FINDING DOCUMENTATION

P.I.N. 4390.17
I-390 Improvements at Interchange 16 (Route 15 and 15A) & Kendrick Road
City of Rochester & Town of Brighton, Monroe County

1. Project Description

This proposed State and Federal Funded/ Federal Permitted project includes the reconstruction of portions of I-390 at specific locations including Interchange 16 - Routes 15 and 15A; and the construction of a new on ramp to I-390 North from Kendrick Road, in the Town of Brighton and City of Rochester, Monroe County.

Conditions and Needs:
The project is needed to address capacity, mobility, pavement & pedestrian deficiencies. The project is needed to improve the safety and develop a traffic management plan to improve congestion related issues and accommodate planned future growth in the area.

Project objectives:
The primary objective of this project is to restore functionality, enable the interchange and surrounding highways to accommodate existing and future traffic growth and reduce the potential for congestion related accidents. More specifically the project will:

(1) Improve overall traffic conditions using cost effective methods to reduce delay and to provide an acceptable level of service, for a design period of 20 years.
(2) Address geometric deficiencies to improve traffic flow and facilitate traffic operations.
(3) Improve existing facilities using cost effective measures to prevent the future degradation of mainline level of service, and improve level of service or reduce the hours of delay for the design year.
(4) Improve the ability of the existing interchange to accommodate future projected traffic growth generated by both normal economic expansion and that generated by known public and private development.
(5) Provide overall benefit to the traveling public on the local street network by reducing congestion related to objective (4).
(6) Correct safety deficiencies using cost effective accident reduction measures such that accident reduction benefits equal or exceed project costs attributable to safety work.

Secondary Benefits

(1) Maintain, and improve where possible pedestrian and bicycle accommodation.
(2) Improve highway design features and aesthetic conditions to enhance the view of road and Canal where appropriate.
2. Steps Taken to Identify Historic Properties

- The Erie Canal as part of the New York State Canal System is recognized to be eligible for inclusion on the National Register of Historic Places.
- Genesee Valley Park, designed by Frederick Law Olmsted, is eligible for inclusion on the National Register of Historic Places

3. Evaluation of Project Impact on Identified Historic Properties

Architectural Survey Results:
No National Register or National Register Eligible Architectural resources were identified with the Area of Potential Effect (APE).

Archaeological Survey Results:
No National Register & National Register Eligible sites were identified within the Area of Potential Effect.

Genesee Valley Park:
No impacts are anticipated on land included within the boundaries of the National Register Eligible Genesee Valley Park. All road work will occur on State owned Right-of-Way.

Erie Canal and Guard Lock:
The APE also includes portion of the Erie Canal and the Guard Lock Structure located south of the juncture of the Canal and the Genesee River. The construction of the new Kendrick Road on-ramp will have a minor effect to the Erie Canal Guard Lock Structure. The structure was built in 1912± to compensate for elevation differences between the Erie Canal and the Genesee River during certain flood events. Construction of the Mt. Morris and Court Street dams replaced the need to regulate flow elevations using this lock and the structure now functions as a guard gate separating flows from the Genesee River when the canal is drained. The project will require the removal of a small portion of the canal wall (a gravity wall) and its reconstruction. This work has been discussed on site with a State Historic Preservation Officer.

In consideration for the work occurring on the Canal Lock and to keep the project in context with its surroundings the following project enhancements will be incorporated into the project:

- Guard Lock: The guard lock overflow structure wall will be reconstructed to accommodate the new Kendrick Road on-ramp (EH). The new wall will be
constructed in such a way to prevent historical confusion between the existing structure and the new wall. Overgrowth of trees and debris will be removed from the lock so that views may better interpret its original use.

- Bridges over the Erie Canal at Kendrick Road (Bridge 5, 5A) and Rte. 15A (Bridge 8) will be designed with consideration for their setting and function. Context sensitive design practices will be one of many considerations as the choice of bridge type is investigated. Aesthetic enhancements will be considered as appropriate.

- New bridges constructed adjacent to or over the canal will be designed with open piers (vs. long retaining walls) where structurally appropriate. This will prevent a cluttering of views and reduce the “closed in” feeling that users of the canal and the canal trail may feel.

- Three pedestrian bridges located in the historic Genesee Valley Park will have engineering and cost assessment for their future rehabilitation. These bridges were designed by the Office of Frederick Law Olmsted.

4. Basis for Recommended Project Filing

The project will not impact any Nation Register listed or eligible property. The criteria of effect has been applied in accordance 800.5(b) of the National Historic Preservation Act and we find that this undertaking will have No Adverse Effect on properties eligible for or listed on the National Register of Historic Places.

5. Public Involvement

This project has been and will continue to be coordinated with the SHPO, NYS Canal Authority, Monroe County, City of Rochester, Town of Brighton, University of Rochester, Monroe Community Hospital, neighborhood groups and other governmental agencies with jurisdiction in the project limits. Public meetings have been held as well as press releases and newspaper articles.

6. Attachments

Location Map
Site Map – Proposed Design, cut and fill lines, and existing and proposed limits of work, rights of way.
Photos
October 7, 2010

Christopher Caracillo
DOT Region 4
1530 Jefferson Rd
Rochester, New York 14623

Re: FHWA, CANAL, DOT
I-390/NY 15/NY 15A Interchange
Improvements 4390.17
Brighton and Rochester, Monroe County
10PR05225

Dear Mr. Caracillo:

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 our review of the materials submitted and our visit to the site in November of 2009, we concur with your finding of No Adverse Effect upon cultural resources in or eligible for inclusion in the National Registers of Historic Places.

Should you have any questions about this review, please contact me at marie.sarchiapone@oprhp.state.ny.us or 518-237-8643 ext 3284. Thank you.

Sincerely,

[Signature]

Marie Sarchiapone
Historic Sites Restoration Coordinator

cc: MAS chron