

TRANSPORTATION

Appendix J

**PHASE 1B
ARCHAEOLOGICAL RECONNAISSANCE SURVEY**

D213002

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

January 2006

PROJECT REPORT

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



**PHASE IB
ARCHEOLOGICAL RECONNAISSANCE SURVEY REPORT
OF
D213002
RECONSTRUCTION AND WIDENING OF THE
NEW YORK STATE THRUWAY BETWEEN
INTERCHANGE 23 AND INTERCHANGE 24
TOWN OF BETHLEHEM, TOWN OF GUILDERLAND, AND THE
CITY OF ALBANY
ALBANY COUNTY, NEW YORK**

HAA 3380

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MARCH 2005

MANAGEMENT SUMMARY

A. D213002

B. DOT PROJECT TYPE AND FUNDING: Funding will be provided by the New York State Thruway Authority. The project involves the reconstruction and potential widening of the NYS Thruway between Interchange 23, providing access to I-787, and Interchange 24, providing access to I-90. The roadway may be widened with one lane in each direction within the center median. Reconstruction will include the installation of new drainage culverts within the rights-of-way on both sides of the road corridor.

C. CULTURAL RESOURCE SURVEY TYPE: Phase IB Archeological Reconnaissance Survey.

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

E. SURVEY AREA:

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

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

Acreage: ± 190.5 acres (77 ha).

F. 7.5' QUADRANGLE: *NYS DOT. 7.5' Schenectady.*

G. SENSITIVITY ASSESSMENT:

Prehistoric: High

Historic: High to moderate

H. ARCHEOLOGICAL SURVEY METHODOLOGY:

Number of Shovel Tests: 392

Number of Units: None

Number of Trenches: None

Surface Survey: None

I. RESULTS OF ARCHEOLOGICAL SURVEY:

Number of prehistoric sites identified: None

Number of historic sites identified: None

Number of multicomponent sites identified: None

Number of listed/eligible or potentially eligible National Register (NR) sites that may be impacted: None

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

K. DATE: March 15, 2005.

L. SPONSOR: New York State Thruway Authority.

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3. View facing northwest of a small wooded area where Tests 97-104 were excavated with the Washington Avenue Extension bridge in the background.
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5. View facing northeast depicting the graded disturbed area adjacent to the Crossgates Mall roads and the large storm water catch basin behind the chain-link fence on the left.
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20. View facing north showing the flat area where Tests 310-320 were excavated up to the drainage that is beside the green sign. The Crossgates Mall roads are in the background.
21. View facing south showing the wooded area where tests were excavated and the Washington Avenue Extension bridge in the background. This was the beginning of the final section of the project.
22. View facing north showing the final reach of the project area to the Interchange 24 northbound exit-ramp. The right-of-way became significantly narrower in this area and contained a fiber-optic line. No tests were excavated.

PROJECT DESCRIPTION

A Phase IB archeological field reconnaissance was conducted by Hartgen Archeological Associates, Inc. (HAA, Inc.) during the week of November 22, 2004 for a six-mile (9.6 km) section of the Albany Corridor between Interchange 23 that provides access to I-787 and Interchange 24 that provides access to I-90 (Maps 1a and 1b).

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

The proposed construction project (D213002) will improve the structural and capacity needs of the mainline pavement between Interchanges 23 and 24. These improvements will potentially include expanding the width of the Thruway corridor into the median area between the southbound and northbound lanes. Expansion will establish a third lane in each direction between Interchanges 23 and 24. In addition, new drainage culverts will be installed within the rights-of-way on both sides of the road. The area of potential effect (APE) for the project includes the full width of the Thruway up to the chain-link fences on both sides of the road. No Phase IB archeological investigation was conducted within the median. All of the Phase IB work took place within the vegetated rights-of-way between the edge of pavement and the fence lines, which average 65-feet in width throughout the project area. The northern end of the project terminates at the southbound entrance-ramp and the northbound exit-ramp of Interchange 24 (Map 1a). The southern end of the project terminates at the bridge over the Normans Kill southeast of Interchange 23 (Map 1b). The entrance and exit-ramps themselves and the toll plazas are not included within the APE for this project.

The goal of the Phase IB archeological field reconnaissance was to determine the presence or absence of archeological sites within the APE. Historic research, environmental information, and data about known archeological site locations were used to develop a sensitivity assessment for the project, which is contained in the Phase IA cultural resources overview report (HAA, Inc. 2004). The sensitivity assessment was used to develop the field strategy and testing method for the archeological field reconnaissance.

FIELD STRATEGY

The Thruway corridor between Interchanges 23 and 24 passes through the Pine Bush ecosystem, an area well-known for containing evidence of past aboriginal encampments and early historic events. When the Thruway was constructed through the Pine Bush in the 1950s, cut-and-fill activity destroyed much of the sandy rolling topography. During the walkover survey, it was noted that despite the disturbance caused by construction of the Thruway, there are areas within the rights-of-way that appear to retain natural rolling and hilly topography. These potentially undisturbed areas were mostly located in the northern half of the project area.

There is less topographic relief in the southern half of the project because it crosses a flat terrace north of the Normans Kill. This portion of the project contains the largest area of disturbance along the east side of the Thruway (northbound side) between New Scotland Avenue and the bridge over the Normans Kill. This segment borders the City of Albany, which is the most thickly developed region on the periphery of the project. Several utility corridors including sanitary and storm sewers and a fiber-optic line provide service to this area and are located within the northern right-of-way. The Albany County Soil Survey shows that this area contains Udorthent soils,

which were created by man-made cut-and-fill (USDA 1983). During the walkover survey, large hill cuts were noted along the edge of the Thruway between New Scotland Avenue and the Normanskill bridge. Due to prior disturbance and existing utilities, this segment of the project was dismissed from the Phase IB investigation in the Phase IA report (HAA, Inc. 2004). The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) was in agreement with these recommendations (Appendix 1).

The portions of the project considered the most archeologically sensitive are the areas containing potentially undisturbed soils and those where the Thruway corridor passes through known archeological site locations. Most of these sites are precontact and were identified by Arthur C. Parker (ACP) in the 1920s. Mr. Parker had compiled the site locations through local informants and also supplemented information from Dr. William Beauchamp's work in the 19th century. ACP-sites cover broad areas, and the exact location is often subjective. However, the potential ACP-sites were considered sensitive and were tested during the Phase IB archeological reconnaissance. Terrain adjacent to stream crossings and wetlands was considered sensitive for evidence of precontact occupation and were tested as well.

The northern end of the project area between the Crossgates Mall roads and the exit-(northbound) and entrance-(southbound) ramps to Interchange 24 was considered highly sensitive for containing evidence of 18th-century deposits and precontact deposits. This segment of the corridor is located within the King's Highway Historic Archeological District. Because of the impassible Cohoes Falls, the King's Highway was cut through the Pine Bush to connect the cities of Albany and Schenectady. As early as the first quarter of the 18th century, there may have been a tavern site located along this road at the point known as the "Vereburg" meaning the "sandy hill." The earliest concrete evidence for the existence of such a tavern was noted in Rev. Gideon Hawley's 1753 account of his journey along the the King's Highway (Feister 1975:2). It is likely that there was more than one tavern located at the site of the Vereburg over the span of the 18th century however, exactly how many there were is unknown (Paul Huey, personal communication 2004).

Previous archeology has documented the location of at least one of the tavern sites. Prior to the construction of the Thruway, an avocational archeologist conducted excavations that found structural remains and 18th-century artifacts near Rapp Road. In 1986, the New York State Museum conducted excavations for the relocation of the Rapp Road Bridge over the Thruway and found additional evidence of the early tavern(s). Today, the archeological deposits are contained in a chain-link fence immediately adjacent to the southwest side of the Rapp Road bridge and immediately west of the southbound lane of the Thruway. This site is located \pm 1,700-feet northwest of the northern project terminus (Map 1a).

In addition to the potential for 18th-century taverns, other references contained in historic records of Albany suggest that the "sandy hill" or the "Vereburg" was an early trading post between Colonist and Indians. It was called "Trader's Hill" or "Isutchera," which means the "Hill of Oil" (Schoolcraft 1851). In 1716, a lot near the Vereburg was granted to Isaac Valkenburgh for the establishment of a farm (Joel Munsell 1856:80). In summary, the general vicinity of Interchange 24 is highly sensitive for containing archeological evidence that might support the historic record or may contain evidence of an unrecorded event that took place near the "Vereburg." Due to the sensitivity of this particular area, tests were excavated at reduced 25-foot intervals between the northern project terminus and the Crossgates Mall roads.

The entire project covers a six-mile section of the Thruway corridor between Interchanges 23 and 24 or a total of 31,680 linear feet. Based on the locations of known sites and potentially undisturbed areas, approximately 17,400 linear feet of the Thruway corridor was considered "testable," which accounts for roughly 54% of the project area. The grassy rights-of-way on both sides of the Thruway are generally 65-feet wide from the edge of the road to the chain-link fence. The highly sensitive segment of the project between the Interchange 24 southbound entrance-ramp and the Crossgates Mall roads is roughly 8,500-feet long, which accounts for roughly 27% of the project area.

The goal of the Phase IB field investigation was to determine the presence or absence of archeological deposits within the Thruway rights-of-way along the southbound-and northbound lanes between Interchanges 23 and 24. The field methods used to conduct the subsurface survey are described below.

ARCHEOLOGICAL METHODS

WALKOVER SURVEY

The project area was walked over by HAA, Inc. staff on November 15, 2004. The walkover was conducted in order to mark the sections along both sides of the Thruway that would be subject to subsurface testing. Stakes with white flagging were placed at the ends of each testable area to accommodate the utility locators. All utilities were cleared and marked prior to conducting any excavation.

SUBSURFACE SURVEY

The natural soils contained in the project area were formed by deltaic glacial lake deposits. Therefore, the hand-excavation of subsurface shovel test pits was sufficient to conduct the Phase IB archeological field investigation. Tests were placed at 25-foot, 50-foot, and 100-foot intervals. All tests excavated within the highly sensitive area described above were placed at 25 foot intervals. The rest of the project area was investigated with tests placed at 50-foot intervals. The interval was increased to 100 feet when multiple tests encountered evidence of prior disturbance and standing water. A full list of the shovel tests is included in Appendix 2.

Each shovel test was at least 40 cm in diameter and was excavated to the depth of sterile subsoil. The soils from each test were passed through 0.25 inch steel screen and were examined for cultural materials. All precontact and historic materials found were collected and assigned to the stratum from which they were obtained. Artifacts such as glass, coal, and brick, were sampled. The stratigraphy from each test was recorded according to soil Munsell color, texture, and depth below surface (Munsell 2000). The test locations were plotted on a project maps provided by the client (Maps 2-28).

ARCHEOLOGICAL SURVEY RESULTS SOUTHBOUND SIDE OF THE THRUWAY

The results of the archeological field investigation are summarized in the text below. The archeological fieldwork was conducted during the weeks of November 22 and 29, 2004. The archeological field crew consisted of Kevin Moody, Erin Klinge, John Wilkinson, Eric Braymer, Pat Sabol, Darrell Pinckney, and Adam Luscier as Project Director. Karen S. Hartgen RPA, was the Principal Investigator. The survey results are organized into different sections along the Thruway that are defined by entrance-and exit-ramps and the overpass bridges. The following describes the results of the shovel tests excavated between each of the ramps and overpasses along the southbound side of the Thruway. Table 1 provides a summary of the subsurface survey.

INTERCHANGE 24 ENTRANCE-RAMP TO THE WASHINGTON AVENUE EXTENSION BRIDGE

The archeological study began on the south side of the Thruway at the juncture of the Interchange 24 ramp onto the southbound lane. The tests were staggered at 25-foot intervals along the tree line within the right-of-way and proceeded in a southeasterly direction to the Washington Avenue Extension overpass, which is a distance of \pm 3,000 feet. In all, 96 shovel tests were excavated in this first section of the project. Three sandy hills in this area were considered highly sensitive based on the history of the area. The tops and sides of each hill were thoroughly tested as was the lower-lying ground between them (Maps 2-5 and Photos 1-2). The natural stratigraphic sequence of the sand consisted of 30 to 35 cm dark brown to dark yellow-brown (10YR3/3 to 4/6) topsoil underlaid by yellowish brown (10YR 5/6) subsoil. In wooded areas, a thin dark (10YR 2/1 to 2/2) humic layer overlaid the

topsoil. Variations in the natural soil sequence evidenced cut-and-fill disturbance caused by the construction of the Thruway and Crossgates Commons on both sides of the right-of-way.

Generally throughout the entire project area, cut-and-fill disturbance was found along the edge of the Thruway road shoulder, adjacent to the overpass bridge abutments, and in localized areas where drainage culverts and utilities had been installed. Overall, the soils had good integrity within this section of the project.

In sandy soils, it is not unusual for bioturbation, water drainage, and other processes to move artifacts downward through the soil column. In an effort to determine if artifact deposits had become deeply buried, tests were excavated to depths ranging between 50 cm and 100 cm below the surface.

Shovel Test 61 was the only test that contained cultural material within this section of the project (Map 4). A concentration of dog bones were identified in the first 6 cm of soil, which was the humic layer (Appendix 3). The shallow depth of the bones suggest that this was a spot where a dog laid to die and became covered with leaves rather than a dog that was buried in a hole. No further excavations were conducted in the vicinity of this find, and no further excavation was conducted in this section of the project.

WASHINGTON AVENUE EXTENSION BRIDGE TO THE CROSSGATES MALL ROADS

Tests 97 through 112 were excavated at 25-foot intervals between the Washington Avenue Extension bridge and the Crossgates Mall roads, a distance of \pm 980 feet (Maps 5 and 6 and Photo 3 and 4). The stratigraphy in these tests was inconsistent as there was variation in the stratigraphic sequence of the soils, as well as the colors. This is suggestive of prior disturbance, and the integrity of the soils in this section was considered to be poor.

However, Test 109 contained one fragment of fire-cracked rock and Test 110 contained 1 chert flake. Despite the disturbed appearance of the soils, Test 111 was excavated between the two tests and Test 112 was excavated 12 feet beyond Test 110 (Map 6). The additional tests did not recover any more artifacts however, they encountered disturbed soil. There were two culverts in this area that service a small tributary stream that crosses beneath the Thruway from the other side. It appears that the landscape within this section was altered in order to reroute the small tributary for the construction of Crossgates Mall immediately southwest. There is also a large man-made catch basin on the southwest side of the Crossgates Mall roads, which is further evidence of the drainage modifications that were made.

CROSSGATES MALL ROADS TO US ROUTE 20 BRIDGE

This was the first section of the project not located within the sensitive area between Interchange 24 and the Crossgates Mall roads. Therefore, the tests interval was increased from 25 to 50 feet. This was a 1,000-foot section, of which the first 500 feet were not tested due to prior disturbance caused by a large catch basin immediately west of the right of way and a municipal sewer line (Map 6 and Photo 5). Tests 113 through 117 were excavated at staggered 50-foot intervals along the edge of a wooded area to the US Route 20 bridge abutment (Photo 6). These tests recorded undisturbed natural soils without cultural materials. No further work is recommended.

US ROUTE 20 BRIDGE TO THE SCHOOLHOUSE ROAD BRIDGE

This was a distance of \pm 2,000 feet between these two bridges where Tests 118 through 136 were excavated (Maps 7 and 8). Test 118 was placed 650 southwest of US Route 20 to avoid a graded area adjacent to the bridge abutment (Photo 7). Beyond Test 118, shovel tests were staggered at 50-foot intervals to a low-lying wet area adjacent to the Schoolhouse Road bridge abutment (Photo 8). The soil stratigraphy recorded by these tests was inconsistent from one test to another suggesting that cut-and-fill disturbance had occurred. Overall, the integrity of

the soils here was considered poor. Test 134 contained a small piece of whiteware and two fragments of modern bottle glass (Appendix 3). No further work is recommended.

SCHOOLHOUSE ROAD BRIDGE TO THE RUSSELL ROAD BRIDGE

This lengthy section of the project included Tests 137 through 180 placed at 50-foot intervals along one transect and covered \pm 5,000 linear feet. A 780-foot segment adjacent to Schoolhouse Road was not tested due to prior disturbance, and three additional areas were skipped due to slope and wetness (Maps 9-12).

The tests progress within the right-of-way in a southeasterly direction over gently rolling topography. The soil profiles were relatively consistent between the tests and suggest that the soils retained good integrity within the areas that were not sloped and wet. The topsoil was a brown to very dark brown (10YR 4/3 to 2/2) silty sand and ranged between 30 and 50 cm thick. The subsoil was a yellowish brown (10YR 5/4 to 6/6) silty sand. The maximum depth of the tests ranged between 44 and 84 cm below the surface. Tests 159 through 161 contained historic artifacts that included fragments of whiteware and faunal bone (Appendix 3). The items were found on top of a small hill (Photo 9). The west side of the hill was cut by the Thruway and the east side was cut for the yard of a residence outside of the right-of-way (Photo 10). The rest of the tests excavated throughout this section did not encounter additional cultural materials. The small area containing the historic artifacts is isolated by the disturbance that surrounds it and the lack of additional materials. In addition, the artifacts date from the late 19th and 20th centuries and are not rare or of great antiquity. This is not considered a significant archeological deposit, and no further work is recommended.

RUSSELL ROAD BRIDGE TO THE NYS ROUTE 85 BRIDGE

This section of the project crosses over the Krum Kill and Krumkill Road. There were lengthy areas of steep slope adjacent to the stream and road, which precluded testing. Testing began adjacent to the Russell Road bridge abutment with Test 181 and progressed at 50-foot intervals to Test 192. This covered roughly 550 feet between the bridge abutment and the edge of a terrace overlooking the Krum Kill (Maps 13-15 and Photos 11 and 12). A number of the tests including 183, 184, 188, and 190 contained mottled soils above the subsoil. In addition, the soil profiles varied in each of the tests, which alludes to the poor integrity of the soils. Tests 184, 185, and 187 contained historic materials that together included 3 whiteware fragments, 1 fragment of stoneware, a bottle neck, and faunal bone. The collection is minimal, not of great age, and was recovered from disturbed soils (Tests 184 and 185). No further archeological work is recommended.

NYS ROUTE 85 BRIDGE TO THE DELAWARE AVENUE BRIDGE

Most of this section of the project was written off due to slope, wetness, and prior disturbance (Maps 16-24). The New Scotland Avenue bridge is included within this section of the project, and as previously discussed, the largest areas of disturbance within the project area are found in proximity to the New Scotland Avenue overpass. Shovel tests were excavated in three separate areas within this section. Each of these areas is characterized by flat topography on a large terrace above and north of the Normans Kill. Dendritic drainages have carved deep swales into the terrace, and each of the three areas tested were between such swales.

The first of these areas tested included Tests 193 through 203 (Maps 18 and 19). The soils in this area were clayey, which was dramatically different from the sand that was found in the northern portion of the project area. The clay promoted bad drainage, and standing water was found on the surface (Photo 13). Many of these tests filled with water very quickly. The interval was increased from 50 feet to 100 feet between Tests 198 and 200 due to the poor drainage.

The next area included Tests 204 through 238 and began on the opposite side of a swale that bordered the east side of the area containing Tests 193-203 (Maps 18-21). Again, Tests 204 through 238 encountered poorly drained, clayey soils and the interval was increased from 50 feet to 100 feet (Photo 15). The third area included Tests 239 through 252 (Maps 22-24). This area was bordered by swales at each end and had one near the middle (Photo 16). The tests were excavated at 50-foot intervals through this area. There were two positive tests in this group, and these included Test 239 with one fragment of whiteware and Test 245 with 1 fragment of window glass and 1 button. No significant archeological deposits were identified in this section of the project.

DELAWARE AVENUE BRIDGE TO THE BRIDGE OVER THE NORMANS KILL

This was the final section of the project along the southbound side. Similarly to the previous section most of the right-of-way through this area contained severe slope or disturbance due to the highly developed nature of the area. A small area covered by woods and traversed by a small drainage was located between the Interchange 23 southbound exit and entrance ramps (Map 25). Tests 253 through 256 were excavated at 50-foot intervals in this area on either side of the drainage (Photo 17). The soil was a silty-clay and demonstrated good stratigraphic integrity. However, no archeological deposits were found. The rest of the project along the southbound side of the Thruway to the Normanskill bridge was not tested due to severe slope and prior disturbance (Maps 25-28).

Table 1. Summary of the Archeological Survey Southbound Side of the Thruway

Sections of Thruway	Map Sheets & Photos	STPs	STP Locations	Cultural Materials and Recommendations
Interchange 24 Entrance-ramp to the Washington Avenue Extension Bridge	Maps 2-5 and Photos 1-2	STPs 1-96	Tests were excavated at staggered 8-meter (25-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	Identified the remains of a dead dog in the upper 6 cm of Shovel Test 61. Not a burial because of the shallow depth. Likely a dog that was hit by a car near-by and laid there to die and became covered with vegetation over time. No further work is recommended.
Washington Avenue Extension Bridge to the Crossgates Mall Roads	Maps 5 and 6 and Photos 3 and 4	STPs 97-112	Tests were excavated at staggered 8-meter (25-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	Tests 109 and 110 recovered one chert flake and one piece of fire cracked-rock. However, these tests and additional tests revealed that the artifacts came from disturbed soils. No further work is recommended.
Crossgates Mall Roads to the US Route 20 Bridge.	Map 6 and Photos 5-6	STPs 113-117	Tests were excavated at staggered 15-meter (50-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	No cultural materials were recovered from this section of the project.
US Route 20 Bridge to the Schoolhouse Road Bridge	Maps 7-8 and Photos 7-8	STPs 118-136	Tests were excavated at staggered 15-meter (50-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	Test 134 contained a small piece of whiteware and two fragments of modern bottle glass. No further archeological work is recommended.

Sections of Thruway	Map Sheets & Photos	STPs	STP Locations	Cultural Materials and Recommendations
Schoolhouse Road Bridge to Russell Road Bridge	Maps 9-12 and Photos 9-10	STPs 137-180	Tests were excavated at staggered 15-meter (50-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	Tests 159 through 161 contained historic artifacts. The small area containing the historic artifacts is isolated both by alteration of the land and the lack of additional materials. In addition, the artifacts are not rare or of great antiquity dating from the late 19 th and 20 th centuries. This is not considered a significant archeological site. No further archeological work is recommended.
Russell Road Bridge to the NYS Route 85 Bridge	Maps 13-15 and Photos 11 and 12	STPs 181-192	Tests were excavated at staggered 15-meter (50-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	Tests 184, 185, and 187 contained historic materials that together included 3 whiteware fragments, one fragment of stoneware, a bottle neck, and faunal bone. The collection is minimal and was recovered from disturbed soils. No further archeological work is recommended.
NYS Route 85 Bridge to the Delaware Avenue Bridge	Maps 16-24 and Photos 13-16	STPs 193-252	Tests were excavated at staggered 15- and 30-meter (50- and 100-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	Test 239 contained one fragment of whiteware and Test 245 contained one fragment of window glass and one button. No further archeological work is recommended.
Delaware Avenue Bridge to the Bridge over the Normans Kill	Maps 25-28 and Photo 17	STPs 253-256	Tests were excavated at staggered 15-meter (50-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	No cultural materials were recovered from this section of the project.

ARCHEOLOGICAL SURVEY RESULTS NORTHBOUND SIDE OF THE THRUWAY

KRUMKILL ROAD TO THE US ROUTE 20 BRIDGE

Testing along the northbound side of the Thruway began northwest of Krumkill Road and traversed \pm 2-miles to the US Route 20 bridge. Tests 257 through 265 were staggered at 50-foot intervals within the right-of-way northwest of the Krum Kill and Krumkill Road. The topography is elevated and may have been part of a terrace that bordered the Krum Kill to the southeast (Map 14). However, man-made alterations have changed the landscape so that this elevated area no longer borders the creek. This series of tests contained sandy soils. However the stratigraphic profiles varied from one test to the other indicative of cut-and-fill disturbance (Appendix 2). No cultural materials were identified, and no further work is needed.

The next series of tests began northwest of Russell Road in a portion of the right-of-way containing rolling sandy topography (Photos 18 and 19). Tests 266 through 289 were excavated at 50-foot intervals over this area and recorded soils with fair to good integrity (Maps 9-11). The top level was a dark (10YR 2/2) sandy humus 8 to 10 cm thick and was underlaid by 20 to 40 cm of dark yellow brown to brown (10YR 4/6 to 4/3) sand (Appendix 2). The subsoil was yellowish brown (10YR 5/6) sand, and overall tests ranged between 40 and 84 cm in depth below the surface. There were some tests that recorded cut-and-fill disturbance.

Tests 270, 271, 272, and 288 contained cultural materials. Test 270 contained a small chert flake and 3 fragments of whiteware, 2 clamshells and 2 faunal bones. Test 271 contained a fragment of whiteware and Test 272 contained 3 whiteware fragments, a fragment of 20th-century porcelain, a fragment of modern beer bottle glass, 1 clamshell and a bird bone. However, these materials were derived from fill above a buried A-horizon. Two confirmation tests were excavated between the positive tests. Additional historic items included 1 whiteware fragment, modern 20th-century porcelain, a fragment of a clay pigeon and 1 shell fragment (Appendix 3).

Test 288 contained 1 flake produced from siliceous shale, 2 bird bones, and a clamshell. Thereafter, two radial tests were excavated at 2-meter intervals north and south of the original test. Test 288 North contained a fragment of modern beer bottle glass, 4 animal bone fragments, and 2 clamshells (Appendix 3). No additional precontact material was found.

The final series of tests excavated along this section of the project included Tests 290 through 309. These tests were placed at 50-foot intervals between the Schoolhouse Road bridge and the US Route 20 bridge (Maps 7 and 8). There was very little consistency in the stratigraphic profiles contained in each of these tests (Appendix 2). These tests demonstrated that soils here have poor stratigraphic integrity and thus had low potential for containing intact archeological deposits. Tests 307 and 308 contained modern artifacts including 2 fragments of hotel china, a wire nail, and 4 fragments of beer bottle glass (Appendix 3). No further testing was undertaken in this area.

US ROUTE 20 BRIDGE TO THE CROSSGATES MALL ROADS

This section of the project contained roughly 500 linear feet of testable ground within the right-of-way between the US Route 20 bridge abutment and a small drainage (Maps 6-7 and Photo 20). Tests 310 through 320 were excavated at 50-foot intervals over this entire area. The sandy soils encountered in this area had good integrity however, no cultural materials were found.

CROSSGATES MALL ROADS TO THE WASHINGTON AVENUE EXTENSION BRIDGE

This ± 900-foot section was the first tested along the northbound side of the Thruway that was included within the most sensitive area of the project. Accordingly, the testing interval was decreased from 50-to 25-feet. The topography in this section is predominated by a wide sandy terrace elevated at least 15 to 20 feet above the surface of the Thruway. The western edge of the landform is cut for the Thruway road corridor; however, the top of the terrace is undisturbed. The north side of the terrace borders a small tributary that meanders toward the west and enters a culvert beneath the Thruway. A second terrace is located on the north side of the tributary and closely borders the Crossgates Mall roads.

Tests 321 through 341 were excavated at staggered 25-foot intervals along the top of the wide terrace (Maps 5-6). The soil profiles in each of the tests were consistent as each contained 5 to 10 cm of dark (10YR 2/2) sandy humus and 20 to 25 cm of sandy brown (10YR 4/3) topsoil. The subsoil was yellowish brown to dark yellowish brown (10YR 5/6 to 4/6) sand. These tests exhibited that the soil on top of the terrace was intact. Tests 342 and 343 were excavated on top of the narrow terrace, north of the tributary, and these tests encountered intact soils as well (Maps 5-6).

Tests 331, 333, and 339 contained precontact artifacts. Two pieces of fire-cracked rock were recovered from Test 331, a chert biface from Test 333, and Test 339 contained one chert flake (Appendix 3). Confirmation tests were excavated at 6-and 15-foot intervals in all directions around each of the positive tests. The confirmation tests included numbers 344 through 357. None of these tests recovered additional precontact artifacts, which suggests that this is evidence of precontact activity and not a site that contains further research value. Based on these results, no further archeological testing is recommended for this section of the project.

WASHINGTON AVENUE EXTENSION BRIDGE TO THE INTERCHANGE 24 EXIT-RAMP

This ± 3,000-foot section was the last part of the project investigated and included Tests 358 through 392 (Maps 4 and 5) Testing in this section started on the north side of a man-made hill with two large transformers on top of it near the Washington Avenue Extension bridge abutment (Photo 21). From the man-made hill, tests progressed at 25-foot intervals in a northwesterly direction along the edge of the tree line within the right-of-way. This series of tests recorded disturbed soils. The profiles revealed in each of the shovel tests excavated were inconsistent from one test to the other (Appendix 2). The depth of the tests ranged between 30 and 50 cm below the surface. Some of the tests contained one mottled soil level (e.g., Test 370), and others contained two and four soil levels all indicative of cut-and-fill disturbances throughout this section of the project. The last test, Test 392, was excavated adjacent to the “ALBANY MONTREAL” sign for Interchange 24. After this point, the impact area narrows to 20 feet and does not include the full width of the right-of-way to the fence as in the rest of the project corridor. The narrow width of the impact area does not expand beyond the width of the road shoulder and includes a subsurface fiber-optic line (Photo 22). Based on the amount of prior disturbance recorded by Tests 358 through 396, the narrow width of the impact area, and the fiber-optic line, no further testing was conducted past the “ALBANY MONTREAL” sign. This includes a 590-foot section of the of the project between the sign and the point at which the Interchange 24 exit-ramp branches off of the Thruway corridor (Maps 2-4).

Table 2. Summary of the Archeological Survey Northbound Side of the Thruway

Sections of Thruway	Map Sheets & Photos	STPs	STP Locations	Cultural Materials and Recommendations
Krumkill Road to the US Route 20 Bridge	Maps 7-14 and Photos 18-19	STPs 257-309	Tests were excavated at staggered 15-meter (50-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	<ol style="list-style-type: none"> 1. Test 270 contained a small chert flake and 3 fragments of whiteware, 2 clam shells and 2 faunal bones. Test 271 contained a fragment of whiteware and Test 272 contained 3 whiteware fragments, a fragment of 20th century porcelain, a fragment of modern beer bottle glass, 1 clam shell and a bird bone. However these materials were recovered from fill levels above a buried "A." No further work is recommended. 2. Test 288 contained 1 flake produced from siliceous shale, 2 bird bones, and a clamshell. Radial tests did not encounter additional precontact material, and no further work is recommended. 3. Tests 307 and 308 contained modern artifacts including 2 fragments of hotel china, a wire nail, and 4 fragments of beer bottle glass. The artifacts came from disturbed soils, and no further archeological work is recommended.
US Route 20 Bridge to the Crossgates Mall Roads	Maps 6-7 and Photo 20	STPs 310-320	Tests were excavated at staggered 15-meter (50-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	No cultural materials were recovered from this section of the project.
Crossgates Mall Roads to the Washington Avenue Extension Bridge	Maps 5-6	STPs 321-357	Tests were excavated at staggered 8-meter (25-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	Two pieces of fire-cracked rock were recovered from Test 331, a chert biface from Test 333, and Test 339 contained one chert flake. Thirteen confirmation tests were excavated at 2- and 5-meter intervals. No additional material was found, and no further work is recommended.
Washington Avenue Extension Bridge to the Interchange 24 Exit-ramp	Maps 2 and 5 Photo 21	STPs 358-392	Tests were excavated at staggered 8-meter (25-ft) intervals within the grassy right-of-way between the edge of the road and the chain-link fence.	No cultural materials were recovered from this section of the project.

RECOMMENDATIONS

The Phase IB archeological survey of the reconstruction and mobility improvements of the New York State Thruway between Interchange 23 and Interchange 24 (D213002) revealed a limited assemblage of 20th-century and 19th-century artifacts. Most of these were recovered from disturbed soils within the right-of-ways. None of these deposits were identified in association with archeological features, such as buried structural remains or middens. Nor were they found in association with extant historic structures located outside of the Thruway corridor. The deposits chiefly came from disturbed and isolated contexts and are not considered significant enough to warrant further archeological investigation.

The archeological survey also identified a limited assemblage of precontact artifacts. As with the historic materials, the precontact artifacts largely came from disturbed contexts. The one exception was the precontact material recovered from Tests 331, 333, and 339 excavated in the section of the project between the Crossgates Mall roads to the Washington Avenue Extension bridge on the northbound side. The precontact items from this area came from soils with good integrity on top of an elevated terrace. However, confirmation tests determined that the precontact items were not part of a larger deposit. Rather, these items are evidence of precontact activity, which is not considered to have enough research value to warrant further archeological investigation.

The northernmost section of the project between the Crossgates Mall roads and the Interchange 24 entrance- and exit-ramps was considered highly sensitive for containing evidence of 18th-century deposits. As explained previously in this report, this was because the Old King' s Highway passed by this area, and there are known tavern sites along this ancient road. One of the tavern sites was identified before the construction of the Thruway and today is guarded within a chain-link fence beside the southwest abutment of the Rapp Road bridge over the Thruway. This site is ± 1,700 feet northwest of the northern project terminus. In addition, all of the sandy hills within the rights-of way were considered sensitive too. Tests between the Crossgates Mall roads and the Washington Avenue Extension bridge were placed at staggered 25-foot intervals to allow good coverage of this area. These tests encountered intact soils that were typical of the sandy Pine Bush area. This was especially true on the tops of hills within the rights-of-way. However, the testing program in this sensitive area did not encounter any archeological evidence of the 17th-18th-century road, 17th-18th-century archeological sites, or activity (i.e., stray artifacts) associated with the early history of this area.

Based on the lack of significant archeological deposits of research value within the rights-of-way along the Thruway corridor between the Interchange 24 southbound entrance-ramp and northbound exit-ramp and Interchange 23 (D213002), no further archeological investigation is recommended for this project in the Towns of Guilderland and Bethlehem and the City of Albany, Albany County, New York.

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