PHASE IA LITERATURE REVIEW AND ARCHEOLOGICAL SENSITIVITY ASSESSMENT

PIN 8761.55
Ferry Street Bridge over CSX/Amtrak Railroad

Ferry Street, Water Street, and S Front Street
City of Hudson
Columbia County, New York

HAA # 5220-11
OPRHP 17PR08696

Submitted to:
Creighton Manning
2 Winners Circle
Albany, NY  12205

Prepared by:
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MANAGEMENT SUMMARY
SHPO Project Review Number: 17PR08696
Involved State and Federal Agencies: FHWA, NYSDOT
Phase of Survey: LA/IB

LOCATION INFORMATION
Municipality: City of Hudson
County: Columbia County

SURVEY AREA
Length: approximately 150 feet
Width: approximately 440 feet
Acres: 0.86 acre

RESULTS OF RESEARCH
Archeological sites within one mile: Twenty-five
Surveys in or adjacent: None
NR/NRE sites in or adjacent: One district
Precontact Sensitivity: Moderate
Historic Sensitivity: High

RECOMMENDATIONS
The area of potential effects has sensitivity for precontact and 18th-century historic archeological deposits. However, extensive landscape modifications and prior disturbances have reduced the potential for intact deposits associated with these occupations. No archeological testing is recommended.

Report Authors: Elizabeth Gregory, Matthew J. Kirk R.P.A.
Date of Report: February 2018
ABSTRACT

Hartgen Archeological Associates, Inc. (Hartgen) conducted a Phase IA archeological investigation for the proposed PIN 8761.55 – Ferry Street Bridge over CSX/Amtrak Railroad (Project) located in the City of Hudson, Columbia County, New York. The Project is located along Ferry Street in the City of Hudson, Columbia County, New York. The potential impacts may also occur along S. Front Street, Allen Street, and Water Street, all in the City of Hudson. The Project (PIN 8761.55) entails the replacement of an existing 69-ft single span bridge dating to 1905. The existing bridge is a steel pony truss on stone block gravity abutments (BIN 2223000). The bridge has been inventoried twice, and has two USNs (02140.000028/02140.000835), but its National Register status remains Undetermined. The proposed Project entails a bridge replacement, including either a full or partial foundation replacement. The full foundation replacement would result in the largest APE, totaling 0.86 acre. The existing bridge will be replaced with a new 82-ft. clear span bridge structure, the construction of CSX railroad, the Ferry Street bridge, and utilities have caused extensive disturbance within the APE. While the APE had moderate sensitivity for precontact sites, extensive landscape modifications and soil disturbance caused by occupation from the 18th through 21st centuries has greatly reduced the potential for intact precontact archeological sites. The areas with the greatest archeological potential for archeological deposits associated with the 18th-century Franklin Square site (02140.000014) and the Van Alen wharf and house (02140.00015) are outside of the APE. The portion of the APE adjacent to the Franklin Square site contains a sidewalk, street lamp, and a buried fiber-optic line, and has low potential for intact archeological deposits. The southwestern quadrant of the APE, nearest to the Van Alen house, was subsequently occupied by late 19th-century structures. Any intact 18th-century deposits present would likely be buried at some depth to have survive the 19th and 20th century impacts. The proposed project impacts in this area along the south side of Ferry Street between Water Street and the railroad are limited to a maximum depth of 2 feet below the existing concrete sidewalk elevation. The likelihood of intact deposits within the vertical extent of the APE is low. No archeological testing is recommended.
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Map 3. Soil Map (USDA NRCS 2016)
Map 4. (Hughes & Bailey 1923; Otley 1851; Sanborn Map & Publishing Company 1889; Sanborn Map Company 1961)

Photograph List

Photo 1. View of the eastern half of the Project, looking west along Ferry Street towards the bridge.
Photo 2. View of the northeastern section of the Project, looking southeast towards the bridge. A small parking lot associated with the Hudson Terrace Apartments complex is visible to the right, and a large utility box and flags marking buried utility lines are visible in the grassy area. The footbridge and bridge are visible in the center of the photo.
Photo 3. View of the buried utility markers in the southeastern section of the Project, looking west. The bridge is visible in the upper right of this photo. A 15 ft wide streetcar right of way was once located here, and was likely removed around 1934.
Photo 4. View of the bridge looking northwest near the train station.
Photo 5. View looking southwest from the footbridge towards the Hudson River and the intersection of Ferry St. and Water St.
Photo 6. View of the bridge looking east towards the Hudson Historic District.
Photo 7. View of the northwestern section of the APE, looking east towards the Hudson Terrace Apartments. A 15 ft wide streetcar right of way was once located here (in the vicinity of the current footbridge), and was likely removed around 1934. Today, flags and paint mark buried utilities in this section. A sidewalk is located to the south (right) and a paved walkway is located to the east.
Photo 8. View of the southwestern section of the APE, looking east. The bridge and Ferry Street are visible to the left of the photo. In this section was what appeared to be a concrete sidewalk and several architectural features, including the slightly raised block in the middle-right of the photo. A brick pillar is visible in the middle of the photo.
Photo 9. A closer view of the brick pillar and other architectural features. A marble slab running east-west is located in front of the pillar. A former bridge span that carried a 15-foot wide streetcar right-of-way on this alignment was removed around 1934. Several Map-Documented Structures were located in the gravel parking lot to the right (south) of this photo (not shown).
Photo 10. View southwest toward the location of the 18th century Van Alen Wharf and house site (02140.000015), subsequently occupied by several structures during the mid-19th and 20th centuries.

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PHASE I CULTURAL RESOURCES SURVEY

1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted a Phase I archeological investigation for the proposed PIN 8761.55 – Ferry Street Bridge over CSX/Amtrak Railroad (Project) located in the City of Hudson, Columbia County, New York. The Project is a Locally Administered Federal Aid project with involvement from the New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA).

The Project is subject to compliance with Section 106 of the National Historic Preservation Act and will be reviewed by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The investigation was conducted according to the New York Archaeological Council’s Standards for Cultural Resource Investigations and the Curation of Archaeological Collections (1994), which are endorsed by OPRHP. This report has been prepared according to OPRHP’s State Historic Preservation Office (SHPO) Phase I Archaeological Report Format Requirements (2005).

2 Project Information

2.1 Project Location

The Project is located primarily along Ferry Street in the City of Hudson, Columbia County, New York. The potential impacts may also occur along South Front Street, Allen Street, and Water Street, all in the City of Hudson. The extant bridge spans the railroad tracks of CSX/Amtrak, which run north-south in this vicinity (Maps 1-2).

2.2 Description of the Project

The Project (PIN 8761.55) entails the replacement of an existing 69-ft single span bridge dating to 1905. The existing bridge is a steel pony truss on stone block gravity abutments. The proposed Project entails a bridge replacement, including either a full or partial foundation replacement. The full foundation replacement would result in the largest APE. The existing bridge will be replaced with a new 82-ft. clear span bridge structure, and all necessary construction will occur within the roadway embankment. According to Creighton Manning Engineers, in a letter to the NYS DOT dated November 9, 2017,

To accommodate the new footings, the existing concrete and stone block abutments will be partially removed and all excavation will be within previously disturbed roadway embankment. The roadway and bridge will be raised a maximum of approximately 7.5 ft. resulting in approximately 200 and 150 ft. of roadway reconstruction to the west and east of the new bridge, respectively. The roadway reconstruction includes the intersection with Water St. west of the bridge, and the intersection with Front St. and Allen St. east of the bridge. Roadway reconstruction will consist of excavating the existing previously disturbed roadway section, and reconstructing with up to 4.5 ft. of additional fill, resulting in slightly expanded limits of existing embankments (Creighton Manning Engineering, LLP 2017).

2.3 Description of the Area of Potential Effects (APE)

The area of potential effects (APE) includes all portions of the property that will be directly altered by the proposed undertaking. The APE encompasses approximately 0.86 acre.

For the purpose of this study, the Project and APE are considered to be synonymous and the terms are used interchangeably.
3 Environmental Background

The environment of an area is significant for determining the sensitivity of the Project for archaeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the Project that are more likely to contain archaeological resources. In addition, bedrock formations may contain chert or other resources that may have been quarried by precontact groups. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.

3.1 Present Land Use and Current Conditions

A site visit was conducted by Elizabeth Gregory on January 29, 2018 to observe and photograph existing conditions within the Project.

The APE encompasses sections of Ferry St., Water St., and S. Front St. The Ferry St. bridge, c. 1905, currently spans the CSX/Amtrak railroad tracks perpendicular to Ferry Street (Photo 4). It has been closed to traffic since 2014. A footbridge, a separate structure still open to the public, is adjacent to the Ferry St. bridge and is located north of the bridge (Photos 1 and 2). Directly north of the footbridge, a concrete structure containing fiberoptic cables also spans this length. The northeastern section north of the road, to the east of the railroad, consists of a concrete sidewalk, part of a paved parking lot, a large utility box, and a small green space flagged with buried utility warning flags (Photo 2). The southeastern green space to the east of the railroad was observed to have a series of markers reading “Warning, Buried Fiber Optic Cable,” running east to west throughout this space (Photo 3).

On the west side of the railroad, in the unpaved space to the northwest lies a sidewalk, part of a paved walking path, and some green space. Orange buried utility warning flags were noted north of the sidewalk during the site visit (Photo 7). To the southwest, the area east of Water St. consists of a graveled parking area (Photo 5). The area south of Ferry Street contains a portion of a concrete sidewalk and a small curb. This area is on the alignment of a former trolley line. The Ferry Street bridge included an additional span on its southern side, which was removed in the 1930s. Two marble slabs and a decorative circular brick pillar were also noted in this area (Photos 8 and 9). Directly along the edge of the railroad retaining wall, continuing outside the APE, is a mound of soil with visible brick and stone rubble in addition to brush. This is likely a result of clearing the gravel parking area, as historical maps show numerous structures in this vicinity.

3.2 Soils

Soil surveys provide a general characterization of the types and depth of soils that are found in an area. This information is an important factor in determining the appropriate methodology if and when a field study is recommended.

The east and western ends of the Project are within areas mapped as udorthents and urban land, two human-modified soil types that are characterized by highly varied profiles and compositions. The central portion of the Project occupies remnants of a ridge containing Nassau channery silt loam.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Name</th>
<th>Depth</th>
<th>Textures</th>
<th>Slope</th>
<th>Drainage</th>
<th>Landform</th>
</tr>
</thead>
<tbody>
<tr>
<td>NbC</td>
<td>Nassau channery silt loam, rolling, very rocky</td>
<td>0-8 cm [0-3 in] 8-43 cm [3-17 in] 43-69 cm [17-27 in]</td>
<td>Channery silt loam Very channery silt loam Unweathered bedrock</td>
<td>6-16%</td>
<td>Somewhat excessively drained</td>
<td>Benches, ridges, till plains</td>
</tr>
</tbody>
</table>
Symbol | Name |
---|---|
Ue | Udothents, smoothed |
UrB | Urban land-Hudson-Vergennes complex, undulating |

<table>
<thead>
<tr>
<th>Depth</th>
<th>Textures</th>
<th>Slope</th>
<th>Drainage</th>
<th>Landform</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-10 cm [0-4 in]</td>
<td>10-183 cm [4-72 in]</td>
<td>Loam Channery loam</td>
<td>0-3%</td>
<td>-</td>
</tr>
</tbody>
</table>

3.3 Bedrock Geology

Bedrock geology maps of New York State show Project within an area dominated by glacial and alluvial deposits. In much of the upper Hudson River valley these deposits are deep layers of clay formed by fine sediments that accumulated at the bottom of glacial lakes which covered the area. While the bedrock in these areas is not widely mapped, there are some locations such as the Parade Hill ridge, where bedrock is closer to the surface. In the area with Nassau Nassau channery silt loam (Map 3), shale bedrock may be found at relatively shallow depths.

3.4 Physiography and Hydrology

The Project is within the Hudson-Mohawk Lowlands physiographic province and occupies a glacial lake plain with a north-south ridge. Originally part of the same ridge as Parade Hill (located to the north), the terrain within the Project area has been altered by the rail road, which cut through the landform. Steeply sloped areas were generally not occupied by precontact groups. As such, the standards for archeological fieldwork in New York State generally exclude areas with a slope in excess of 12% from archeological testing (NYAC 1994). Exceptions to this rule include steep areas with bedrock outcrops, overhangs, and large boulders that may have been used by precontact people as quarries or rock-shelters. Such areas may still warrant a systematic field examination.

The hydrology of an area is archeologically significant as well. Generally, areas in the vicinity of streams and wetlands are considered to have elevated sensitivity for sites associated with Native American use or occupation because they presented potential food and water sources as well as transportation corridors. The Hudson River is located approximately 60 feet west of the Project.

4 Documentary Research

Hartgen conducted research using the New York State Cultural Resource Information System (CRIS), which is maintained by the New York SHPO and the Division for Historic Preservation DHP within OPRHP. CRIS contains a comprehensive inventory of archeological sites, State and National Register (NR) properties, properties determined eligible for the NR (NRE), and previous cultural resource surveys.

4.1 Archeological Sites

An examination of CRIS identified twenty five reported archeological sites within one mile (1.6 km) of the Project (Table 2). Previously reported archeological sites provide an overview of both the types of sites that may be present in the Project and relation of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the Project.

Table 2. Archeological sites within one mile (1.6 km) of the Project

<table>
<thead>
<tr>
<th>OPRHP Site No.</th>
<th>NYSM Site No.</th>
<th>Site Identifier</th>
<th>Description</th>
<th>Proximity to Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>413</td>
<td>NH1</td>
<td>Precontact workshop. Digital location is at ballfield west of Firemen’s Home</td>
<td>3,700 feet northeast</td>
</tr>
<tr>
<td>OPRHP Site No.</td>
<td>NYSM Site No.</td>
<td>Site Identifier</td>
<td>Description</td>
<td>Proximity to Project</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------</td>
<td>-----------------</td>
<td>-------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>-</td>
<td>414</td>
<td>NH2</td>
<td>Precontact workshop, reported by Frank Schambach</td>
<td>3,800 feet northeast</td>
</tr>
<tr>
<td>-</td>
<td>3108</td>
<td>ACP CMBA 8</td>
<td>Likely precontact, Arthur C. Parker site.</td>
<td>Encompasses southern section of the Project</td>
</tr>
<tr>
<td>02140.000011</td>
<td>-</td>
<td>Cotton Gelston Store Site</td>
<td>c. 1785 building on south side of Warren Street</td>
<td>1,200 feet east</td>
</tr>
<tr>
<td>02140.000012</td>
<td>-</td>
<td>Titus Morgan Shipyard Site</td>
<td>1784 structures at foot of State Street, thought to be covered with fill</td>
<td>1,200 feet northeast</td>
</tr>
<tr>
<td>02140.000013</td>
<td>-</td>
<td>Hogeboom Wharf Site</td>
<td>Also known as Claverack Landing, pre-1783; located near foot of Ferry Street</td>
<td>1,700 feet northeast</td>
</tr>
<tr>
<td>02140.000014</td>
<td>-</td>
<td>Franklin Square Site</td>
<td>Site of early 18th-century settlement (c. 1700-1720) by Claverack Landing proprietors, including Jan Frans van Hoeson. A large number of early houses were located in the vicinity of present-day Franklin Square. The early homes built here were burned in the great fire of 1838. After the fire, it became a public square in downtown Hudson.</td>
<td>Adjacent</td>
</tr>
<tr>
<td>02140.000015</td>
<td>-</td>
<td>Van Alen Wharf Site</td>
<td>c. 1700, “[Wharf] Located on the south side of Ferry St, west of Water Street. Van Alen’s house was opposite, across Water St.”</td>
<td>Adjacent</td>
</tr>
<tr>
<td>02111.000038</td>
<td>-</td>
<td>IGTS 198-1-1</td>
<td>NRE; Precontact camp site of unknown affiliation; lithic scatter containing 103 chert flakes.</td>
<td>3,700 feet southwest</td>
</tr>
<tr>
<td>02111.000039</td>
<td>-</td>
<td>IGTS 198-1-2</td>
<td>Precontact camp site of unknown cultural affiliation; lithic scatter consisting of 20 chert flakes.</td>
<td>3,500 feet southwest</td>
</tr>
<tr>
<td>02111.000040</td>
<td>-</td>
<td>IGTS 198A-2-1</td>
<td>Stray precontact surface find of unknown cultural affiliation; 1 chert flake recovered</td>
<td>3,900 feet southwest</td>
</tr>
<tr>
<td>02111.000041</td>
<td>-</td>
<td>IGTS 198-3-1</td>
<td>Precontact camp site of unknown cultural affiliation; 13 chert flakes and 3 chert chunks recovered in a lithic scatter. May be related to 02111.000042, located downslope.</td>
<td>4,100 feet southwest</td>
</tr>
<tr>
<td>02111.000046</td>
<td>-</td>
<td>IGTS 199-3-2</td>
<td>Precontact camp site of unknown cultural affiliation; 2 chert bifaces, 54 chert debitage, and 5 FCR fragments recovered. Artifacts were also observed on the surface but not collected.</td>
<td>4,100 feet southwest</td>
</tr>
<tr>
<td>02111.000043</td>
<td>-</td>
<td>IGTS 198-4-1</td>
<td>Precontact stray find of unknown cultural affiliation; one chert biface fragment recovered</td>
<td>4,500 feet southwest</td>
</tr>
<tr>
<td>02111.000044</td>
<td>-</td>
<td>IGTS 198-4-2</td>
<td>Precontact stray find of unknown cultural affiliation; one chert flake or biface fragment recovered</td>
<td>7,700 feet southwest</td>
</tr>
<tr>
<td>02111.000045</td>
<td>-</td>
<td>IGTS 199-3-1</td>
<td>Precontact camp site of unknown cultural affiliation; one chert core, 131 chert flakes, 1 felsite flake, and 4 FCR fragments recovered.</td>
<td>4,800 feet southwest</td>
</tr>
<tr>
<td>02111.000042</td>
<td>-</td>
<td>IGTS 198-3-2</td>
<td>Precontact quarry/workshop site located downslope of 02111.000041. One chert biface (quarry blank), 1 chert core, 25 chert flakes, 1 chert chunk, and 1 hammerstone were recovered. Additional hammerstones and debitage were observed but not collected.</td>
<td>5,200 feet southwest</td>
</tr>
<tr>
<td>OPRHP Site No.</td>
<td>NYSM Site No.</td>
<td>Site Identifier</td>
<td>Description</td>
<td>Proximity to Project</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------</td>
<td>----------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>03942.000606</td>
<td>JVL Site</td>
<td>Historic and precontact components. Historic artifacts included creamware, pearlware, redware, whiteware, porcelain, semi-vitreous ceramic, and clear, aqua, olive, amethyst, and amber bottle glass, as well as bone and shell, metal cans, and buttons. The precontact site consists of a lithic scatter, primarily of local cherts, 1 piece of flaked quartzite, and 1 FCR. Most shovel tests contained both precontact and historic materials.</td>
<td>3,500 feet northwest</td>
<td></td>
</tr>
<tr>
<td>03942.000070</td>
<td>411 Black Rock Site</td>
<td>NRL Precontact site with human remains, projectile points, and pottery; also known as site 03902.000015.</td>
<td>4,000 feet northwest</td>
<td></td>
</tr>
<tr>
<td>03942.000604</td>
<td>Athens Firehouse Site Historic Brick Storage</td>
<td>Constructed c. 1860s and previously owned by Slattery Bros. Dairy. This site was filled over and plowed in the 20th c. Brick yard deposits were noted during excavations.</td>
<td>4,600 feet northwest</td>
<td></td>
</tr>
<tr>
<td>03942.000598</td>
<td>Hudson Landing/ Middle Ground Flats</td>
<td>c. 1609; The landing of Henrik Hudson may have occurred in this area</td>
<td>2,800 feet northwest</td>
<td></td>
</tr>
<tr>
<td>615</td>
<td>North Side Bay Creek</td>
<td>No information provided.</td>
<td>5,200 feet southwest</td>
<td></td>
</tr>
<tr>
<td>3384</td>
<td>Mackawaic</td>
<td>Precontact village; ACP site, possibly the same as the Black Rock site</td>
<td>4,600 feet northwest</td>
<td></td>
</tr>
<tr>
<td>9214</td>
<td>No information available.</td>
<td></td>
<td>5,200 feet southwest</td>
<td></td>
</tr>
<tr>
<td>8320</td>
<td>Van Loan</td>
<td>Field surface &quot;finds from 50 years of plowing and from construction, including 1 Vosburg SN [SIC? BW], 1 Adena or Rossville, 1 celt, 1 full-grooved axe,&quot; on the &quot;Hill overlooking Black Rock&quot;</td>
<td>3,500 feet northwest</td>
<td></td>
</tr>
</tbody>
</table>

Two historic sites and a precontact site area are within/adjacent to the Project. Although the mapped location of the Van Alen Wharf site (02140.000015) indicates that it was located within the current Project, the wharf was actually located just outside the Project southwest of the intersection of Ferry and Water streets. The associated Col. John van Alen house located adjacent to the Project, at the southeast corner of Ferry and Water streets. This brick gabled structure burned, like many other early houses in Hudson, but it is possible that some remnants may be preserved under layers of accumulated fill. This archeological site form was based on historic documentation, and no archeological investigation has yet confirmed intact remnants of this occupation.

The Franklin Square site (02140.000014) is adjacent to the northeastern portion of the Project. This was the location of an early settlement in Hudson, occupied by the settlers of Hudson who arrived from Nantucket in 1785 with Thomas Jenkins. The first homes were erected in the northeastern corner of the square, outside of the current Project. The homes built here were burned in the Great Fire of 1838, after which the area became a public square. It is possible that the area still contains buried structural remains, but construction as early as 1923, and the construction of the Hudson Terrace Apartments, the installation of buried fiberoptic lines, and the implementation of sidewalks and parking lots likely destroyed much of the archeological signature of these early structures. Again, this site form was based on historic documentation without archeological fieldwork.

One precontact site partially encompasses the Project. The site was recorded by Arthur C. Parker, without any further details noted. The locations of most sites recorded by Parker were published on small-scale maps and are not known with precision. Regardless, the proximity of numerous other precontact sites to the north and south of the Project attest to the general precontact sensitivity of areas along the Hudson River.
4.2 Historic Properties

An examination of CRIS identified one NR district, no NRE properties, no properties previously determined to be ineligible, and one property of undetermined status within the Project (Table 3).

Table 3. Inventoried properties within the Project

<table>
<thead>
<tr>
<th>USN</th>
<th>Property Name</th>
<th>Status</th>
<th>Description</th>
<th>Location and Proximity to Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>90NR00252</td>
<td>Hudson Historic District</td>
<td>NRL</td>
<td>Roughly bounded by Warren and State Streets, Eighth and Seventh Streets, E. Allen and Allen St., and Penn Central RR, The eastern tip of the ape intersects the northwestern tip of the historic district</td>
<td></td>
</tr>
<tr>
<td>- 02140.000257</td>
<td>48 Front Street</td>
<td>Non-contributing</td>
<td>Non-contributing building within the NRL Hudson Historic District; c. 1940 cinderblock commercial building</td>
<td>10 feet northeast</td>
</tr>
<tr>
<td>-02140.000258</td>
<td>52 Front Street</td>
<td>Contributing</td>
<td>Contributing building within the NRL Hudson Historic District; c. 1840; 2 story, three bay brick residence in Greek Revival style with two chimneys, hip roof, eyebrow windows, and a period porch</td>
<td>15 feet east</td>
</tr>
<tr>
<td>-02140.000719</td>
<td>Hudson Railroad Station (Amtrak)</td>
<td>Contributing</td>
<td>Contributing building within the NRL Hudson Historic District 69 South Front Street; c. 1860s</td>
<td>190 feet southeast</td>
</tr>
<tr>
<td>02140.000028/</td>
<td>Ferry Street Lattice Pony Truss Bridge</td>
<td>Undetermined</td>
<td>BIN 2223000; built in 1905 according to a Conrail inventory</td>
<td>Within</td>
</tr>
<tr>
<td>02140.000835</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

4.3 Bridge Inventory

The existing bridge, a single span steel pony truss on stone block gravity abutments, was constructed in 1905 (BIN 2223000). As originally constructed in 1905, it was comprised of five parallel lattice pony trusses which carried two 21 foot wide roadways flanked by 15 foot wide streetcar right of ways to the north and south. The outer lanes, carrying the streetcars, were removed when the Hudson trolley line was discontinued. Extensive repairs were made in 1934, during which the outer spans were probably removed. The Section 106 package compiled by Creighton Manning states that “previous structures at each fascia were flame cut and removed from the truss” at an unknown date. These were presumably the outer spans formerly used by the Hudson trolley (Hartgen 2018);(Creighton Manning Engineering, LLP 2017).

The bridge has been inventoried twice, and has two USNs (02140.000028/02140.000835), but its National Register status remains Undetermined. Hartgen Archeological Associates has completed a separate Bridge Inventory Form for this structure in conjunction with this report, and has recommended that this bridge is Not Eligible for inclusion on the National Register.

4.4 Previous Surveys

A review of CRIS identified no previous surveys within the immediate vicinity of the Project.
5 Historical Map Review

As discussed in the previous section, the historical development of the Project vicinity began in the early 18th century. These early developments are not map-documented in detail, but are represented by the Franklin Square Site (02140.000014) and the Van Alen Wharf and house site (02140.000015), which are based on other historical documentation. This section presents an overview of map-documented resources within the Project APE from maps dating between 1851 (Otley) through 1961 (Sanborn Map Company). Earlier maps (Burr 1829; Sauthier 1779) have been reviewed, but were excluded because of a lack of detail within the Project. Table 5 summarizes the map-documented structures (MDS) within the APE. Each MDS has been assigned a unique number, as shown below and on Map 4.

Table 4. Summary of map-documented and existing structures within the Project /APE

<table>
<thead>
<tr>
<th>MDS #</th>
<th>Historical Reference</th>
<th>Extant (2018)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>&quot;Hubbel Clark &amp; Co.&quot;</td>
<td>X</td>
<td>&quot;Gro. Stg’e&quot;</td>
</tr>
<tr>
<td>2</td>
<td>&quot;Barnetts &amp; Wilsons National Hotel&quot;</td>
<td>X</td>
<td>&quot;Columbia Knitting Mill Co.&quot;</td>
</tr>
</tbody>
</table>
| 3     | "Hudson Ho."
|       | X                    | "Hudson Ho."
|       | X                    | "Vac. & Op." | Structure located in the SW section of the APE, east of Water St, adjacent to railroad. Building was a rug cleaning service in 1949. |

6 Archeological Sensitivity Assessment

The New York Archaeological Council provides the following description of archeological sensitivity:

Archaeologically sensitive areas contain one or more variables that make them likely locations for evidence of past human activities. Sensitive areas can include places near known prehistoric sites that share the same valley or that occupy a similar landform (e.g., terrace above a river), areas where historic maps or photographs show that a building once stood but is now gone as well as the areas within the former yards around such structures, an environmental setting similar to settings that tend to contain cultural resources, and locations where Native Americans and published sources note sacred places, such as cemeteries or spots of spiritual importance (NYAC 1994:9).

6.1 Precontact Archeological Sensitivity

The precontact sensitivity of an area is based on proximity to previously documented precontact archeological sites, known precontact resources (e.g. chert outcrops), and physiographic characteristics such as topography and drainage. Generally, areas in the vicinity of streams and wetlands are considered to have elevated sensitivity for sites associated with Native American use or occupation because they presented potential food and water sources as well as transportation corridors.

The western boundary of the Project is located within 60 feet of the Hudson River, which generally increases the precontact archeological sensitivity of an area. There are 16 precontact sites within 1 mile of the Project. One precontact site recorded by A. C. Parker covers a large area and intersects the southeastern portion of the Project (NYSM 3108). Absent any other information, this site, along with other reported sites along the Hudson River to the north and south of the Project, is taken as a general indicator of regional precontact sensitivity.
Moderate to steep slopes associated with the Parade Hill ridge lessen precontact sensitivity. The precontact archeological sensitivity of the Project is moderate.

6.2 Historic Archeological Sensitivity

The historic sensitivity of an area is based primarily on proximity to previously documented historic archeological sites, map-documented structures, or other documented historical activities (e.g. battlefields).

There are eight historic sites within one mile of the current Project. Two historic sites are adjacent to the Project. The Van Alen wharf was located just outside the Project, southwest of the intersection of Ferry and Water streets, and the associated Col. John van Alen house was located on the southeast corner of Ferry and Water streets (02140.000015). Additionally, the Franklin Square site (02140.000014), the location of an early settlement in Hudson, is located adjacent to the northeastern portion of the Project. Finally, the eastern tip of the APE intersects the northwestern tip of the Hudson Historic District. Given the proximity to early settlements in the northeastern section of the Project, the historic archeological sensitivity of the Project is high.

7 Archeological Potential

Archeological potential is the likelihood of locating intact archeological remains within an area. The consideration of archeological potential takes into account subsequent uses of an area and the impact those uses would likely have on archeological remains.

The construction of CSX railroad, the Ferry Street bridge, and utilities have caused extensive disturbance within the APE. The areas with the greatest archeological potential for archeological deposits associated with the 18th-century Franklin Square site (02140.000014) and the Van Alen wharf and house (02140.000015) are outside of the APE. The portion of the APE adjacent to the Franklin Square site (i.e. north of Ferry Street) contains a sidewalk, street lamp, a buried fiber-optic line and other utilities, and has low potential for intact archeological deposits. The southeastern portion of the APE, nearest to the Van Alen house site, encompasses a narrow swath on the south side of Ferry Street. This area was subsequently occupied by late 19th-century structures. Any intact 18th-century deposits present would likely be buried at some depth to have survived the 19th and 20th century impacts.

The southeastern quadrant of the APE contains a retaining wall along a steep embankment. The archeological potential of this area is low.

Lastly, while the APE had moderate sensitivity for precontact sites, extensive landscape modifications and soil disturbance caused by occupation from the 18th through 21st centuries has greatly reduced the potential for intact precontact archeological sites.

8 Recommendations

The APE has high sensitivity for precontact and early historic sites, but has low potential for intact deposits associated with these occupations due to 19th- and 20th-century development. It is possible that deposits associated with the Van Alen house (02140.00015) may be present in the southwestern quadrant of the Project, beneath the 19th-century layers. However, the proposed project impacts in this area along the south side of Ferry Street between Water Street and the railroad are limited to a maximum depth of 2 feet below the existing concrete sidewalk elevation. The likelihood of intact deposits within the vertical extent of the APE is low. No archeological testing is recommended.
9 Bibliography

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Ferry St. Bridge over CSX/Amtrak Railroad, City of Hudson, Columbia County, New York
Phase I Archeological Investigation

Map 1

Area of Potential Effects (APE)

Note: Contour interval is 10 feet.
Area of Potential Effects (APE)
Map 4
Historical Maps 1851-1961

Legend

- Area of Potential Effects (APE)
Photographs
Ferry St. Bridge over CSX/Amtrak Railroad, City of Hudson, Columbia County, New York
Phase I Archeological Investigation

Photo 1. View of the eastern half of the Project, looking west along Ferry Street towards the bridge.

Photo 2. View of the northeastern section of the Project, looking southeast towards the bridge. A small parking lot associated with the Hudson Terrace Apartments complex is visible to the right, and a large utility box and flags marking buried utility lines are visible in the grassy area. The footbridge and bridge are visible in the center of the photo.
Photo 3. View of the buried utility markers in the southeastern section of the Project, looking west. The bridge is visible in the upper right of this photo. A 15 ft wide streetcar right of way was once located here, and was likely removed around 1934.
Photo 4. View of the bridge looking northwest near the train station.

Photo 5. View looking southwest from the footbridge towards the Hudson River and the intersection of Ferry St. and Water St.
Ferry St. Bridge over CSX/Amtrak Railroad, City of Hudson, Columbia County, New York
Phase I Archeological Investigation

Photo 6. View of the bridge looking east towards the Hudson Historic District.

Photo 7. View of the northwestern section of the APE, looking east towards the Hudson Terrace Apartments. A 15 ft wide streetcar right of way was once located here (in the vicinity of the current footbridge), and was likely removed around 1934. Today, flags and paint mark buried utilities in this section. A sidewalk is located to the south (right) and a paved walkway is located to the east.
Photo 8. View of the southwestern section of the APE, looking east. The bridge and Ferry Street are visible to the left of the photo. In this section was what appeared to be a concrete sidewalk and several architectural features, including the slightly raised block in the middle-right of the photo. A brick pillar is visible in the middle of the photo.

Photo 9. A closer view of the brick pillar and other architectural features. A marble slab running east-west is located in front of the pillar. A former bridge span that carried a 15-foot wide streetcar right-of-way on this alignment was removed around 1934. Several Map-Documented Structures were located in the gravel parking lot to the right (south) of this photo (not shown).