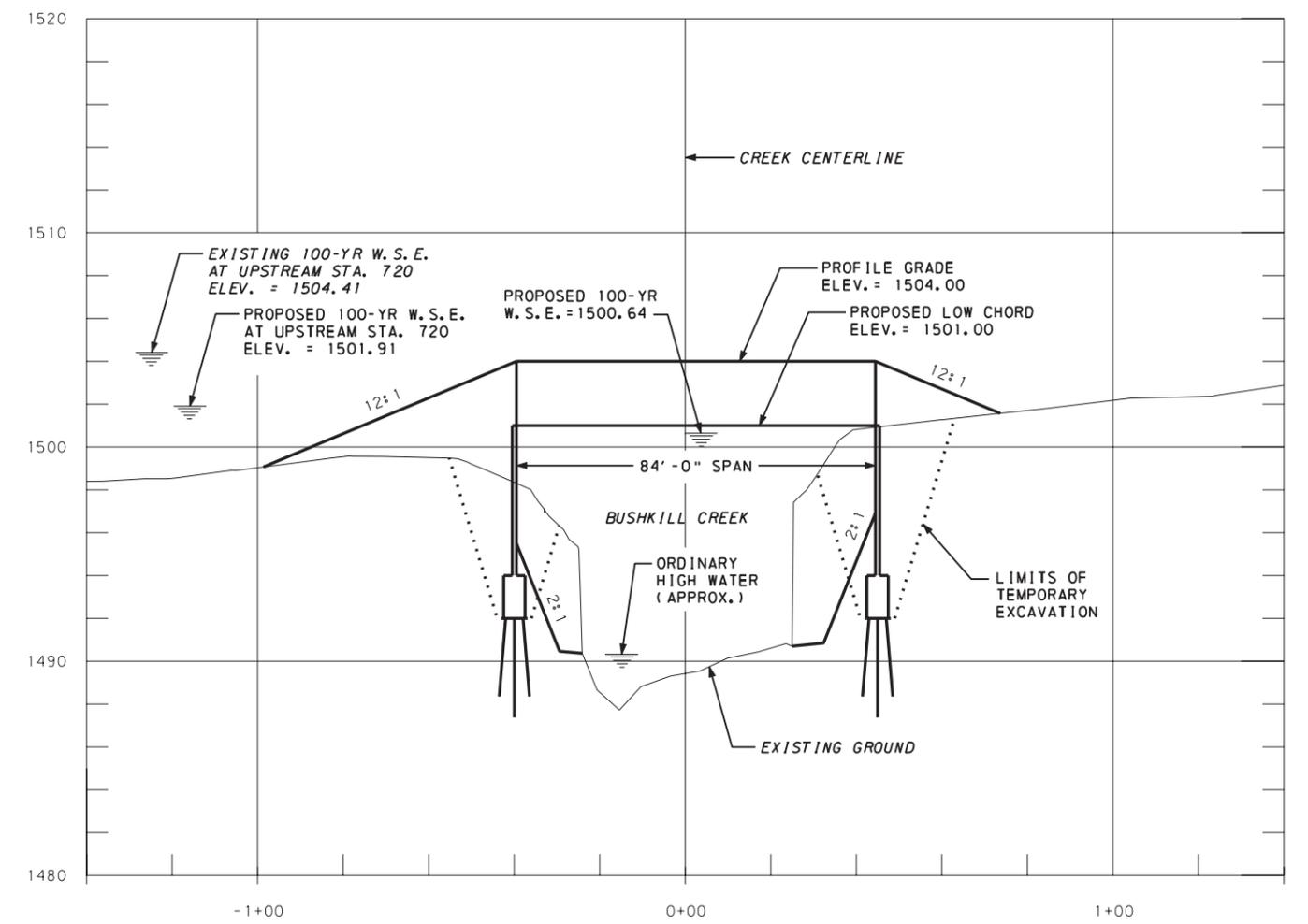
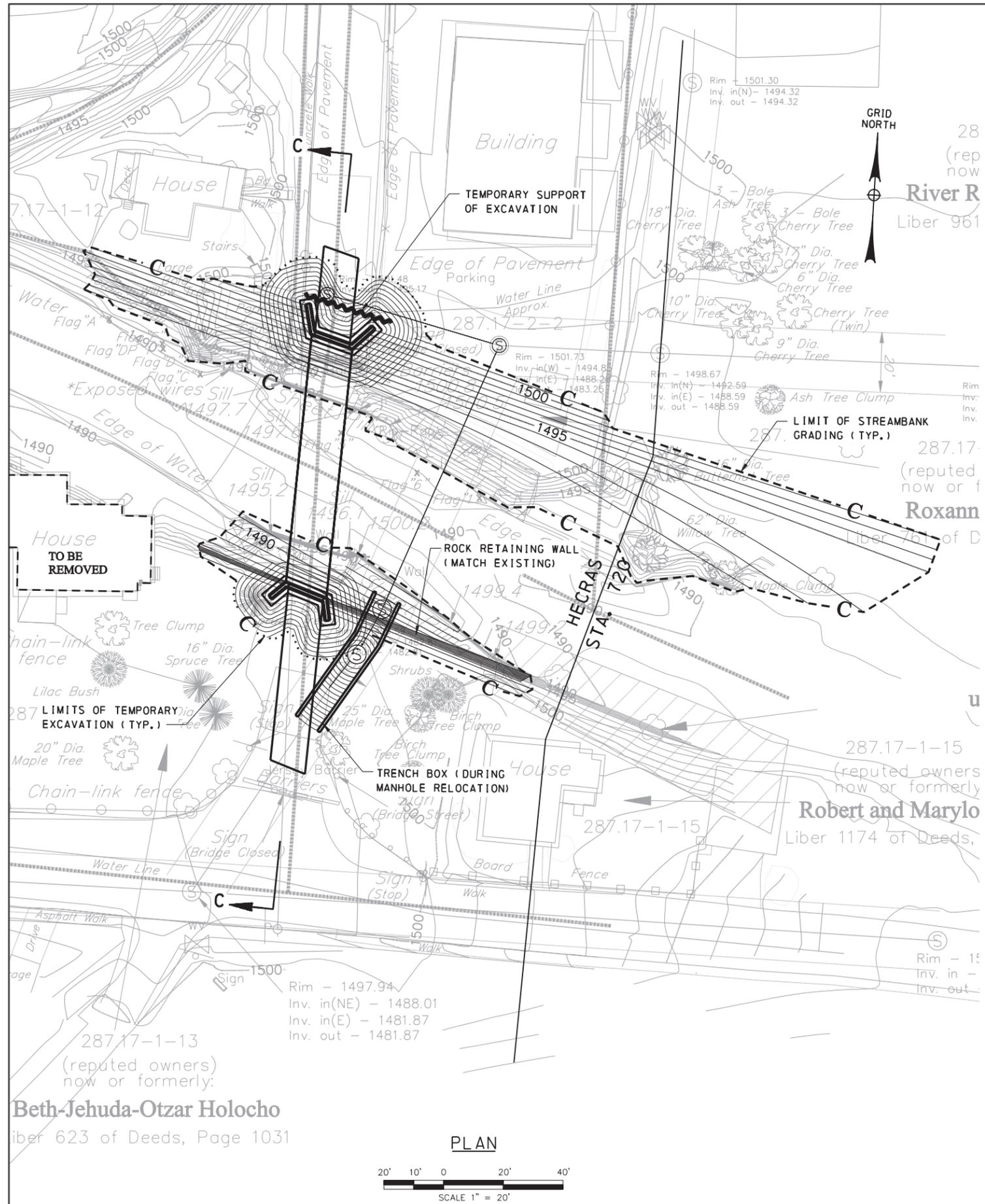


**Figure 1: Project site on *Fleischmanns*, New York 7.5 Minute Quadrangle (U.S.G.S. 1983).**

0 500 1000 1500 2000 2500 FEET



Figure 2: Project site and photograph locations on existing conditions map.



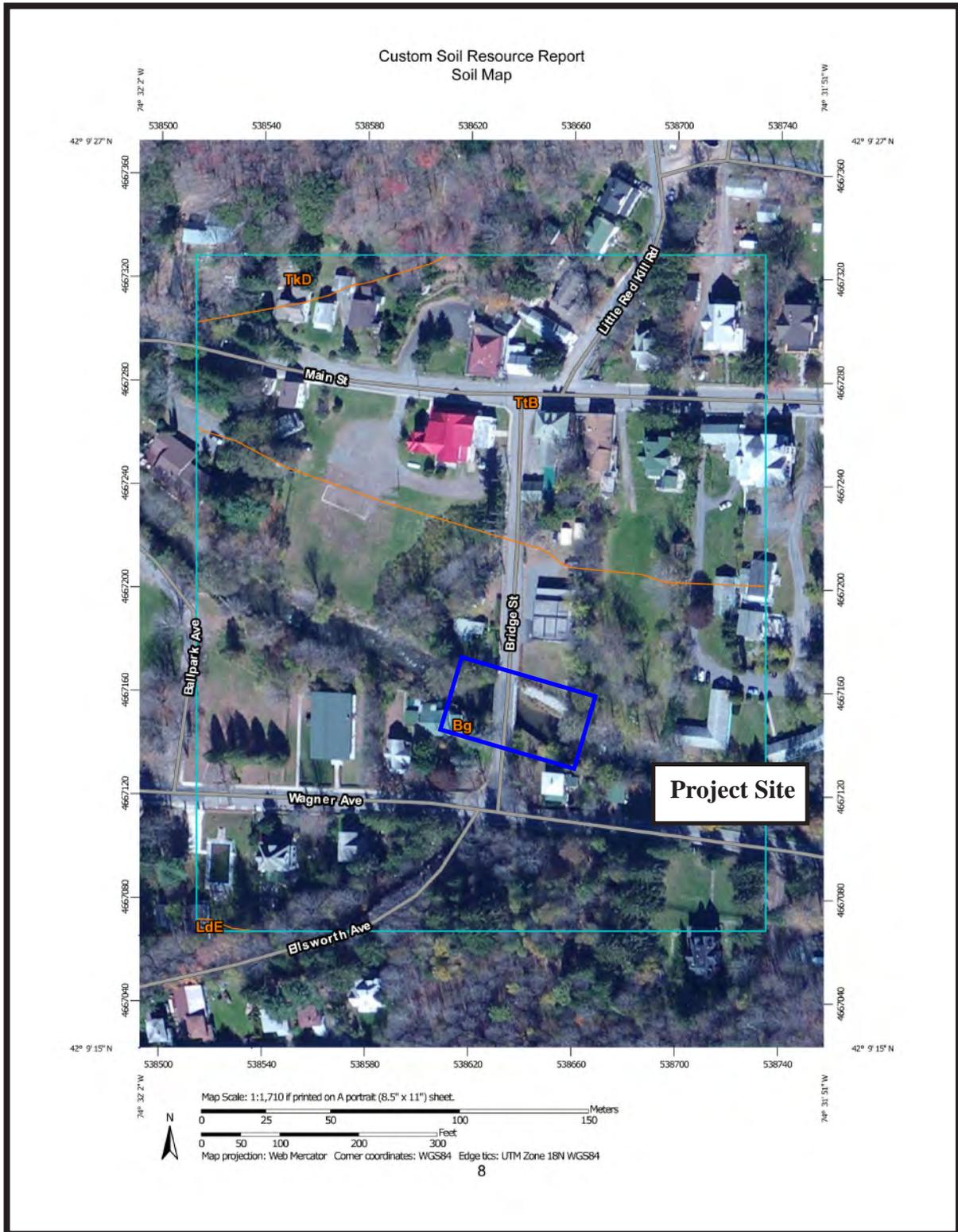
**HYDRAULIC DATA**  
 DRAINAGE AREA: 29.4 SQUARE MILES  
 100-YEAR FLOOD:  
 MAGNITUDE: 9,365 C.F.S.  
 WATER SUR. ELEV.: 1500.10 FT. EXISTING (NO BRIDGE)  
 WATER SUR. ELEV.: 1500.64 FT. PROPOSED AT BRIDGE  
 VELOCITY: 15.96 FT./SEC. EXISTING  
 VELOCITY: 11.74 FT./SEC. PROPOSED

DGN	MDH
CHK	TPL
DWG	MDH
CHK	-

PEDESTRIAN BRIDGE BR-80 FLEISCHMANN'S, NY			
BRIDGE STREET BRIDGE REPLACEMENT			
ALTERNATIVE C			
DGN	VAL SEC	MAP	MILEPOST
CHK	FILE	DATE	2/4/2014
SHEET NUMBER	DRAWING NUMBER		0

**Figure 3: Project Site showing proposed work limits (Modjeski-Masters 2014).**

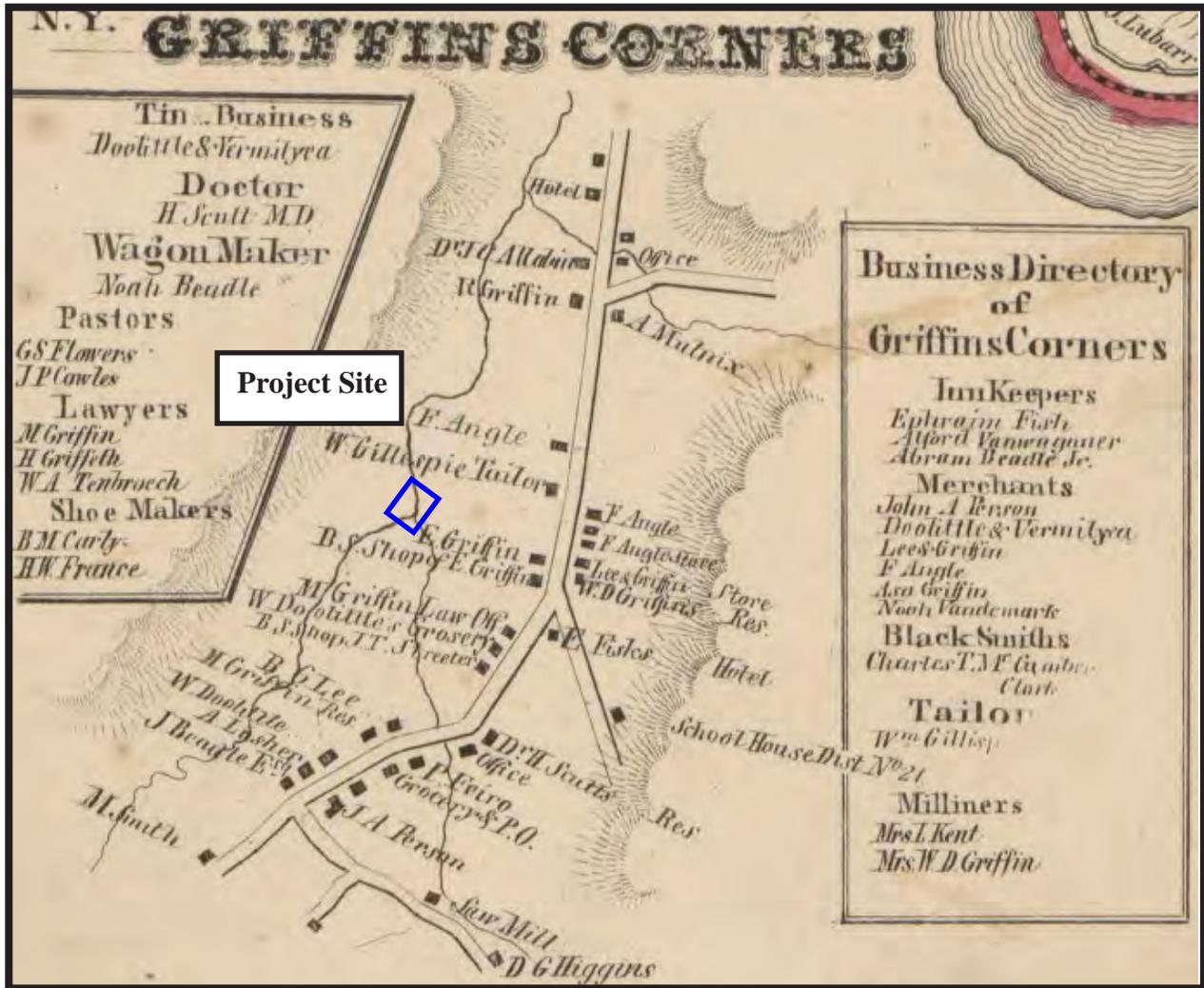
DATE: 2/12/2014  
FILE: Plan Alternative C.dgn



**Phase IA Archaeological Assessment  
Delaware County Bridge 80 Replacement  
Bridge Street over Bushkill  
Village of Fleischmanns, Town of Middletown, Delaware County, New York**



**Figure 4: Project site on Web Soil Survey (U.S.D.A. 2014).**

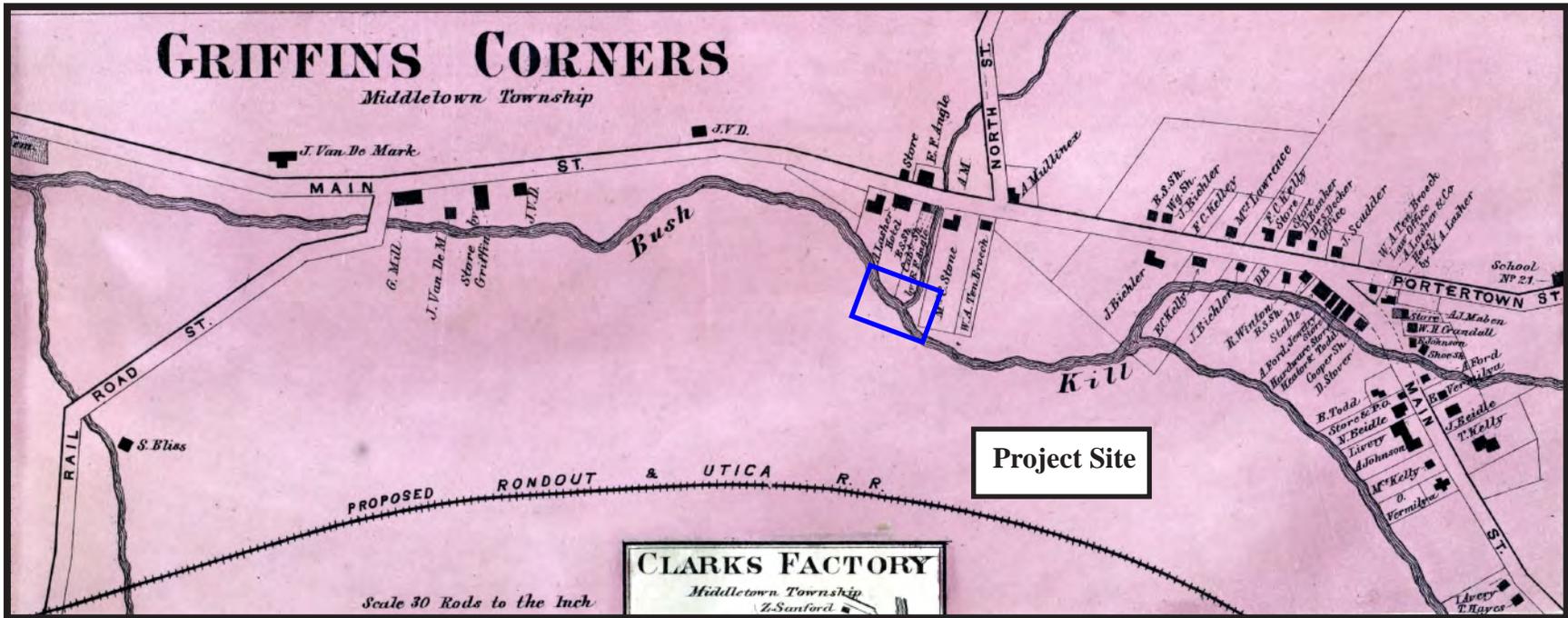


**Phase IA Archaeological Assessment  
 Delaware County Bridge 80 Replacement  
 Bridge Street over Bushkill  
 Village of Fleischmanns, Town of Middletown, Delaware County, New York**



**Figure 5: Project site on Map of Delaware County, New York (Gould 1856).**

**No scale.**

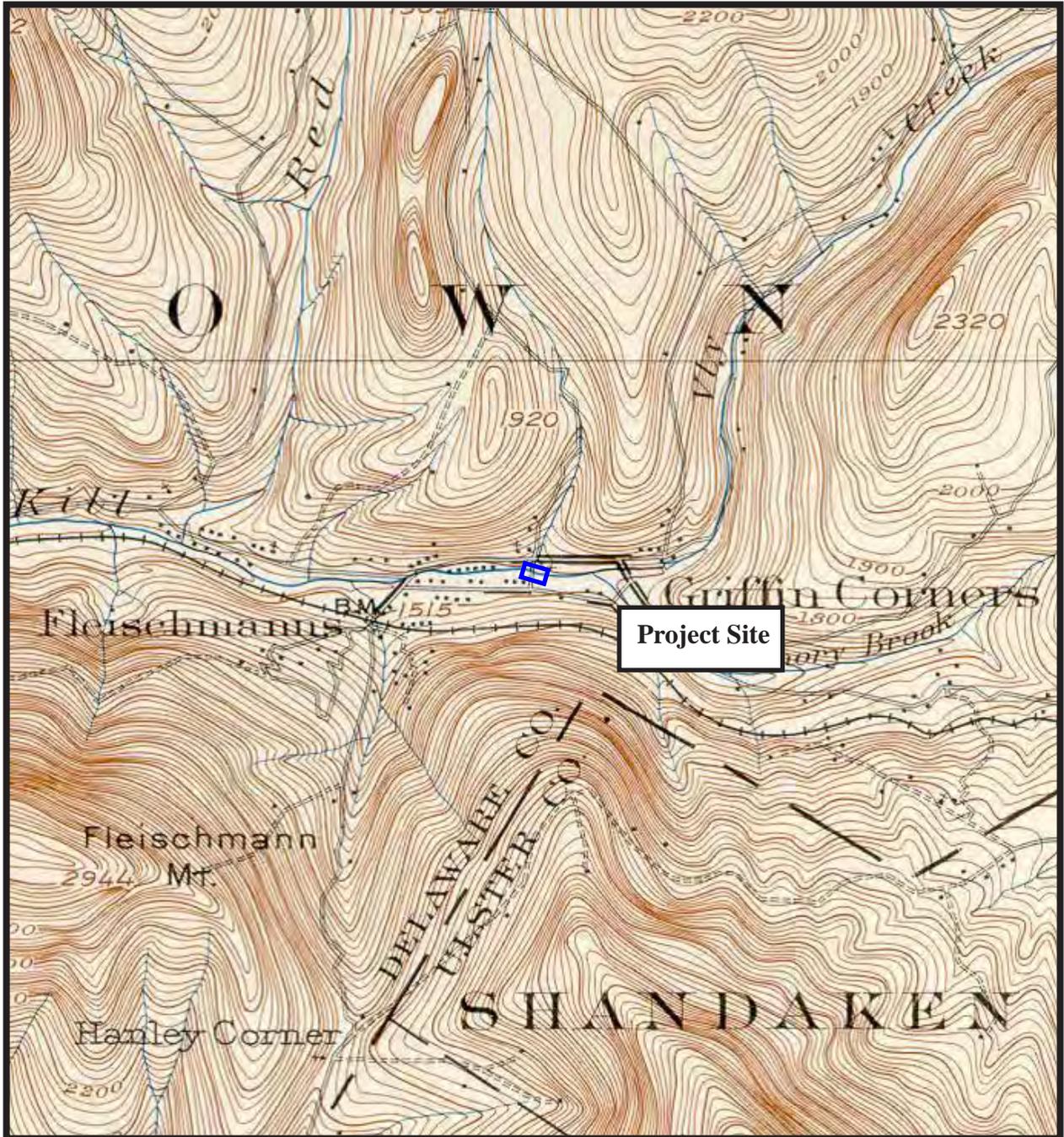


Phase IA Archaeological Assessment  
 Delaware County Bridge 80 Replacement  
 Bridge Street over Bushkill  
 Village of Fleischmanns, Town of Middletown, Delaware County, New York



Figure 6: Project site on *Atlas of Delaware County, New York* (Beers 1869).

0 500 1000 1500 2000 2500 FEET



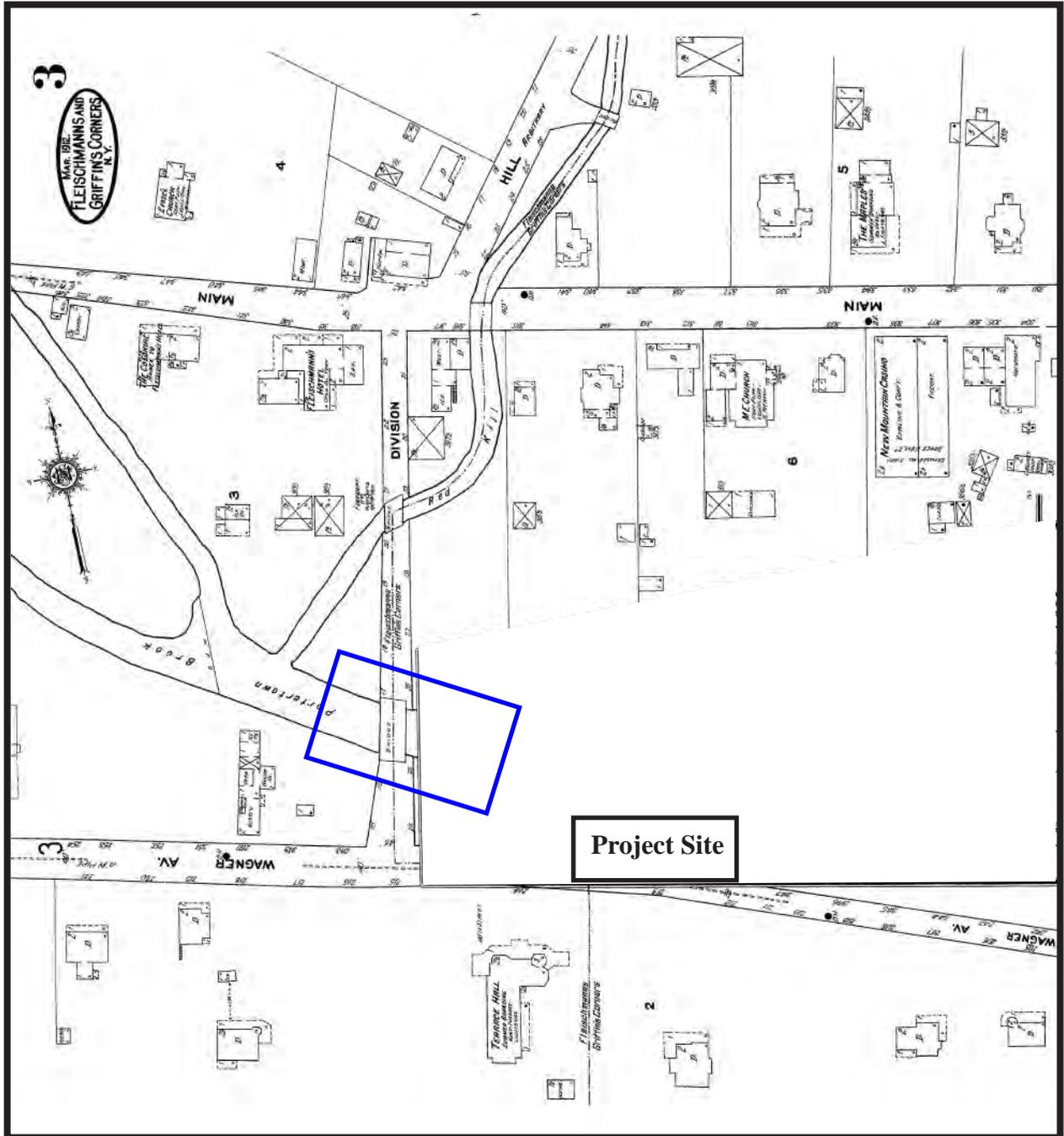
**Phase IA Archaeological Assessment**  
**Delaware County Bridge 80 Replacement**  
**Bridge Street over Bushkill**  
**Village of Fleischmanns, Town of Middletown, Delaware County, New York**



**Figure 7: Project site on Margaretville, New York 15 Minute Quadrangle (U.S.G.S. 1904).**

0 1000 2000 3000 4000 5000 FEET



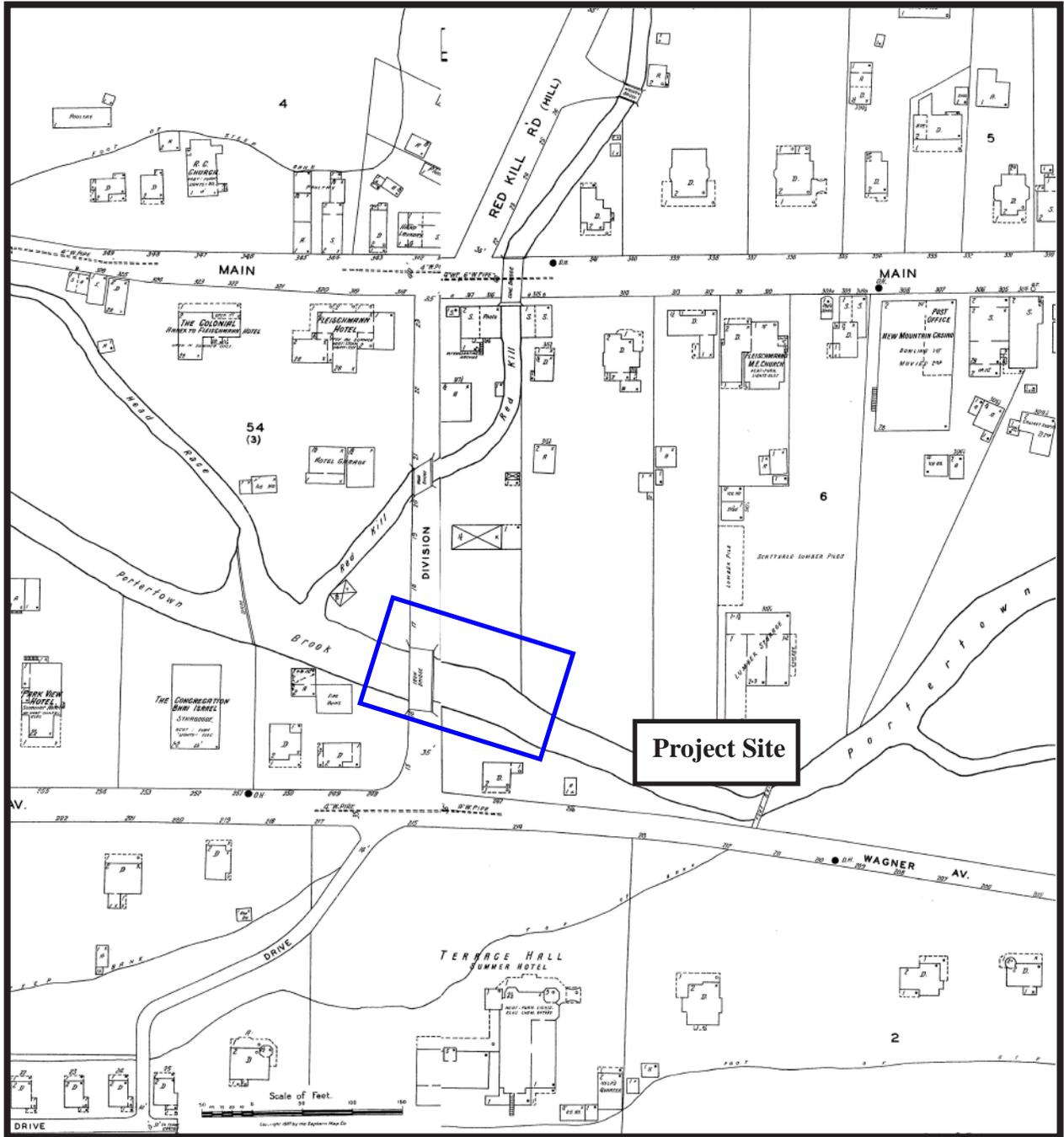


**Phase IA Archaeological Assessment  
 Delaware County Bridge 80 Replacement  
 Bridge Street over Bushkill  
 Village of Fleischmanns, Town of Middletown, Delaware County, New York**



**Figure 8: Project site on *Insurance Maps of Fleishmanns, Delaware County, New York* (Sanborn 1912).**

**0 100 200 300 400 500 FEET**



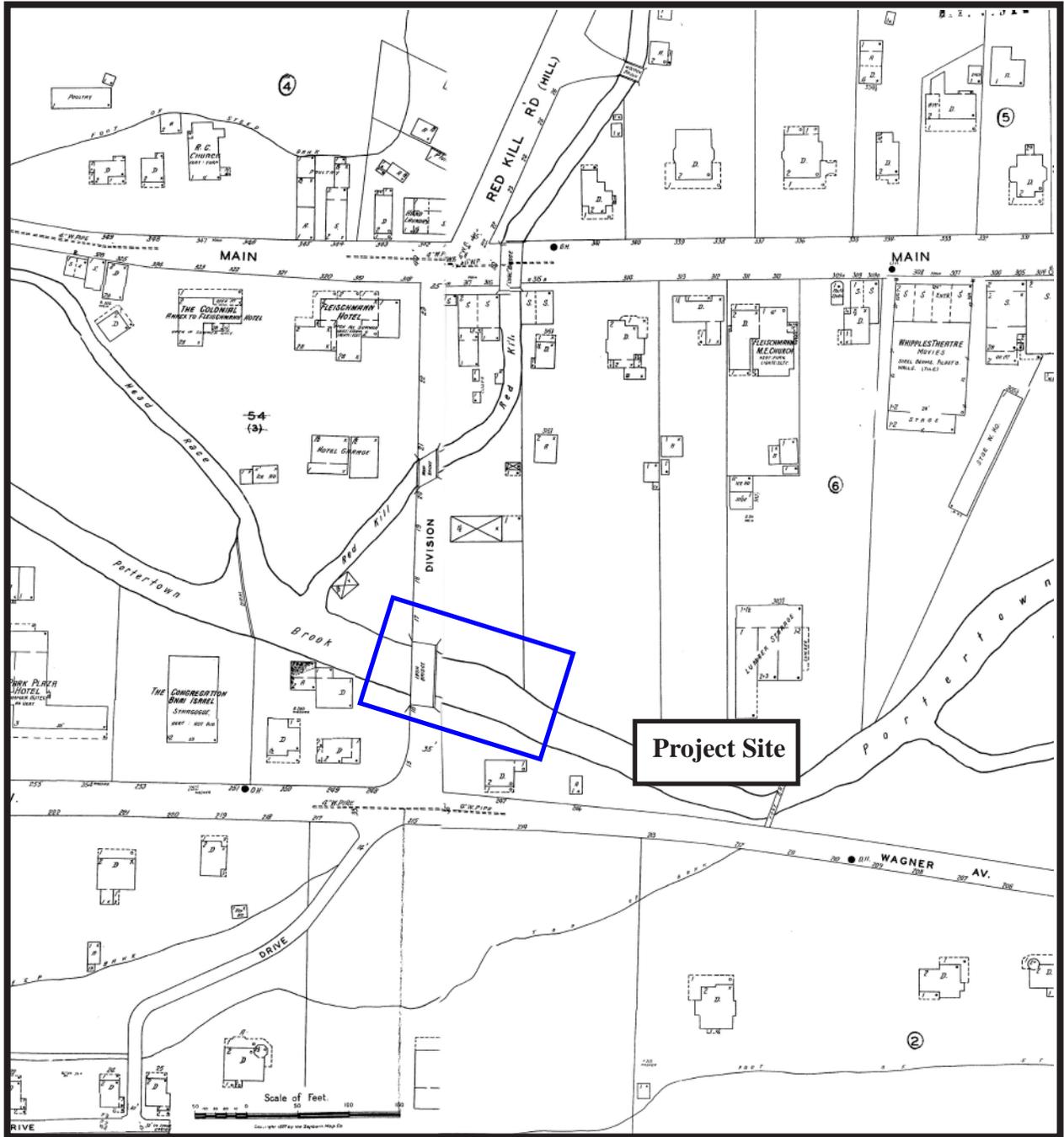
**Phase IA Archaeological Assessment**  
**Delaware County Bridge 80 Replacement**  
**Bridge Street over Bushkill**  
**Village of Fleischmanns, Town of Middletown, Delaware County, New York**



**Figure 9: Project site on *Insurance Maps of Fleischmanns, Delaware County, New York* (Sanborn 1927).**

**0 100 200 300 400 500 FEET**





**Phase IA Archaeological Assessment**  
**Delaware County Bridge 80 Replacement**  
**Bridge Street over Bushkill**  
**Village of Fleischmanns, Town of Middletown, Delaware County, New York**



**Figure 10: Project site on *Insurance Maps of Fleishmanns, Delaware County, New York* (Sanborn 1938).**

**0 100 200 300 400 500 FEET**



## **PHOTOGRAPHS**



Photograph 1: Project site, view looking north from south side of Bushkill.



Photograph 2: Project site, view looking south from north side of Bushkill.



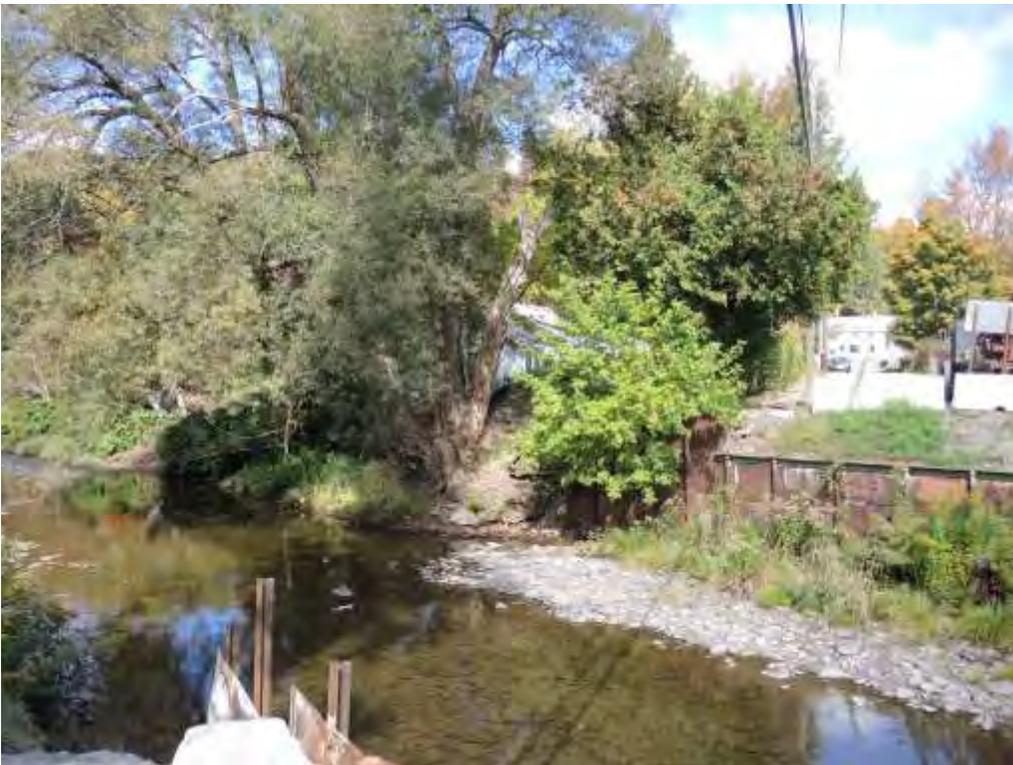
Photograph 3: Project site, view southeast looking upstream from south side of Bushkill.



Photograph 4: Project site, view northwest looking downstream from south side of Bushkill.



Photograph 5: Newly installed rip-rap on south bank of Bushkill and immediately southeast and upstream of project site. View looking southeast.



Photograph 6: Large tree on north bank of Bushkill and the northwest side of the project site. View looking northwest.



Photograph 7: Location of sewer line (in green spray paint) that runs under the Bushkill within the project site. View looking northeast.



Photograph 8: 401 Wagner Avenue residence on southeast side of project site. View looking southeast from project site on south side of Bushkill.



Photograph 9: 19 Bridge Street damaged and unoccupied residence on southwest side of project site. View looking southwest from project site on north bank of Bushkill.

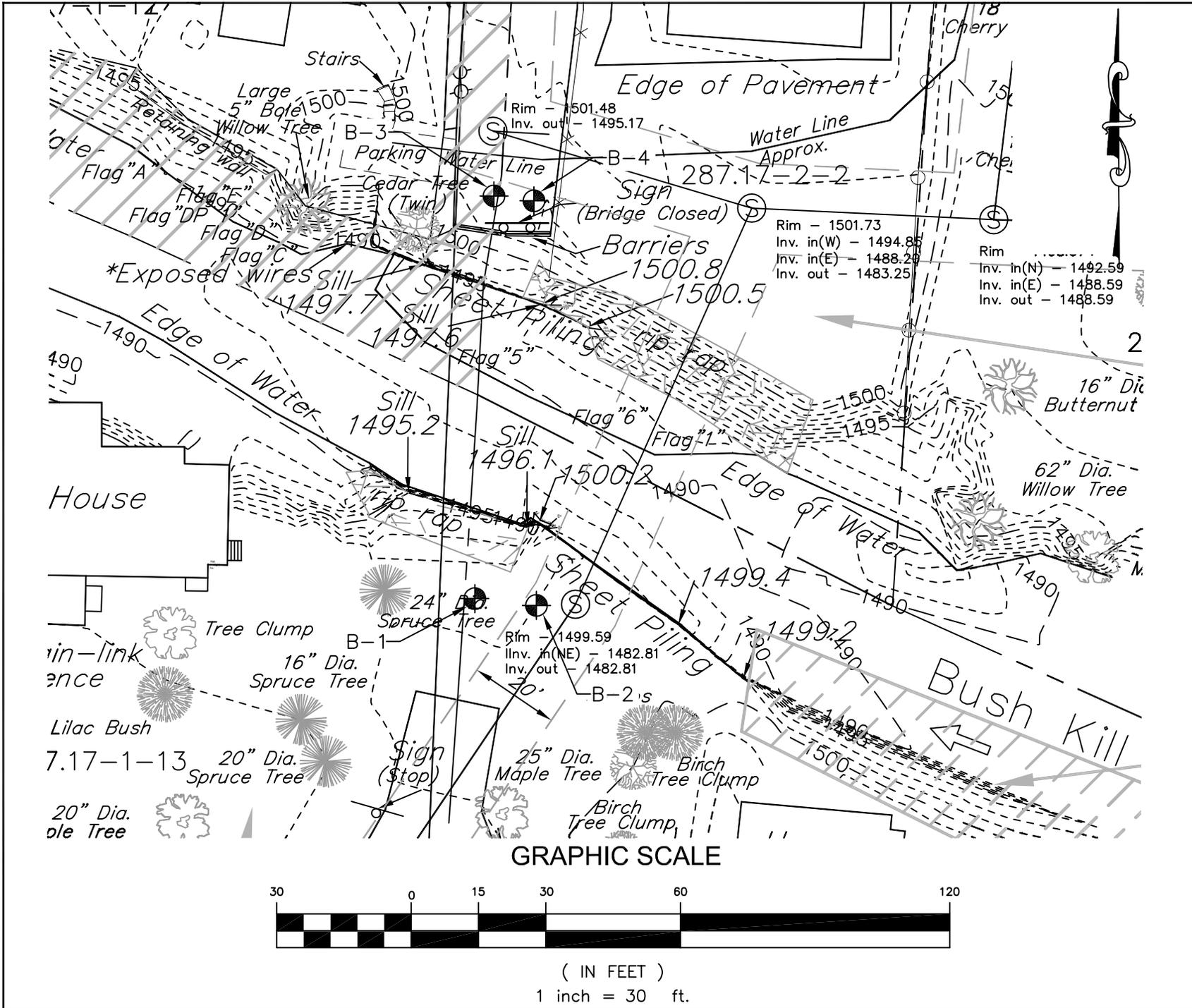


Photograph 10: 46 Bridge Street concrete block commercial building on northeast side of project site. View looking southeast from Bridge Street.



Photograph 11: 45 Bridge Street residence on northwest side of project site. View looking northwest from Bridge Street.

## APPENDIX A: SOIL BORINGS



SHEET NO. <b>1</b>	
DATE: 9/30/14	PROJECT NO. 2275.17113
BORING LOCATION PLAN	
BRIDGE 80 REPLACEMENT BRIDGE STREET VILLAGE OF FLEISCHMANN'S DELAWARE COUNTY, NEW YORK	
<small>           KEYSTONE ASSOCIATES            88 Exchange Street            Binghamton, New York 13901            Phone: 607.722.1100            Fax: 607.722.2515            Email: info@keystone.com            www.keystone.com            © 2014 Keystone Associates            Architects, Engineers            and Surveyors, LLC         </small>	



## SUBSURFACE LOG

Boring No.: B-1  
 Project No.: 2257.17113  
 Date Started: 9/23/14  
 Date Completed: 9/24/14  
 Sheet 1 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample No	Blows on Soil Sampler				N	Recovery	MATERIAL DESCRIPTION	REMARKS
		0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
5	1	20	10	14	16	24	12"	Topsoil - 6" Fill: Gray SAND and GRAVEL, little silt (damp)	Augers @ 15.0' Water @ 10.4'
								(Damp - Firm) +/- 5.0'	
10	2	10	9	11	15	20	16"	Brown SAND & GRAVEL, trace silt (moist)	
15	3	16	10	9	19	19	16"	~ grades Reddish Brown, little silt	
20	4	7	19	23	24	42	19"	~ grades wet	
25	5	20	20	28	50	48	18"	~ grades little to Some Silt	
30	6	34	38	39	50/2	77	19"	~ grades SILT, SAND & GRAVEL	
35	7	16	20	29	37	49	18"		

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Roller Bit, NX Core



## SUBSURFACE LOG

Boring No.: B-1  
 Project No.: 2257.17113  
 Date Started: 9/23/14  
 Date Completed: 9/24/14  
 Sheet 2 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample No	Blows on Soil Sampler				N	Recovery	MATERIAL DESCRIPTION	REMARKS
		0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
35	8	28	50	50/0		15"	(Moist to Wet - Firm to Very Compact) 36.0'	Auger refusal @ 36.0'	
	1						Gray SANDSTONE, sound, bedded, medium hard	Rollerbit to 36.0' Run # 1: 36.0' - 41.0' REC: 100% RQD: 53.2%	
40									
	2							Run # 2: 41.0' - 46.0' REC: 81.7% RQD: 67.2%	
45							 Gray SHALE, weathered, thin bedded, medium hard 43.6'	Bottom of hole @ 45.1'	
							GRAY CONGLOMERATE SANDSTONE, medium hard, sound, bedded	9/24/14 Augers @ 36.0', Water @ 10.0'	
							Boring Terminated @ 46.0'	Augers out, Water @ 8.2' Cave in @ 23.8'	
50									
55									
60									
65									
70									

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Roller bit, NX Core



## SUBSURFACE LOG

Boring No.: B-2  
 Project No.: 2257.17113  
 Date Started: 9/22/14  
 Date Completed: 9/23/14  
 Sheet 1 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample	Sample No	Blows on Soil Sampler				N	Recovery	MATERIAL DESCRIPTION	REMARKS
			0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
5	1	1	1	2	3	5	5	10"	Asphalt - 2"	
			Brown SAND & GRAVEL, little silt & roots (moist)							
10	2	7	7	6	5	13	12"			
15	3	7	9	5	10	14	11"		~ grades Reddish Brown (wet)	
20	4	14	16	17	20	33	12"		~ grades moist	Augers @ 15.0' Water @ 10.7'
25	5	21	34	38	35	72	24"		~ grades moist to wet	
30	6	15	24	33	29	57	15"		~ grades wet	
35	7	15	43	15	19	58	18"		~ grades SILT, SAND & GRAVEL (wet)	

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Roller Bit, NX Core



## SUBSURFACE LOG

Boring No.: B-2  
 Project No.: 2257.17113  
 Date Started: 9/22/14  
 Date Completed: 9/23/14  
 Sheet 2 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample No	Blows on Soil Sampler				N	Recovery	Material Description	Remarks
		0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
35	8	10	39	50/1		15"	~ grades layered SILT, SAND & GRAVEL  (Moist to Wet - Loose to Very Compact) 36.1'	Auger refusal @ 36.1' Rollerbit: 36.1' - 37.0' Run # 1: 37.0' - 42.0' REC: 100% RQD: 46.8% 9/23/2014 Augers @ 36.1', Water @ 10.4' Run # 2: 42.0' - 47.0' REC: 100% RQD: 74.3% Augers out, Water @ 8.7' Cave in @ 24.1' Drillers noticed faint petroleum smell while taking out augers.	
40	1						Gray SANDSTONE, sound, medium hard, bedded		
45	2						Gray SHALE, weathered, medium hard, bedded 44.5'		
							Gray conglomerate SANDSTONE, sound, medium hard, bedded 43.8'		
50							Boring Terminated @ 47.0'		
55									
60									
65									
70									

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Roller Bit, NX Core



## SUBSURFACE LOG

Boring No.: B-3  
 Project No.: 2257.17113  
 Date Started: 9/29/14  
 Date Completed: 9/29/14  
 Sheet 1 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample No	Blows on Soil Sampler				N	Recovery	MATERIAL DESCRIPTION	REMARKS
		0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
5	1	15	9	6	13	15	17"	Asphalt - 1"	Augers @ 15.0', Water @ 11.3'
								Fill: Brown SILT and SAND, little gravel (damp)	
10	2	2	16	27	24	43	19"	~ grades moist (Damp to Moist - Firm to Compact) 6.3'	
								Brown SAND & GRAVEL, trace silt (damp)	
15	3	12	22	18	10	40	15"		
20	4	15	16	18	27	34	16"	~ grades Reddish Brown, little silt (wet)	
25	5	35	44	47	42	91	17"	~ grades Some Silt	
30	6	64	50/3				8"	~ grades rock fragments, little silt  (Dry to Wet - Compact to Very Compact) 28.0'	
								Brown SAND, little silt and gravel	
35	7	27	33	26	25	59	12"		
								(Wet - Very Compact) 35.0'	

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Rollerbit, NX Core



## SUBSURFACE LOG

Boring No.: B-3  
 Project No.: 2257.17113  
 Date Started: 9/29/14  
 Date Completed: 9/29/14  
 Sheet 2 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample No	Blows on Soil Sampler				N	Recovery	MATERIAL DESCRIPTION	REMARKS
		0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
35	8	43	50/4			8"	Reddish Brown SILT, SAND & GRAVEL (wet)		
40							(Wet - Very Compact) 39.7'	Auger refusal @ 39.7' Rollerbit to 40.0'	
45	1						Gray SANDSTONE, sound, thin bedded to bedded, hard	Run # 1: 40.0' - 45.0' REC: 100% RQD: 42.8%	
50	2						Gray Conglomerate SANDSTONE & SHALE, medium hard, thin bedded to bedded, sound 47.2'	Run # 2: 45.0' - 50.0' REC: 100% RQD: 25.5%	
55							Reddish Brown SHALE, medium hard, thin bedded, slightly weathered	Augers @ 39.7', Water @ 11.5' Augers out, Water @ 7.6'	
60							Boring Terminated @ 50.0'	Cave In @ 21.4'	
65									
70									

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Rollerbit, NX Core



## SUBSURFACE LOG

Boring No.: B-4  
 Project No.: 2257.17113  
 Date Started: 9/24/14  
 Date Completed: 9/24/14  
 Sheet 1 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample No	Blows on Soil Sampler				N	Recovery	MATERIAL DESCRIPTION	REMARKS
		0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
5	1	5	3	2	4	5	18"	Asphalt - 1"	
								Fill: Brown SILT and SAND, trace gravel (damp)	
10	2	4	5	14	12	19	17"	~ grades moist (Damp to Moist - Loose to Firm) 6.0'	
								BROWN SAND & GRAVEL, trace silt (damp)	
15	3	11	11	10	18	21	15"	~ grades Reddish Brown, little silt (wet)	
20	4	10	14	18	29	32	20"	~ grades Some Silt	
25	5	50	60/4				11"	~ grades w/ rock fragments	
30	6	28	52	53	48	105	18"	~ grades GRAVEL & SAND, little silt (Damp to Wet - Firm to Very Compact) 28.0'	
								Brown medium SAND (wet)	
35	7	8	16	30	28	46	22"	(Wet to Compact) 31.0'	
								Brown SAND & GRAVEL, little silt	

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Roller bit, NX Core



## SUBSURFACE LOG

Boring No.: B-4  
 Project No.: 2257.17113  
 Date Started: 9/24/14  
 Date Completed: 9/24/14  
 Sheet 2 of 2

Project: Bridge 80 Replacement  
 Location: Village of Fleischmann's, Delaware County, NY

Surface Elevation:  
 Top of Well Elevation: NA

Depth	Sample No	Blows on Soil Sampler				N	Recovery	MATERIAL DESCRIPTION	REMARKS
		0.0-0.5'	0.5-1.0'	1.0-1.5'	1.5-2.0'				
35	8	75	56	29	28	85	17"	~ grades cobble (Wet - Very Compact) 36.4' Reddish BROWN SILT, SAND & GRAVEL	
40								(Moist - Very Compact) 39.6'	Auger Refusal @ 39.6'
45	1							Gray SANDSTONE, medium hard, weathered to sound, thinly bedded to bedded ~ grades Brownish Gray 42.3' - 43.8'	Rollerbit to 40.0' Run # 1: 40.0' - 45.0' REC: 100% RQD: 51%
								45.3'	Run # 2: 45.0' - 50.0'
	2							Gray Conglomerate SANDSTONE & SHALE, medium hard, thin bedded to bedded, weathered 46.7'	REC: 100% RQD: 15.8%
50								Reddish Brown SHALE, medium hard, thin bedded, weathered	Augers out, Water @ 7.0' Cave in @ 28.5'
								Boring Terminated @ 50.0'	
55									
60									
65									
70									

Sampling Method: ASTM D-1586, unless otherwise noted. Visually Classified by: Geotechnical Engineer  
 Notes: 4-1/4" Hollow Stem Augers, 3 7/8" Roller bit, NX Core

## APPENDIX B: PIL RESPONSES



## New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation  
Peebles Island, PO Box 189, Waterford, New York 12188-0189  
518-237-8643  
www.nysparks.com

**Andrew M. Cuomo**  
Governor

**Rose Harvey**  
Commissioner

January 29, 2015

Daniel Sanford  
Delaware County DPW  
PO Box 311  
Delhi, NY 13753

Re: Delaware County DPW, FEMA, DHSES  
Bridge 80 Replacement  
Bridge St over Bushkill/ Delaware County  
4020-DR-NY/ 15PR00066

Dear Mr. Sanford:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based on this review, the SHPO has determined that the proposed undertaking will have No Adverse Effect to Historic Properties in or eligible for inclusion in the State or National Register of Historic Places, with the condition that a Phase IA Archaeological investigation is conducted. We request a new attachment, photo, or survey for this project. Please refer to the previous SHPO review for this project (12PR03392).

If further correspondence is required regarding this project, please refer to the SHPO Project Review (PR) number noted above. If I can be of further assistance, please contact me at (518) 268-2187.

Sincerely,

Larry K Moss  
Historic Preservation Technical Specialist

CC: Donna Bolognino, FEMA  
Rick Lord, DHSES



The Delaware Nation  
Cultural Preservation Office  
P.O. Box 825 - 31064 State Highway 281- Anadarko, OK 73005  
Phone: 405/247-2448 – Fax: 405/247-8905

NAGPRA ext. 1403  
Section 106 ext. 1181  
Museum ext. 1181  
Library ext. 1196  
Clerk ext. 1182

---

January 21, 2015

RE: Delaware County Bridge 80 Replacement, Bridge Street over Bushkill, Village of Fleischmanns, Town of Middletown, Delaware County, NY

Mr. Sanford,

The Delaware Nation Cultural Preservation Department received correspondence regarding the above referenced project. Our office is committed to protecting sites important to tribal heritage, culture and religion. Furthermore, the tribe is particularly concerned with archaeological sites that may contain human burials or remains, and associated funerary objects.

As described in your correspondence and upon research of our database(s) and files, we find that the Lenape people occupied this area either prehistorically or historically. However, the location of the project does not endanger cultural or religious sites of interest to the Delaware Nation. Please continue with the project as planned. However, should this project inadvertently uncover an archaeological site or object(s), we request that you halt all construction and ground disturbance activities and immediately contact the appropriate state agencies, as well as our office (within 24 hours).

Please Note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Cultural Preservation Office to conduct proper Section 106 consultation. Should you have any questions regarding this email or future consultation feel free to contact our offices at 405-247-2448 or by email [nalligood@delawarenation.com](mailto:nalligood@delawarenation.com).

Sincerely,

Nekole Alligood  
Director

## Survey Form

\_\_\_\_\_ I am aware of the following archaeological resources within the vicinity of the proposed project:

\_\_\_\_\_ I recommend that you consult the following archaeological resources (i.e., primary or secondary source documents):

\_\_\_\_\_ The following individual(s) and/or organizations(s) have relevant knowledge or documents which may be useful in evaluating the project area's history:

X

I would like to be kept informed of future opportunities for public input into this project's Section 106 review process: Please send Phase 1A when completed for review.

Name:

Bonney Hartley,

Stockbridge-Munsee  
Tribal Historic  
Preservation  
Assistant

Address:

PO BOX 718

TROY, NY 12187

Phone:

518-326-8870

## Survey Form

\_\_\_\_\_ I am aware of the following archaeological resources within the vicinity of the proposed project: None

\_\_\_\_\_ I recommend that you consult the following archaeological resources (i.e., primary or secondary source documents): None

\_\_\_\_\_ The following individual(s) and/or organizations(s) have relevant knowledge or documents which may be useful in evaluating the project area's history: None

I would like to be kept informed of future opportunities for public input into this project's Section 106 review process: Yes

Name: Todd Pascarella, Mayor  
Address: Village of Fleischmanns  
PO Box 339  
Fleischmanns, NY 12430  
Phone: 845-750-0502



**FEMA**

March 6, 2015

John Bonafide, Director, Bureau of Technical Preservation Services  
NYS Office of Parks, Recreation and Historic Preservation  
Division for Historic Preservation  
Peebles Island Resource Center  
PO Box 189  
Waterford, NY 12188

cc: Larry Moss, Historic Preservation Technical Specialist (electronic submittal only)

Re: **Section 106 Consultation for Federal Emergency Management Agency**  
**Project #:** PA-02-NY-4020-07990; 12PR03392  
**Subgrantee:** Delaware County Department of Public Works  
**Undertaking:** Bridge 80 Replacement Project  
**Location:** Bridge Street over the Bushkill, Village of Fleischmanns, Delaware County,  
NY; GPS: 42.15552, -74.53234  
**Determination:** No Effects to Historic Properties

Dear Mr. Bonafide,

Enclosed for your review and concurrence please find the Phase 1A Archaeological Sensitivity Assessment prepared by Historical Perspectives, Inc. for the above mentioned project. The Federal Emergency Management Agency (FEMA) previously consulted with you on this project in a letter dated August 7, 2012 (12PR03392). FEMA agrees with the conclusions of the report and finds that the project will have No Effects to Historic Properties. No further studies are recommended at this time.

Please note that the scope of work has changed since the 2012 consultation and is reflected in the Phase 1A report. The project originally involved the replacement of the structure with a vehicular and pedestrian bridge that would have a larger span in order to comply with codes and standards. The Subgrantee subsequently evaluated alternatives to replacing the bridge, and now proposes to construct a pedestrian-only bridge along the same alignment. The new bridge will remain within the existing right of way; however, additional grading is needed along the stream. The Area of Potential Effects (APE) has been revised slightly due to this change in scope, and is detailed in the attached report.

Revised Scope of Work

The proposed superstructure will consist of a pre-fabricated steel pony truss with a span of 86 feet and a clear width of 10 feet. The substructure will consist of concrete cantilever abutments supported on steel H-piles. Approach ramps will be constructed to match the deck elevation of the proposed bridge, and will consist of embankment fill with a 10-foot wide asphalt paved trail. The ramps will extend approximately 30 feet on the north and 60 feet on the south. Additional approach work may include safety measures to restrict access along Bridge Street to pedestrians only, such as bollards, narrowing of pavement, plantings, etc. On the north approach, the roadway will be converted to a “no outlet” street using measures such as a turnaround with signage and possible relocation of a driveway.

In order to provide the required waterway opening, the floodplain will be graded to remove manmade encroachments to the stream and floodplain that have been made over the years. Grading will extend approximately 200 feet upstream and 80 feet downstream of the existing centerline roadway. See attached drawings. The existing sheet pile and plate/rail abutments and wingwalls will be removed, and the existing sanitary sewer manhole on the south side of the creek will be shifted approximately 18 feet to the south along the existing line. A heavy stone retaining wall will be constructed to tie between the existing retaining wall and the proposed wingwall at the upstream right quadrant.

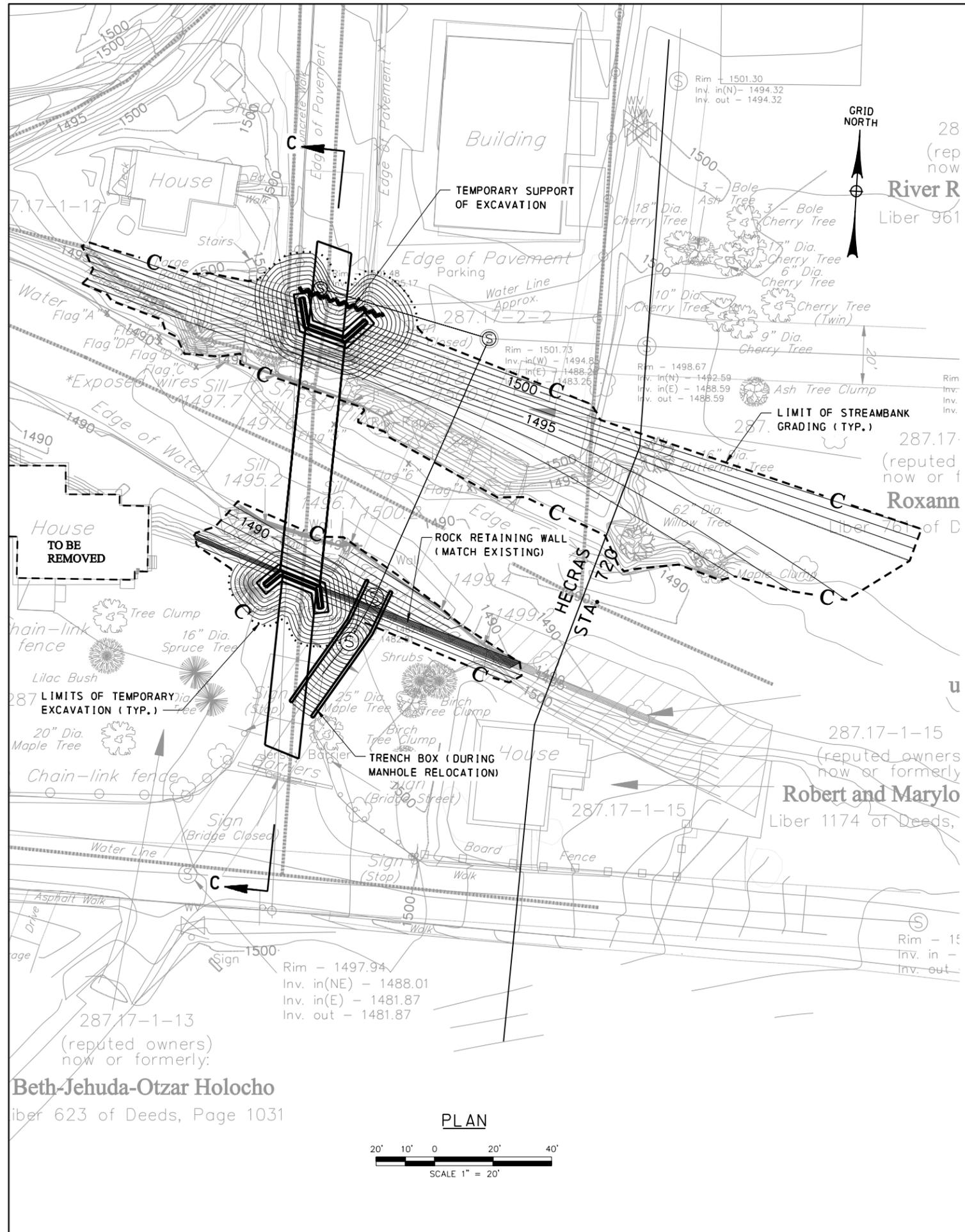
FEMA is submitting this Undertaking to you for your review and comment, and requests your comments and/or concurrence within 30 days. Should you have any questions or need additional information regarding this undertaking, please contact me at 518-859-9010 or via email at [Shauna.Haas1@fema.dhs.gov](mailto:Shauna.Haas1@fema.dhs.gov). Please note that FEMA is also forwarding the Phase 1A Archaeological Assessment to the Delaware Nation, Delaware Tribe of Indians, Saint Regis Mohawk Tribe, and the Stockbridge-Munsee Community Band of Mohicans for review and comment.

Sincerely,

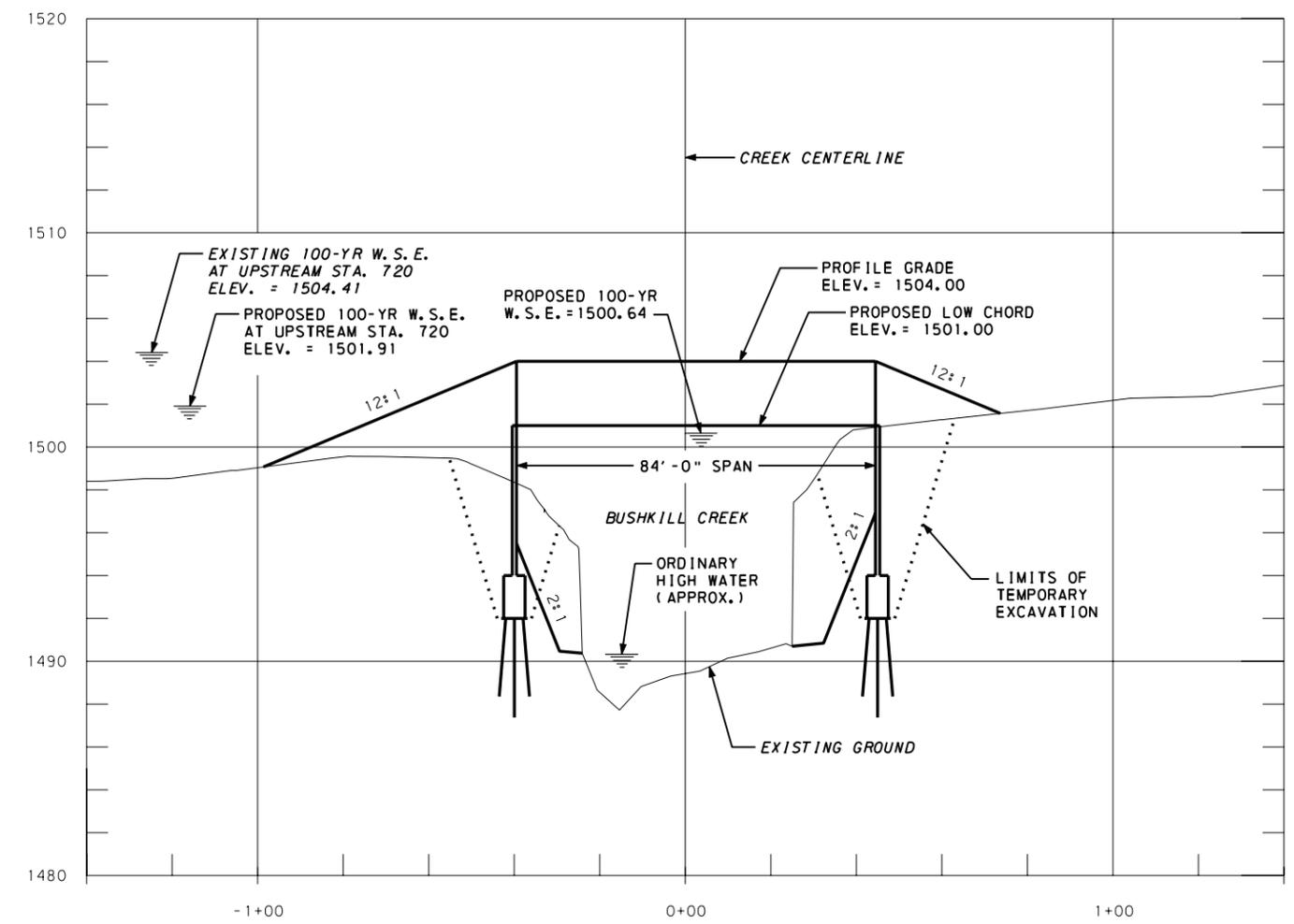
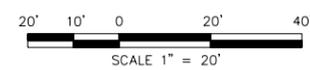


Shauna J. Haas  
Historic Preservation Specialist

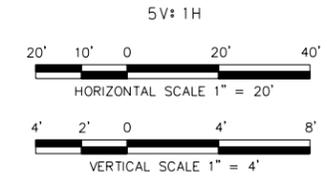
Enclosures: *Project Plans*  
*Phase 1A Archaeological Assessment*



PLAN



PROFILE C-C



**HYDRAULIC DATA**

DRAINAGE AREA: 29.4 SQUARE MILES  
 100-YEAR FLOOD:  
 MAGNITUDE: 9,365 C.F.S.  
 WATER SUR. ELEV.: 1500.10 FT. EXISTING (NO BRIDGE)  
 WATER SUR. ELEV.: 1500.64 FT. PROPOSED AT BRIDGE  
 VELOCITY: 15.96 FT./SEC. EXISTING  
 VELOCITY: 11.74 FT./SEC. PROPOSED

DGN	MDH
CHK	TPL
DWG	MDH
CHK	-



PEDESTRIAN BRIDGE BR-80 FLEISCHMANN'S, NY  
 BRIDGE STREET BRIDGE REPLACEMENT  
 ALTERNATIVE C

DGN	VAL SEC	MAP	MILEPOST
CHK	FILE	DATE	2/4/2014
SHEET NUMBER	DRAWING NUMBER		0

DATE: 2/12/2014

FILE: Plan Alternative C.dgn

**Beth-Jehuda-Otzar Holocho**  
 Liber 623 of Deeds, Page 1031

GRID NORTH  
 28  
 (rep now)  
 River R  
 Liber 961

Roxann  
 Liber 761 of D

Robert and Marylo  
 Liber 1174 of Deeds,

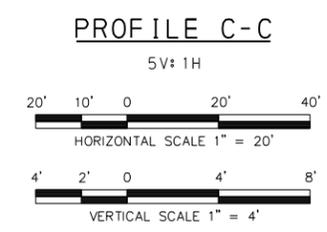
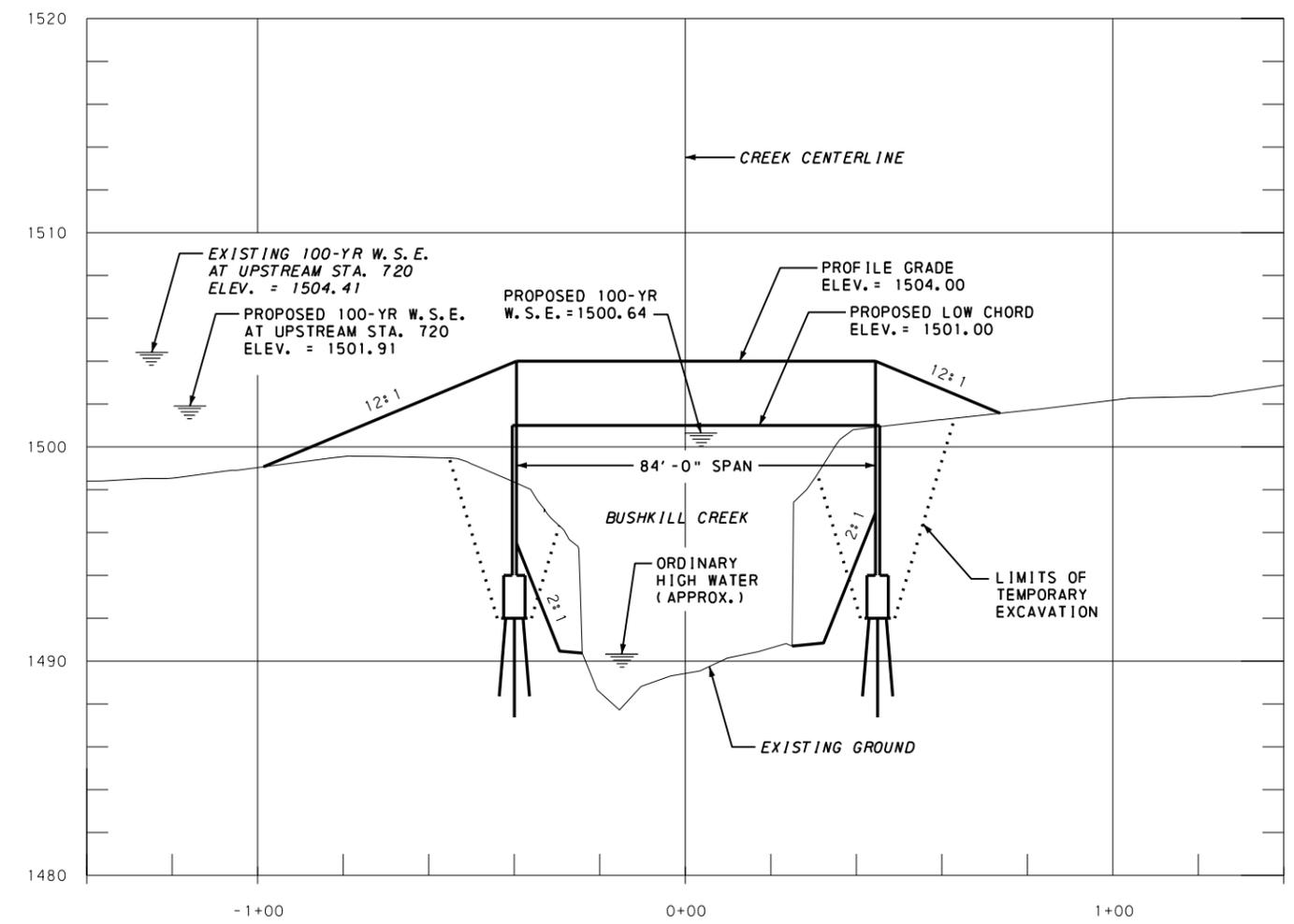
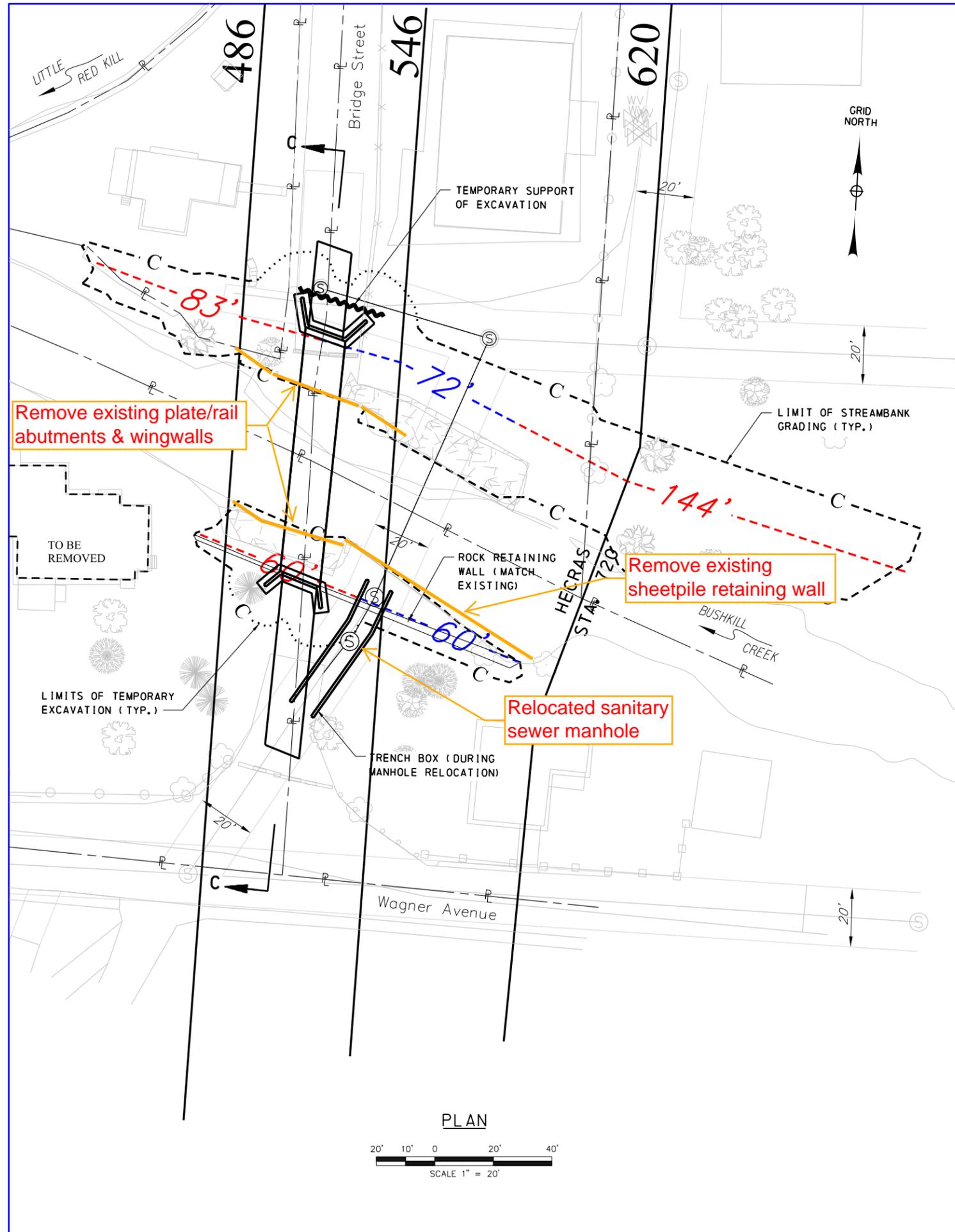
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 Inv. out - 1494.32

Rim - 1501.73  
 Inv. in(W) - 1494.85  
 Inv. in(E) - 1488.25  
 Inv. out - 1483.26

Rim - 1498.67  
 Inv. in(N) - 1492.59  
 Inv. in(E) - 1488.59  
 Inv. out - 1488.59

Rim - 1500.00  
 Inv. in -  
 Inv. out -



**HYDRAULIC DATA**

DRAINAGE AREA: 29.4 SQUARE MILES  
 100-YEAR FLOOD:  
 MAGNITUDE: 9,365 C.F.S.  
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 WATER SUR. ELEV.: 1500.64 FT. PROPOSED AT BRIDGE  
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DGN	MDH
CHK	TPL
DWG	MDH
CHK	-



PEDESTRIAN BRIDGE BR-80 FLEISCHMANN'S, NY  
 BRIDGE STREET BRIDGE REPLACEMENT  
 ALTERNATIVE C

DGN	VAL SEC	MAP	MILEPOST
CHK	FILE	DATE	2/4/2014
SHEET NUMBER	3	DRAWING NUMBER	0



# Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO  
Governor

ROSE HARVEY  
Commissioner

March 31, 2015

Ms. Donna Bolognino  
FEMA  
11 A Clinton Avenue, Suite 742  
Albany, NY 12207

Re: FEMA  
Bridge St over Bushkill  
15PR00066  
See 12PR03392

Dear Ms. Bolognino:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, the New York SHPO has determined that no historic properties will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Ruth L. Pierpont

Deputy Commissioner for Historic Preservation



**FEMA**

March 6, 2015

Clifford Peacock, President  
Delaware Nation  
PO Box 825  
Andarko, OK 73005

cc: Nekole Alligood, Cultural Preservation Director, Delaware Nation (electronic submittal only)

Re: **Section 106 Consultation for Federal Emergency Management Agency**  
**Project #:** PA-02-NY-4020-07990  
**Subgrantee:** Delaware County Department of Public Works  
**Undertaking:** Bridge 80 Replacement Project  
**Location:** Bridge Street over the Bushkill, Village of Fleischmanns, Delaware County,  
NY; GPS: 42.15552, -74.53234  
**Determination:** No Effects to Historic Properties

Dear Mr. Peacock,

The Public Assistance Program of the Department of Homeland Security-Federal Emergency Management Agency (FEMA) is proposing to provide grant funding to the Delaware County Department of Public Works (Subgrantee) for the construction of a pedestrian bridge to replace a destroyed vehicular and pedestrian bridge carrying Bridge Street over the Bushkill (Bridge 80) in the Village of Fleischmanns, Delaware County, New York. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), and its implementing regulation, 36 Code of Federal Regulations (CFR) Part 800, FEMA is initiating consultation for the proposed undertaking. FEMA understands that the Subgrantee has previously contacted the Delaware Nation directly regarding this project without our involvement or approval, and it is our intent to initiate formal consultation with the Nation and provide additional information.

Description of Undertaking

Bridge 80 sustained damage from flooding associated with Hurricane Irene, which impacted the Village of Fleischmanns during the incident period of August 26, 2011 to September 5, 2011. Both abutments were washed out and the superstructure dropped into the stream. The project originally involved the replacement of the structure with a vehicular and pedestrian bridge that would have a larger span in order to comply with codes and standards. The Subgrantee subsequently evaluated alternatives to replacing the bridge, and now proposes to construct a pedestrian-only bridge along the same alignment.

The Subgrantee proposes to construct a new pedestrian-only bridge to replace the original vehicular bridge that was destroyed. The bridge and approaches will remain within the existing right of way, although additional grading is needed along the stream. The proposed superstructure will consist of a pre-fabricated steel pony truss with a span of 86 feet and a clear width of 10 feet. The substructure will consist of concrete cantilever abutments supported on steel H-piles. Approach ramps will be constructed to match the deck elevation of the proposed bridge, and will consist of embankment fill with a 10-foot wide asphalt paved trail. The ramps will extend approximately 30 feet on the north and 60 feet on the south. Additional approach work may include safety measures to restrict access along Bridge Street to pedestrians only, such as bollards, narrowing of pavement, plantings, etc. On the north approach, the roadway will be converted to a “no outlet” street using measures such as a turnaround with signage and possible relocation of a driveway.

In order to provide the required waterway opening, the floodplain will be graded to remove manmade encroachments to the stream and floodplain that have been made over the years. Grading will extend approximately 200 feet upstream and 80 feet downstream of the existing centerline roadway. See attached drawings. The existing sheet pile and plate/rail abutments and wingwalls will be removed, and the existing sanitary sewer manhole on the south side of the creek will be shifted approximately 18 feet to the south along the existing line. A heavy stone retaining wall will be constructed to tie between the existing retaining wall and the proposed wingwall at the upstream right quadrant.

#### Area of Potential Effects:

The Area of Potential Effects (APE) encompasses the areas of ground disturbance along the stream bank and where the new abutments will be installed, as well as the viewshed of the new bridge structure. The archaeological APE is described more fully in the attached Phase 1A report, and is comprised of an irregularly shaped area of disturbance on either stream bank.

#### Identification and Evaluation

FEMA consulted with SHPO on the original scope of work in August of 2012 and determined that there were no aboveground historic resources within the APE. FEMA also required that a Phase 1 archaeological survey be conducted to identify any potential archeological resources before construction as a condition of a no adverse effect finding. The Subgrantee’s consultant prepared a Project Initiation Letter (Historical Perspectives, Inc. November 2014) to introduce the revised project and solicit information on the project area and sent this letter directly to SHPO, potential consulting parties, and some tribes. FEMA did not request or approve this letter, and was not consulted prior to this letter being sent out. Subsequently, a Phase 1A Archaeological Assessment has been completed and submitted to FEMA, who has approved the report and is continuing consultation with the SHPO and Tribes. The Phase 1A report is attached for your review and comment. The Phase 1A Archaeological Assessment identified that the project area is not sensitive for either pre-contact or historic period archaeological resources and there has been considerable disturbance to the project area.

#### Assessment of Effects/Findings

As discussed under identification and evaluation, there are no aboveground historic resources in the APE. Furthermore, the Phase 1A Archaeological Assessment did not identify any probability

for the presence of intact archaeological resources and recommended that no further archaeological investigations are needed. FEMA agrees with this finding and has determined that the project will result in No Effects to Historic Properties.

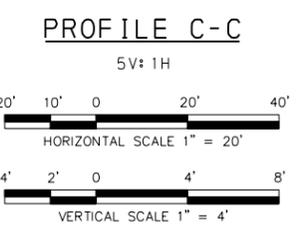
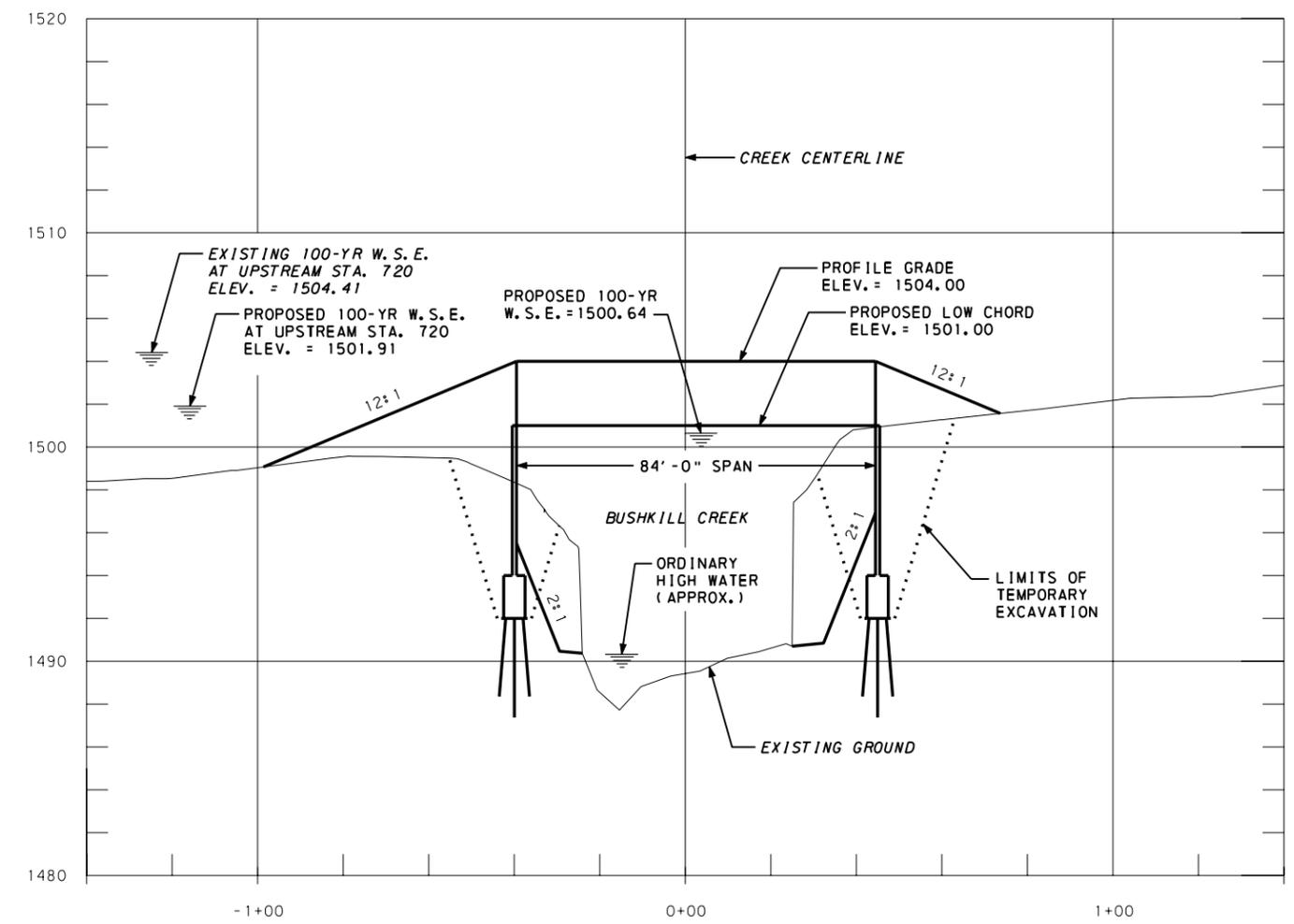
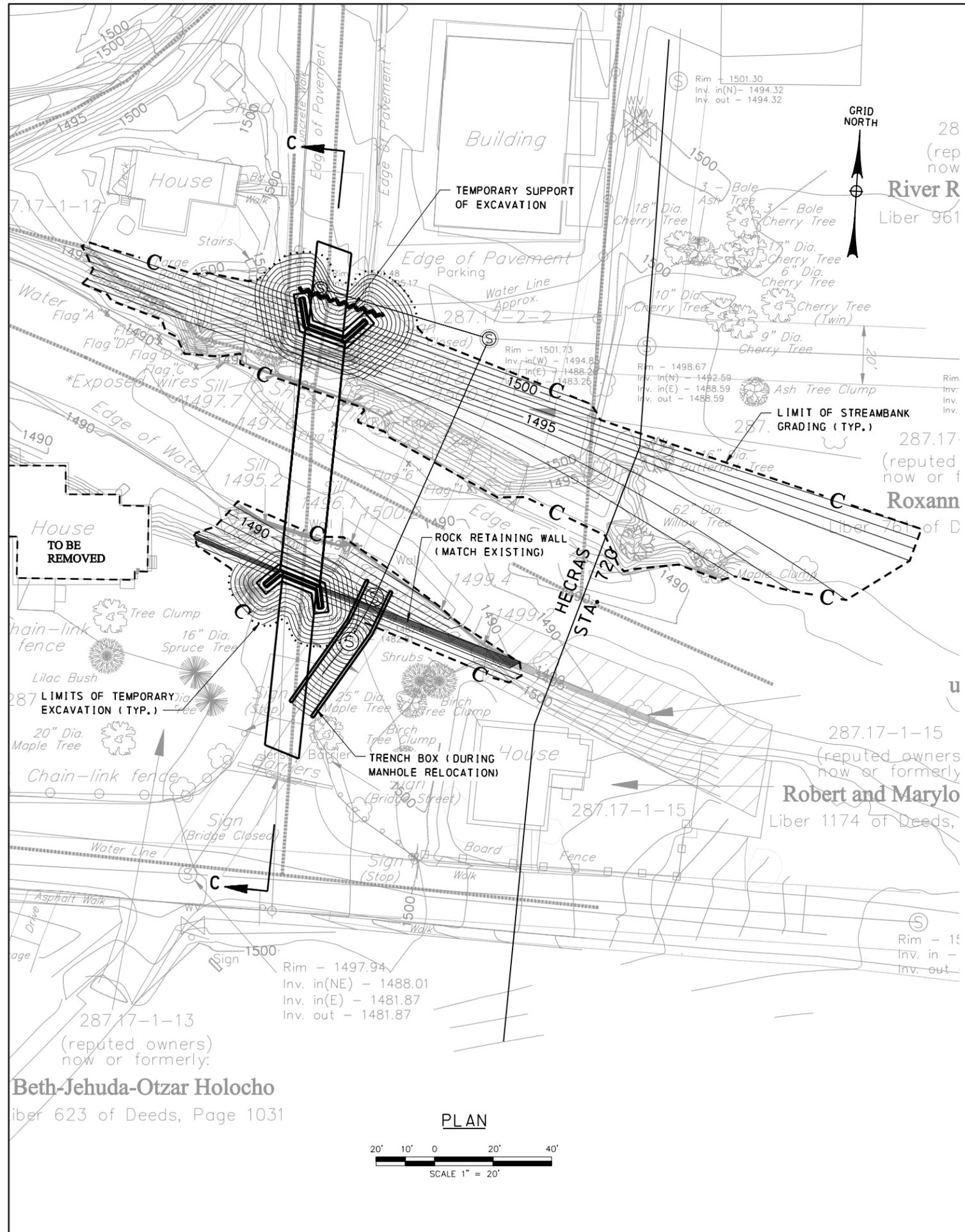
FEMA is submitting this Undertaking to you for your review and comment, and requests your comments and/or concurrence within 30 days. Should you have any questions or need additional information regarding this undertaking, please contact me at 518-859-9010 or via email at [Shauna.Haas1@fema.dhs.gov](mailto:Shauna.Haas1@fema.dhs.gov). If practicable, I would appreciate an electronic copy of the concurrence letter be emailed to my attention to expedite the grant review process.

Sincerely,

A handwritten signature in black ink that reads "Shauna J. Haas". The signature is written in a cursive style with a large initial 'S' and 'H'.

Shauna J. Haas  
Historic Preservation Specialist

Enclosures:     *Project Plans*  
                  *Phase IA Archaeological Assessment*



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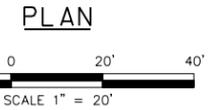
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 BRIDGE STREET BRIDGE REPLACEMENT  
 ALTERNATIVE C**

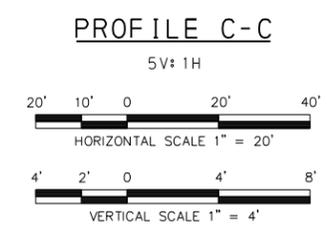
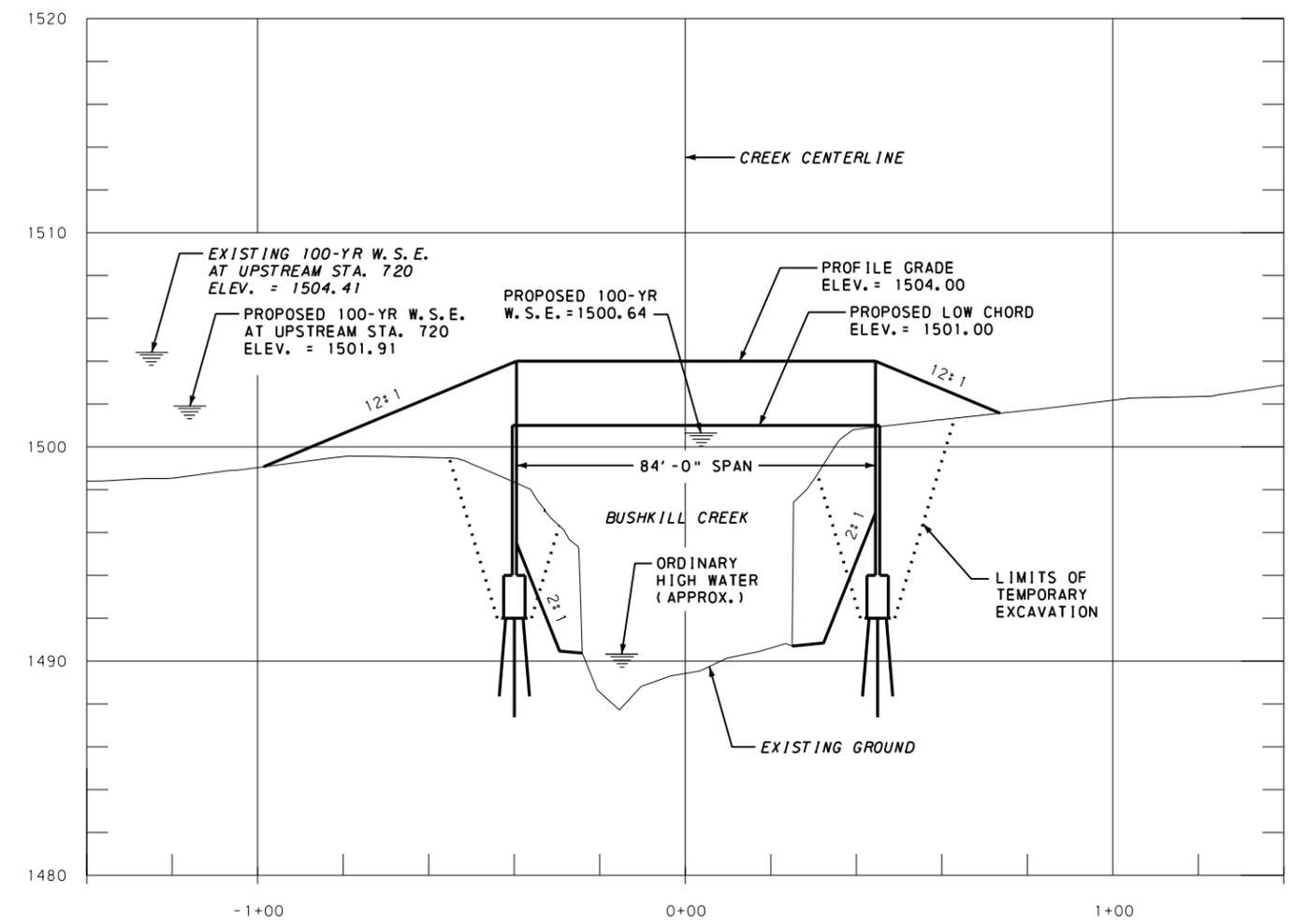
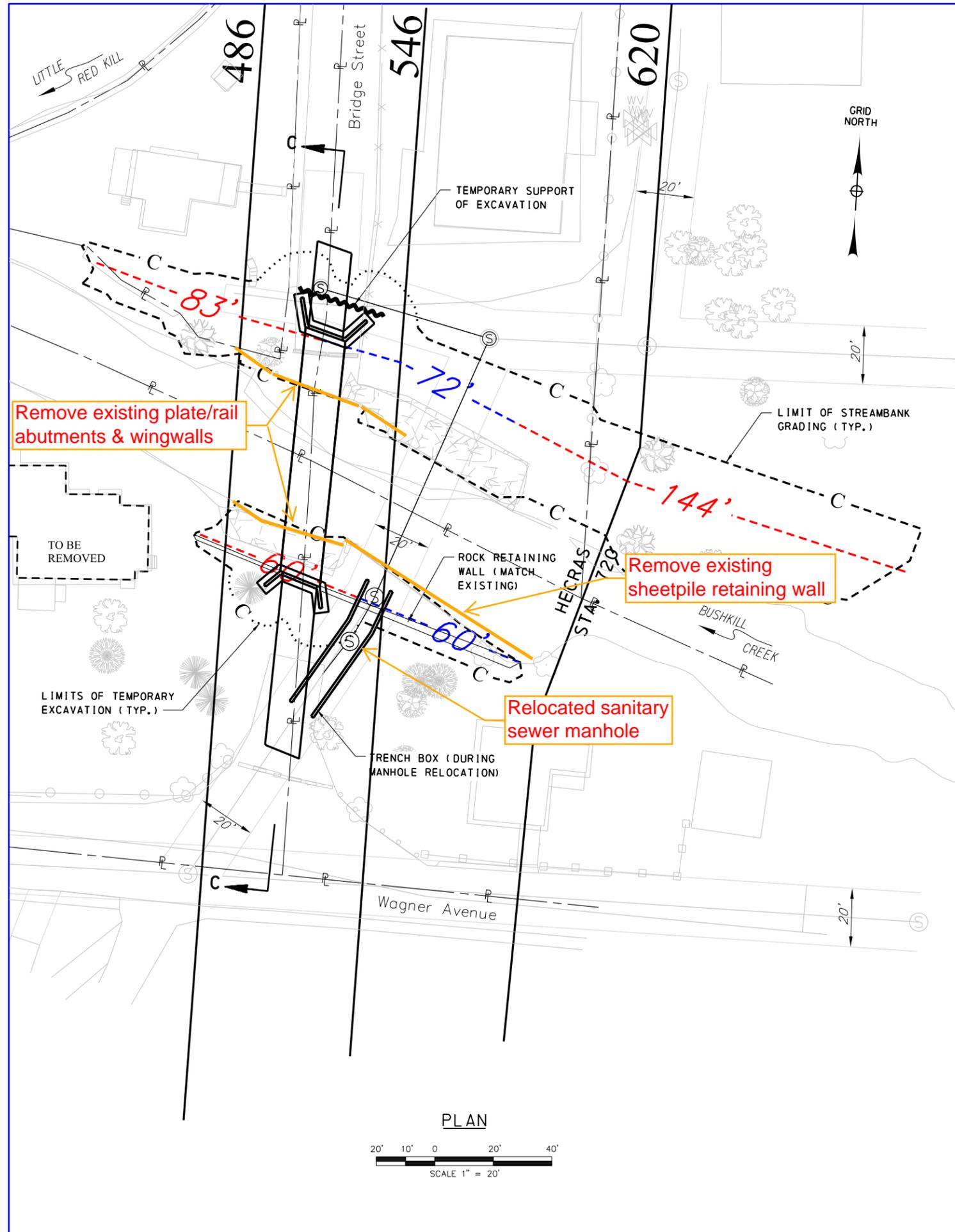
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CHK	FILE	DATE	2/4/2014
SHEET NUMBER	DRAWING NUMBER		0

DATE: 2/12/2014

FILE: Plan Alternative C.dgn

**Beth-Jehuda-Otzar Holocho**  
 Liber 623 of Deeds, Page 1031





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CHK	FILE	DATE	2/4/2014
SHEET NUMBER	3	DRAWING NUMBER	0

## Haas, Shauna

---

**From:** Nekole Alligood <NAlligood@delawarenation.com>  
**Sent:** Wednesday, May 13, 2015 3:53 PM  
**To:** Haas, Shauna  
**Cc:** Corey Smith  
**Subject:** Project # PA-02-NY-4020-07990; Bridge 80 replacement project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Shauna, I apologize for missing the 30 day review period and getting back to you so late. I have reviewed the project and have no concerns and the project may proceed as planned. There is, of course, the caveat that should anything prehistoric or historic be encountered during construction that all work cease and the proper state entities and tribes be notified.

Thank you, and again, apologies for replying so late.

*Nekole Alligood  
Director of Cultural Preservation  
Delaware Nation  
31064 HWY 281  
PO Box 281  
Anadarko, OK 73005  
Phone: 405-247-2448  
Fax: 405-247-8905*



Delaware Tribe Historic Preservation Representatives  
Department of Anthropology  
Gladfelter Hall  
Temple University  
1115 W. Polett Walk  
Philadelphia, PA 19122  
[temple@delawaretribe.org](mailto:temple@delawaretribe.org)

March 18, 2015

Department of Homeland Security, FEMA  
Attn: Shauna J. Haas  
NWS Earle, Bldg. C-54  
201 Route 34 South  
Colts Neck, NJ 07722

Re: FEMA DR 4020 PW 7990 Bridge 80, Fleischmanns, Delaware County, NY

Dear Shauna J. Haas,

Thank you for notifying the Delaware Tribe of the plans for the above referenced project. Our review indicates that there are no religious or culturally significant sites within the selected project area and we have no objection to the proposed project. We defer further comment to your office.

We ask that if any archaeological remains (artifacts, subsurface features, etc.) are discovered during the construction process that construction be halted until an archaeologist can view and assess the finds. Furthermore, we ask that if any human remains are accidentally unearthed during the course of the project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery. If you have any questions, feel free to contact this office by phone at (609) 220-1047 or by e-mail at [temple@delawaretribe.org](mailto:temple@delawaretribe.org).

Sincerely,

A handwritten signature in cursive script that reads "Blair Fink".

Blair Fink  
Delaware Tribe Historic Preservation Representatives  
Department of Anthropology  
Gladfelter Hall  
Temple University  
1115 W. Polett Walk  
Philadelphia, PA 19122

***Stockbridge-Munsee Tribal Historic Preservation***

*Main Office  
W13447 Camp 14 Rd  
Bowler, WI 54416*

*New York Office  
P.O. Box 718  
Troy, NY 12181*

Shauna Haas  
Historic Preservation Specialist  
Department of Homeland Security FEMA  
NWS Earle, Bldg. C-54  
201 Route 34 South  
Colts Neck, NJ 07722  
*Via email only*

March 26, 2015

**RE: Comment on Section 106 consultation for Project #PA-02-NY-4020-07990  
Bridge 80 Replacement Project  
Bridge Street over the Bushkill, Village of Fleischmanns, Delaware County NY**

Dear Ms. Haas:

We are in receipt of materials for the above-referenced project received 3/06/15 sent for our Section 106 cultural resources review.

From a review of the Phase 1A survey, it appears that the area has low precontact sensitivity due to the past disturbance. Given the information provided, we have determined that we do not have significant cultural resource concerns with this project and require no further information.

However, as always, should any cultural materials inadvertently be discovered during project construction, we request that the project is stopped and that we are notified.

Thank you & Kind regards,



Bonney Hartley  
Tribal Historic Preservation Assistant- NY Office

Cc: Sherry White, Stockbridge-Munsee *via email only*