

State Historic Preservation Office (SHPO) Avoidance Plan for the Protection of Archeological Sites

Short Term Site Avoidance/Protection

The site boundary (including buffer) will be determined in consultation with the SHPO and the archeological consultant.

The site(s) boundary (including buffer) will be clearly delineated on the final construction plans and identified as a "Sensitive Area/No Access".

Each site will be protected with a temporary fencing during all construction activities and signage stating "Sensitive Area/No Access".

A preconstruction meeting with the construction contractor(s) is required to notify those in charge of the requirements to avoid/protect the site(s).

Existing landscape at the site(s) will be maintained. Any proposed modifications will require consultation with the SHPO.

Long Term Site Avoidance/Protection

An archeology covenant will be transferred with each property containing the avoided/protected site(s).

State and federal regulations that include restrictions associated with this project will include provisions for site(s) avoidance/protection.

Unauthorized activities within the site boundaries will require notification to the State Historic Preservation Office at (518) 237-8643.



MEMORANDUM

TO: Jim Turner **DATE:** 1-25-08

CC: Chris Robbins **JOB #:** 03157.100

FROM: Theresa Ryan **RE:** Stateline Retail Center

COMMENTS

Jim

Below is the text describing the proposed access to the eastern SSTS area:

There is an existing traveled way and bridge in the northeastern portion of the site that accesses an existing field in the southeastern portion of the site from U.S. Route 6. The proposal is to widen and stabilize this existing traveled way in such a way as to avoid archeologically sensitive existing features. The existing traveled way is proposed to be widened to 12 feet and permanently stabilized with 6" of Item 4 to allow for one-way traffic only. Delivery of machinery, equipment and materials will be coordinated by the owner's field representative (OFR) in order to eliminate any two-way traffic over the existing traveled way. Additional support is proposed for the existing bridge that traverses the existing watercourse that flows south to north in the eastern portion of the site. The proposed bridge improvements will also fall outside the archeologically sensitive existing features. The improved traveled way and reinforced bridge will be utilized temporarily to accommodate construction vehicles during installation of the proposed subsurface sewage treatment system (SSTS) components and permanently for future maintenance of the SSTS after construction. Prior to any of this work being started orange construction fence (OCF) will be installed along the entire length of both sides of the traveled way between U.S. Route 6 and the proposed SSTS. Silt fence (SF) will be strategically place along the limits of the proposed access, but not beyond the OCF, to capture silt-laden runoff. A 12-foot wide, 50-foot long stabilized construction entrance (SCE) will be installed beginning at the edge of pavement along the south side of U.S. Route 6. The SF and SCE will be installed in accordance with New York Standards and Specifications for Erosion and Sediment Control, latest edition. It should be noted that the traveled way falls within a Town of Southeast Wetland Control Area, whereby a Wetland Permit will be required from the Town of Southeast. As a result, the proposed area of disturbance within the Town's Wetland Control area is intended to be kept to a minimum.

