Appendix A - Map 3: Previous Archaeological Surveys

I-81/I-481 Northern Interchange

Viaduct Priority Area

I-81/I-481 Southern Interchange

Legend

- Previous Cultural Resources Survey
- APE for Direct Effects

I-81 Viaduct Project
Onondaga County, New York
Appendix A - Map 3: Previous Archaeological Surveys
November 2016

Note: 1. Geoscape: ESRI in U.S. Color 'White Topographic Map' Map Service
2. Only archaeological sites located within 500 feet of the APE for Direct Effects are shown.
3. Archaeological site locations were depicted on the map in the version of the report that was submitted to NYSOPRHP and the Onondaga Nation on September 19th, 2016. This version information was removed in the redacted version of the report.
4. This is a color graphic. Reproduction is grayscale may represent the data.

Index Map
Appendix A – Map 4: 1892 Sanborn-Perris Co. Insurance Maps of Syracuse, New York

November 2016

Legend

- APE for Direct Effects
- Large Scale Commercial, Industrial, and Institutional Map Documented Structures
- Potential Canal-Related Resources

Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The georeferenced map therefore presents approximate locations. Adjustments should be made as appropriate to accommodate any incongruities.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial, and institutional sites located within the APE for Direct Effects. Excluded from the analysis are coal yards, lumber sheds, gas stations, and automotive garages, for which dozens were identified on the historic maps within the APE for Direct Effects. Also excluded from the analysis are mixed use buildings with first level storefronts and apartments above. These small-scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale and changes in the modern landscape. The georeferenced map therefore presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial, and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations and automotive garages, for which dozens were documented on the historic maps within the APE for Direct Effects. Also excluded from the analysis are mixed use buildings with first level storefronts and apartments above. These small scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Notes:
1. Basemap: NYS Digital Orthoimagery Program
   1-foot resolution orthoimagery, 2015.
2. This historic map has been geo-referenced with
   modern map features. Potential sources of error
   inherent in this process include cartographic
   inaccuracies, differences in scale, and changes
   in the modern landscape. The geo-referenced map
   therefore presents approximate locations of historic
   map-documented features, and is not intended to
   depict survey-accurate information.
3. Coverage of this historic map does not extend to
   the limits of the APE for Direct Effects. Accordingly,
   this map only displays the area depicted on the
   historic map.
4. Large-Scale Commercial, Industrial, and
   Institutional Map Documented Structures correspond
   to and are further described in Table 3.2.3-1 of the
   Phase 1A report. The MDS analysis includes
   noteworthy and/or potentially significant commercial,
   industrial, and institutional sites located within the
   APE for Direct Effects. Excluded from this analysis
   are coal yards, lumber sheds, gas stations and
   automotive garages, for which dozens were
   identified on the historic maps within the APE for
   Direct Effects. Also excluded from the analysis are
   mixed use buildings with first level storefronts and
   apartments above. These small scale
   commercial/residential structures proliferated
   throughout historic Syracuse, with many still
   standing today.
5. This is a color graphic. Reproduction in grayscale
   may misrepresent the data.

Legend

- APE for Direct Effects
- Large-Scale Commercial, Industrial, and Institutional Map Documented Structures
- Potential Canal-Related Resources

November 2016
Sheet 3 of 7
I-81 Viaduct Project
Onondaga County, New York

Appendix A – Map 4: 1892 Sanborn-Perri Co. Insurance Maps of Syracuse, New York

November 2016

Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations and automotive garages, for which dozens were documented on the historic maps within the APE for Direct Effects. Also excluded from the analysis are mixed use buildings with first level storefronts and apartments above. These small scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Appendix A – Map 4: 1892 Sanborn-Perris Co. Insurance Maps of Syracuse, New York

November 2016

Legend

**APE for Direct Effects**

Large-Scale Commercial, Industrial, and Institutional Map Documented Structures

Potential Canal-Related Resources

Notes:


2. This historic data has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies in scale and changes in the modern landscape. The geo-referenced map therefore presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.

3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.

4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial, and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations, and automotive garages, for which dozens were documented on the historic maps within the APE for Direct Effects. Also excluded from the analysis are mixed use buildings with first level storefronts and apartments above. These small scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.

5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Appendix A – Map 4: 1892 Sanborn-Perris Co. Insurance Maps of Syracuse, New York

November 2016

Legend

- APE for Direct Effects
- Large-Scale Commercial, Industrial, and Institutional Map Documented Structures
- Potential Canal-Related Resources

Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include topographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map presents approximate locations and may not be an accurate representation of historic locations.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations and automotive garages, for which dozens were documented on the historic maps within the APE for Direct Effects. Also excluded from the analysis are mixed use buildings with first level storefronts and apartments above. These small scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.

Sheet 6 of 7

I-81 Viaduct Project
Onondaga County, New York
Notes:
1. Basemap: NYS Digital Orthoimagery Program
   1-foot resolution orthoimagery, 2015.
2. This historic map has been geo-referenced with
   modern map features. Potential sources of error
   inherent in this process, include cartographic
   inaccuracies, differences in scale, and changes
   in the modern landscape. The geo-referenced map
   therefore presents approximate locations of historic
   map-documented features, and is not intended to
   depict survey-accurate information.
3. Coverage of this historic map does not extend to
   the limits of the APE for Direct Effects. Accordingly,
   this map only displays the area depicted on the
   historic map.
4. Large-Scale Commercial, Industrial, and
   Institutional Map Documented Structures correspond
   to and are further described in Table 3.2.3-1 of the
   Phase 1A report. The MDS analysis includes
   noteworthy and/or potentially significant industrial,
   commercial and institutional sites located within the
   APE for Direct Effects. Excluded from this analysis
   are coal yards, lumber sheds, gas stations and
   automotive garages, for which dozens were
   identified on the historic maps within the APE for
   Direct Effects. Also excluded from the analysis are
   mixed use buildings with first level storefronts and
   apartments above. These small scale
   commercial/residential structures proliferated
   throughout historic Syracuse, with many still
   standing today.
5. This is a color graphic. Reproduction in grayscale
   may misrepresent the data.
Appendix A - Map 5: 1898 USGS Syracuse, NY and 1900 Tully, NY Topographic Quadrangle Maps

November 2016

Notes:
1. Basemap: 1898 USGS Syracuse, NY and 1900 USGS Tully, NY Topographic Quadrangle Maps.
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map therefore presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.
3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

Legend

APE for Direct Effects
Notes:

2. This historic map has been geo-referenced with modern map features. Potential sources of error involved in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The georeferenced map is an approximate representation of the historic map documented herein, and is not intended to depict survey-accurate information.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial, and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations, and automotive garages, for which dozens were identified on the historic maps within the APE for Direct Effects. Also excluded from the analysis are small-scale commercial/residential structures, few in number, located within the limits of the APE for Direct Effects. Again, this map may misrepresent the data.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial, and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations, and automotive garages, for which dozens were identified on the historic maps within the APE. Also excluded from the analysis are mixed-use buildings with first level storefronts and apartments above. These small-scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map may not accurately depict locations of historic map-documented features, and is not intended to be used for survey-accurate information.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted on the historic map.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations and automotive garages, for which dozens were identified on the historic maps within the APE for Direct Effects. Also excluded from the analysis are mixed use buildings with first level storefronts and apartments above. These small scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map therefore approximates locations of historic map documented features, and is not intended to depict survey-accurate information.
3. Coverage of this historic map does not extend to the limits of the APE for Direct Effects. Accordingly, this map only displays the area depicted in the APE for Direct Effects.
4. Large-Scale Commercial, Industrial, and Institutional Map Documented Structures correspond to and are further described in Table 3.2.3-1 of the Phase 1A report. The MDS analysis includes noteworthy and/or potentially significant industrial, commercial and institutional sites located within the APE for Direct Effects. Excluded from this analysis are coal yards, lumber sheds, gas stations and automotive garages, for which dozens were identified on the historic maps within the APE for Direct Effects. Also excluded from the analysis are mixed use buildings with first floor commercial and residential above. These small scale commercial/residential structures proliferated throughout historic Syracuse, with many still standing today.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.
I-81 Viaduct Project
Onondaga County, New York

Appendix A - Map 7: 1938 USGS Syracuse East, NY, 1939 Syracuse West, NY, 1940 Cicero, NY, 1943 South Onondaga, NY and 1943 Jamesville, NY Topographic Quadrangle Maps

November 2016

Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map therefore presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.
3. This is a color graphic. Representation in grayscale may misrepresent the data.

Legend

- APE for Direct Effects

Department of Transportation
Federal Highway Administration
U.S. Department of Transportation

I-81 Viaduct Priority Area
I-81/I-481 Northern Interchange
I-81/I-481 Southern Interchange
Syracuse Viaduct Priority Area
I-81/I-481 Northern Interchange
I-81/I-481 Southern Interchange
Viaduct Priority Area

Index Map
# I-81 Viaduct Project

Onondaga County, New York


November 2016

Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map therefore presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.
3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

Notes:
2. This historic map has been geo-referenced with modern map features. Potential sources of error inherent in this process include cartographic inaccuracies, differences in scale, and changes in the modern landscape. The geo-referenced map therefore presents approximate locations of historic map-documented features, and is not intended to depict survey-accurate information.
3. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Appendix A - Map 10: Previous Soil Disturbance

November 2016

Legend

- APE for Direct Effects
- Previous Ground Disturbance
- Buried Utilities
- Demolished Structure
- Cut and Fill Highway and Embankment Areas

Depth of Fill
- No Fill or No Data
- 1 to 4 Feet
- 5 to 8 Feet
- 9 to 16 Feet
- 17 to 26.2 Feet

Mapped Soil Units
- Cut and Fill Land
- Made Land
- Urban Land
- Water

Notes:
1. Basemap: NYSDOT Brewerton, Cicero, Syracuse West, Syracuse East, South Onondaga and Jamesville 1:24,000 Planimetric Quadrangle
2. Buried Utilities: includes the observed and assumed locations of all utility poles, and underground lines associated with electricity, fiber optic, water, sewer, telephone, cable television, oil, and unidentified infrastructure. The locations of these utilities are inferred from surveyed and observed locations of utility poles and pipes. The locations of these observed structures are utilized to better understand the site conditions as they are in current use and located. In addition, the locations and associated attributes such as utility lines and pipes, and the construction and deposition of these structures, are utilized to indicate the possibility that these buried and underground infrastructure are present in these locations. However, potential artifacts from these former locations are not considered for this analysis.
3. Demolished Structures: EDR digitized the locations of 952 former (demolished) structures shown on the ca.1955-1966 NYSDOT demolition plans within the APE for Direct Effects. During demolition, structures were demolished, basements and cellars were filled, and the properties were cleared and graded. The foundations of these demolished structures are unlikely to be considered archaeological resources. The assumption that these structures are unlikely to be considered archaeological resources is based on the assumption that the construction and deposition of these structures are assumed to indicate the possibility that these structures and the construction and deposition of these structures do not pose a potential for archaeological resources.
4. Mapped Soil Unit: Soil geography representing the three soil map units indicating a lack of native soil and heavy disturbance by urban development or construction activity. These soil map units are taken from the industry standard USDA NRCS SSURGO Soil Database of collected soil surveys.
5. Cut-and-Fill Highway and Embankment Areas: Areas identified on aerial photographs and field observation as having a high degree of ground disturbance associated with construction of the existing highway. These areas include embankments, the roadway itself, ditches, swales, and retaining walls. These areas have no potential for archaeological resources.
6. Depth of Fill: An interpolated surface of estimated depth of fill in existing soil based on NYSDOT Soil Borings in the vicinity of the APE for Direct Effects.
7. This is a color graphic. Reproduction in grayscale may misrepresent the data.
Onondaga Lake
NYS
Appendix A - Map 11: Archaeological Sensitivity Assessment

Onondaga Nation September 19th, 2016. This sensitive information was removed in this redacted version of the report.

1. Archaeological site locations were depicted on the map in the version of the report that was submitted to NYSOPRH and the Federal Highway Administration (FHWA) in 2016. This version included new information in the redacted version of the report.

6. Archaeological site locations were depicted on this map in the version of the report that was submitted to NYSOPRH and the Federal Highway Administration (FHWA) in 2016. This version included new information in the redacted version of the report.

5. Demolished Structures: EDRI digitized the locations of 952 former (demolished) structures shown on the ca. 1955-1966 NYS DOT Aerial Photographs. These locations are shown on the map with a 30-foot buffer for display purposes.

4. Cut-and-Fill Highway and Embankment Areas: Areas identified on aerial photographs and field observations as having a high degree of ground disturbance associated with the construction and maintenance of highways. These areas include embankments, the roadway itself, shoulders, and ribbons. These areas are depicted for demonstration purposes only and are not intended to be used for archaeological interpretation.

3. Previously, disturbed areas are classified as surface-buried structures with a 3-foot buffer. Estimated depth of fill where available based on NYS DOT data. These areas are identified on aerial photographs and field observations as having a high degree of ground disturbance associated with construction and maintenance of highways. These areas include embankments, the roadway itself, shoulders, and ribbons. These areas are depicted for demonstration purposes only and are not intended to be used for archaeological interpretation.

2. Previously, disturbed areas are classified as surface-buried structures with a 3-foot buffer. Estimated depth of fill where available based on NYS DOT data. These areas are identified on aerial photographs and field observations as having a high degree of ground disturbance associated with construction and maintenance of highways. These areas include embankments, the roadway itself, shoulders, and ribbons. These areas are depicted for demonstration purposes only and are not intended to be used for archaeological interpretation.


Legend:
- Native American Archaeological Sensitivity
- Historic Period Archaeological Sensitivity
- Military Site
- NYH-Potential Erie Canal Feature
- Potential Canal-Related Resources
- Large-Scale Commercial, Industrial, and Institutional Map Document Sites
- APE for Direct Effects
- Potential Demolished Areas
- Cut and Fill Highway and Embankment Areas
- Demolished Structures

Viaduct Priority Area

I-81/I-481 Northern Interchange

I-81/I-481 Southern Interchange

I-81 Viaduct Project
Onondaga County, New York
Appendix A - Map 11: Archaeological Sensitivity Assessment
November 2016

Notes:
- NYS Route 175
- NYS Route 173
- NYS Route 481
- US Route 11
- NYS Route 290
- NYS Route 5
- College Pl
- Geddes St
- Adams St
- University Pl
- Euclid Ave
- Irving Ave
- Total Rd
- Thompson Rd
- Kirkville Rd
- Grant Blvd
- Downer Ave
- S. Salina St
- Potential Canal - Related Resources
- NRHP - Eligible Erie Canal Feature
- Potential Canal-Related Resources
- Large-Scale Commercial, Industrial, and Institutional Map Document Sites