

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 8, Historic and Cultural Resources: Section 106 Finding Documentation

August 2022



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

New York Division

June 21, 2022

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In Reply Refer To:
HPD-NY

Ms. Catherine Leslie
Director, Environmental Impact Statements
& Special Projects Bureau
NYSDOT Office of Environment POD 4-1
Albany, NY 12232

Re: Section 106 Consultation- FHWA Effects Determination
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Leslie,

Please reference your letter dated June 21, 2022, requesting our review and concurrence that the requirements of CFR 36 Part 800 and 23 CFR 774 have been met for the subject project. The Triborough Bridge and Tunnel Authority (TBTA), an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT), collectively, are proposing to undertake the Central Business District (CBD) Tolling Program (THE CBD Tolling Program or the Project). As a project requiring Federal Highway Administration (FHWA) approval, the Project is an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations, CFR 36 Part 800.

The Federal Highway Administration (FHWA) has reviewed the Draft (Proposed Final) Section 106 Finding Documentation, which was also provided to the SHPO, Tribal Nations, and other Consulting Parties for review and comment.

The Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register and recommends that the proposed undertaking would have No Adverse Effect on historic properties in accordance with 36 CFR §800.4(d)(1).

The SHPO reviewed the Draft (Proposed Final) *Section 106 Finding Documentation* and concurred with the recommended finding of no adverse effect as noted in a letter dated April 18, 2022. Comments were received from two of the Consulting Parties: the New York City Department of Parks and Recreation (NYC Parks) and the National Park Service (NPS). No comments have been received from the Tribal Nations or the remaining Consulting Parties. The comments provided and subsequent revisions were not substantive and did not alter the recommended finding.

Subsequent to the submission of the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation*, proposed signage has been added to two of the replacement poles within Central Park. Signs would be attached to the replacement pole on West Drive and to one of the poles on East Drive, as shown in the attached figures. The components of the CBDTP as evaluated in the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation* have otherwise not changed.

Given the addition of the signage which was not included in the April 2022 Draft (Proposed Final) *Section 106 Finding Document*, an additional opportunity for review and comment was provided to the SHPO, Tribal Nations, and other Consulting Parties based on the new information related to the addition of the signs to the two replacement poles in Central Park.

The *Section 106 Finding Documentation* was also updated to include the renderings and a description of the signage and revisions based on comments received from Consulting Parties. Applying the *criteria of adverse effect* (36 CFR Part 800.5(a)(1), the addition of the signage would not alter character-defining features or diminish the integrity of setting of Central Park. Therefore, the Finding Documentation continues to recommend a No Adverse Effect determination for the CBDTP.

Based on the Federal Highway Administration review of the provided documentation and consultation with the Tribal Nations, the SHPO, and other Consulting Parties, the FHWA concurs and determines that the proposed project will have No Adverse Effects on Historic Properties.

If you have any questions, please contact me at (518) 431-8880.

Sincerely,

**ROBERT M
DAVIES**

Robert Davies
Project Delivery Engineer, Team Leader

 Digitally signed by ROBERT M
DAVIES
Date: 2022.06.21 15:28:26 -04'00'

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June 21, 2022

Via email

Monica Pavlik
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Lakewood, CO 80228

RE: **Section 106 Effect Determination**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Pavlik:

The Triborough Bridge and Tunnel Authority (TBTA), an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT), collectively, are proposing to undertake the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project). As a project requiring Federal Highway Administration (FHWA) approval, the Project is an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800: *Protection of Historic Properties*.

A Draft (Proposed Final) *Section 106 Finding Documentation* was prepared for the Project. The Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register and recommends that the proposed undertaking would have No Adverse Effect on historic properties in accordance with 36 CFR §800.4(d)(1).

On April 12, 2022, the Draft (Proposed Final) *Section 106 Finding Documentation* was provided to the New York State Historic Preservation Office (SHPO) via the Cultural Resource Information System (CRIS) and to Consulting Parties via email. On April 13, 2022, the document was provided to the Tribal Nations by FHWA.

The SHPO reviewed the Draft (Proposed Final) *Section 106 Finding Documentation* and concurred with the recommended finding of No Adverse Effect as noted in a letter dated April 18, 2022 (attached).

Comments were received from two of the Consulting Parties: the New York City Department of Parks and Recreation (NYC Parks) and the National Park Service (NPS). No comments were received from the Tribal Nations or the remaining Consulting Parties.

Subsequently, additional information regarding proposed signage in Central Park was provided to the Tribal Nations on June 1, 2022, and to SHPO and the other Consulting Parties on June 3, 2022. The Stockbridge-Munsee Community Historic Preservation Office concurred with the finding of No Adverse Effect in an email dated June 1, 2022. In an email response on June 10, 2022, the NYC Parks acknowledged the need for the signs in Central Park and requested that the back of the signs be painted the same color as the poles and equipment. The Project Sponsors committed to painting the back of the signs as requested. The SHPO, NPS, and New York City Landmarks Preservation Commission concurred with the recommended finding in correspondence dated June 16 and 17, 2022 (see attached).

Revisions to the Draft (Proposed Final) *Section 106 Finding Documentation* were made based on the comments received from the Consulting Parties. Responses to comments made by the Consulting Parties with specific reference to revisions to the Finding Documentation are provided in the attached *Comment/Response Matrix*. The revisions were not substantive and did not alter the recommended finding. With those revisions, the Finding Documentation is considered final (see attached) and will be distributed to the SHPO, Tribal Nations, and other Consulting Parties for their records.

Based on the enclosed documentation and consultation with the SHPO, Tribal Nations, and Consulting Parties, the NYSDOT respectfully requests that the FHWA issue a finding of **No Adverse Effect** and a determination that the requirements of 36 CFR Part 800 have been met for this undertaking.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/bb

Encl: Manhattan Central Business District (CBD) Tolling Program Project, April 18, 2022 letter from SHPO to NYSDOT

FHWA to Tribal Nations Stockbridge-Munsee signs_5 31 22, email from Stockbridge Munsee to FHWA

Central Business District (CBD) Tolling Program, June 16, 2022 letter from SHPO to NYSDOT

CBDTTP - Section 106 Consultation - Proposed Signage in Central Park, June 17, 2022 email from NPS to NYSDOT

Central Business District Tolling, June 17, 2022 memo from NYC LPC to NYSDOT

Section 106 Consulting Parties Comment/Response Matrix

Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (June 2022)

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CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Section 106 Finding Documentation

SHPO Project Review No: 21PR06430

June 2022

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Attachments

- Attachment 1: Detection Point Locations**
- Attachment 2: Detection Point Visual Simulations**
- Attachment 3: Detection Point Location Plans**
- Attachment 4: Correspondence**

Acronyms

APE	Area of Potential Effects
CBD	Central Business District
CRIS.....	Cultural Resources Inventory System
EA.....	Environmental Assessment
FDR Drive.....	Franklin D. Roosevelt Drive
FHWA.....	Federal Highway Administration
LPC.....	New York City Landmarks Preservation Commission
MTA	Metropolitan Transportation Authority
NEPA.....	National Environmental Policy Act
NHL.....	National Historic Landmark
NR	National Register of Historic Places
NYCDOT.....	New York City Department of Transportation
NYCHD	New York City Historic District
NYCL	New York City Landmarks and Scenic Landmark
NYC Parks	New York City Department of Parks and Recreation
NYSDOT	New York State Department of Transportation
OPRHP	New York State Office of Parks, Recreation and Historic Preservation
PANYNJ.....	Port Authority of New York and New Jersey
SHPO.....	State Historic Preservation Office
TBTA	Triborough Bridge and Tunnel Authority
VPPP	Value Pricing Pilot Program

1. Project Description

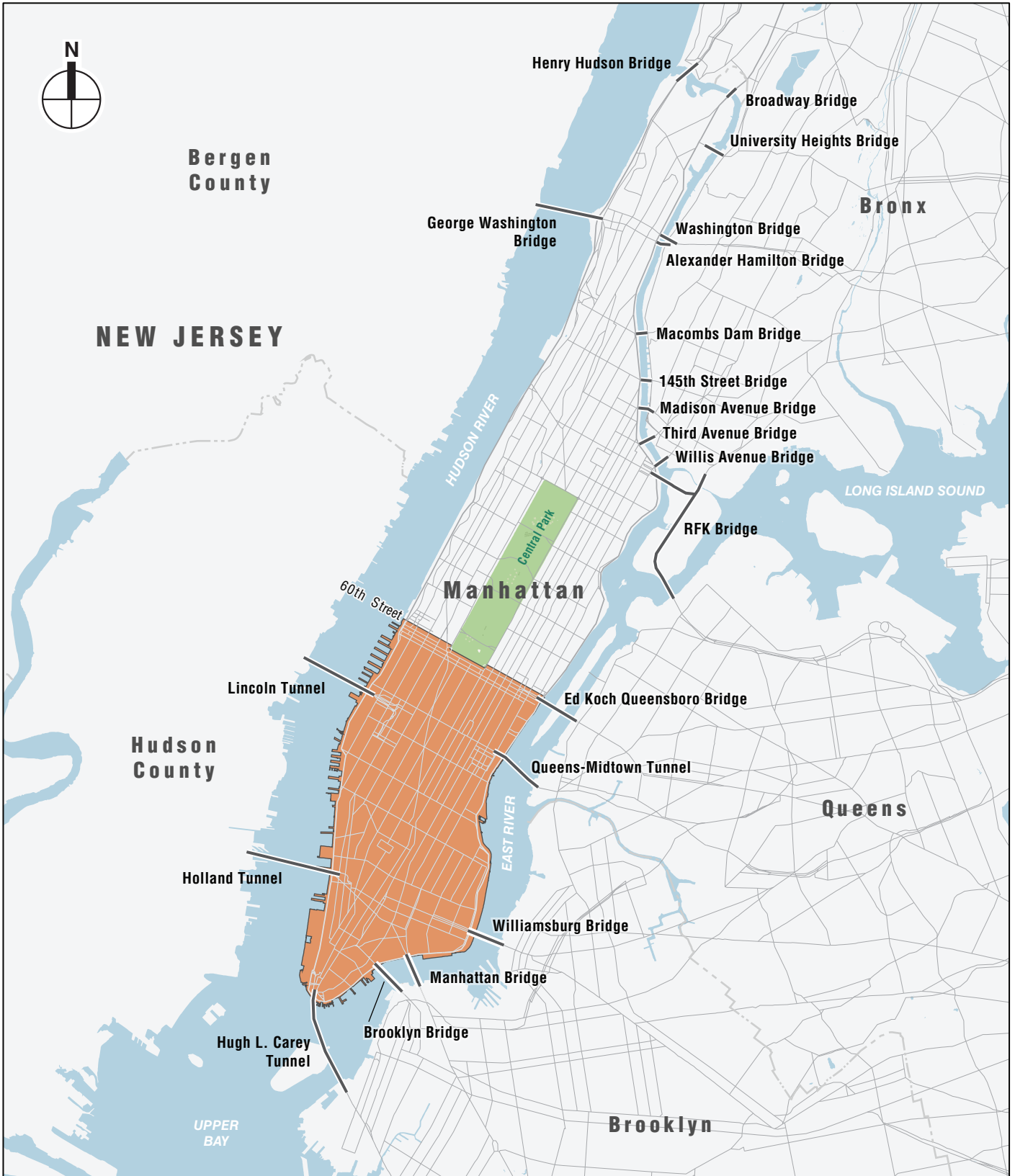
The Triborough Bridge and Tunnel Authority (TBTA)—an affiliate of the Metropolitan Transportation Authority (MTA)—the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT) are the Project Sponsors for the Manhattan Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project), in New York County, New York. In cooperation with the Federal Highway Administration (FHWA) as the lead Federal agency, the Project Sponsors are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA).¹ The EA will analyze the potential effects of implementing a program to reduce congestion in the Manhattan CBD.

The Project Sponsors are seeking approval for the Project from FHWA under its Value Pricing Pilot Program (VPPP), which is a Federal action subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. FHWA will comply with Section 106 concurrent with its NEPA review. This document summarizes the assessment of effects on historic properties, as identified through the Section 106 process, in consultation with the New York State Historic Preservation Office (SHPO).

1.1 PROJECT OVERVIEW

The purpose of the Project is to reduce traffic congestion in the Manhattan CBD in a manner that will generate revenue for future transportation improvements, pursuant to acceptance into the FHWA's VPPP. As defined for this Project, the Manhattan CBD, which encompasses all of Lower Manhattan and Midtown Manhattan (**Figure 1a**), consists of the geographic area of Manhattan south and inclusive of 60th Street to the extent practicable, but not including the Franklin D. Roosevelt (FDR) Drive and West Side Highway/Route 9A, including the Battery Park underpass and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street (the West Side Highway/Route 9A). This area is characterized by traffic congestion and delays that slow travel and jeopardize the vitality of the Manhattan CBD and surrounding region.

¹ In April 2019, the New York State Legislature passed legislation to implement a congestion reduction program in the Manhattan CBD, known as the MTA Reform and Traffic Mobility Act (the Traffic Mobility Act). This Act exempts the Project from the requirements of the New York State Environmental Quality Review Act, New York City Environmental Quality Review, the New York City Uniform Land Use Review Procedure, and any other local law of the City of New York of like or similar effect.



 General Location of Manhattan Central Business District (CBD)

0 2 MILES

Note: The MTA Reform and Traffic Mobility Act defines the Manhattan CBD as the area south of and inclusive of 60th Street but excluding the West Side Highway/Route 9A and the FDR Drive

1.2 PROJECT ALTERNATIVES

The EA will evaluate two alternatives: the No Action Alternative (in which the CBD Tolling Program is not implemented) and a build alternative, the CBD Tolling Alternative (in which a congestion pricing program, the CBD Tolling Program, is implemented). This assessment is based on the activities and scope of work proposed for the Project's build (CBD Tolling) alternative. The No Action Alternative would not result in any physical changes to the environment.

1.2.1 No Action Alternative

The No Action Alternative would not implement a vehicular tolling program to reduce traffic congestion in the Manhattan CBD. The No Action Alternative would not involve the installation of tolling infrastructure and tolling system equipment in and near the Manhattan CBD and no subsurface disturbance would occur.

1.2.2 CBD Tolling Alternative

1.2.2.1 Overview

The CBD Tolling Alternative would implement a vehicular tolling program to reduce traffic congestion in the Manhattan CBD. After covering Project-related capital and operating expenses, the revenue collected would fund projects in the MTA 2020–2024 Capital Program and successor programs.

With the CBD Tolling Alternative, TBTA would toll vehicles entering or remaining in the Manhattan CBD via a cashless tolling system. At this time, the Project Sponsors consider vehicles that remain in the Manhattan CBD to be those that were not detected entering but must have been remaining in the Manhattan CBD since they were detected leaving. The CBD Tolling Alternative would include tolling infrastructure and tolling system equipment to detect vehicles. This would include poles and mast arms, akin to those used for streetlights and traffic lights today; tolling system equipment housed in enclosures; and signage similar in size and character to signs already present throughout Manhattan. Tolling system equipment would include reader and meter cabinets and cameras. The following sections describe proposed locations for the tolling infrastructure and tolling system equipment and the types of infrastructure and equipment.

1.2.2.2 Location of Tolling Infrastructure and Tolling System Equipment

The new tolling system would include detection points that would identify all vehicles entering or leaving the Manhattan CBD as well as verification points at certain locations along the West Side Highway/Route 9A and the FDR Drive.² **Attachment 1** provides a listing of the detection point locations. The poles for the CBD Tolling Alternative would be within the existing transportation right-of-way and would typically be at locations where standard poles are currently installed or would replace existing poles with new poles that are up to about 20 feet from the current location. In some locations, new poles would be installed where no poles currently exist. Where appropriate, tolling system equipment would be mounted on existing

² Tolls would be charged for entering or remaining in the Manhattan CBD; detection points at exit locations would aid in identifying vehicles that have remained in the Manhattan CBD. Verification points along the West Side Highway/Route 9A and FDR Drive would be used to ensure that vehicles that remain on these roadways without entering the Manhattan CBD do not pay a toll.

infrastructure (e.g., under pedestrian walkways and existing overhead sign infrastructure). At the Hugh L. Carey Tunnel and Queens-Midtown Tunnel, the existing tolling equipment would be used.

Based on preliminary design, tolling infrastructure and tolling system equipment would be installed at the following locations:

- Near the 60th Street boundary to the Manhattan CBD, generally between 60th and 61st Streets. These detection points would be on all southbound and northbound roadways. This would include four new poles at three detection point locations close to 59th Street on the three access roads in Central Park that connect to or are near 59th Street (Central Park South).
- At the exits from and entrances to all East River bridges (Brooklyn Bridge, Manhattan Bridge, Williamsburg Bridge, Ed Koch Queensboro Bridge, other than the ramp to 62nd Street) and tunnels under the jurisdiction of the Port Authority of New York and New Jersey (PANYNJ; the Holland and Lincoln Tunnels) that connect to the Manhattan CBD. This would include detection points on the ramps leading to and from the bridges and tunnels as well as detection points on the East River bridge structures over land. At the TBTA tunnels that connect to the Manhattan CBD (Hugh L. Carey Tunnel and Queens-Midtown Tunnel), existing open-road tolling infrastructure would be used.
- Along the FDR Drive and the West Side Highway/Route 9A to identify vehicles that travel along those routes without entering the Manhattan CBD. These highway detection points would also aid in identifying vehicles that travel to locations on the east side of the FDR Drive (e.g., the Waterside apartment complex) and on the west side of the West Side Highway/Route 9A (e.g., Battery Park City or Hudson River Park) so that those vehicles are tolled.

1.2.2.3 Types of Tolling Infrastructure and Tolling System Equipment

At each detection point, cameras and E-ZPass readers would be installed on tolling infrastructure in an arrangement that would allow capture of vehicle information from all traffic lanes. The proposed tolling system equipment would be clustered into single enclosures to reduce its visual impact. These enclosures would house the license plate reader cameras, illuminators, and antenna in a single unit comparable in size and mass to traffic control devices currently used throughout the area of visual effect. The cameras included in the array of tolling system equipment would use infrared illumination at night to allow images of license plates to be collected without visible light.

Different tolling infrastructure would be used, depending on location, to minimize the Project footprint and reflect the existing setting (see **Figure 1b through Figure 1e**). **Attachment 2** provides visual simulations that depict the existing (No Action) conditions compared to the build (CBD Tolling) alternative. The visual simulations depict the types of tolling infrastructure and tolling system equipment that would be mounted on new poles, and directly on bridge and tunnel structures. Based on preliminary design, the tolling infrastructure and tolling system equipment would include the following:

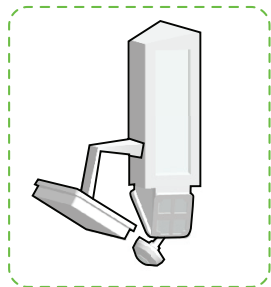
POLE, CLUSTERS, AND MAST ARM
 The diagram below isolates the separate components within each typical tolling checkpoint.

DIAGRAM LEGEND

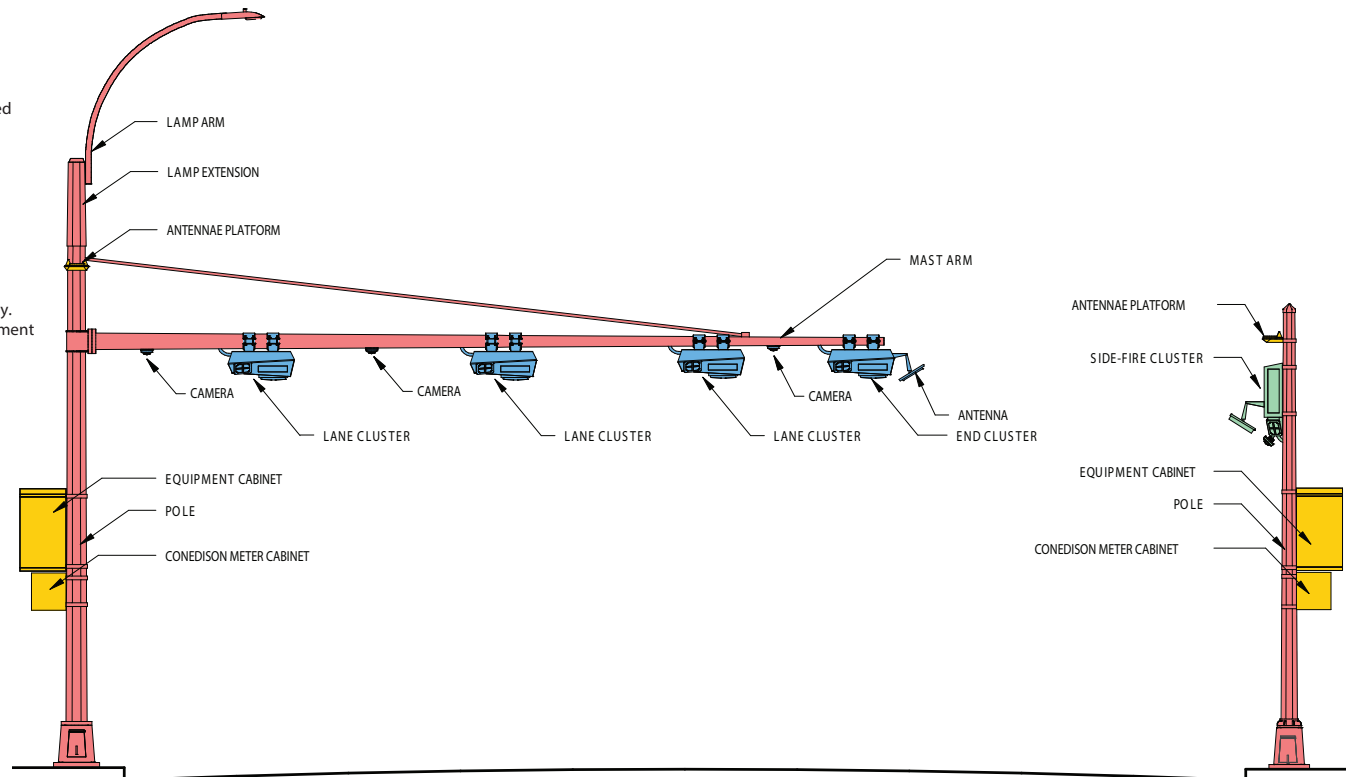
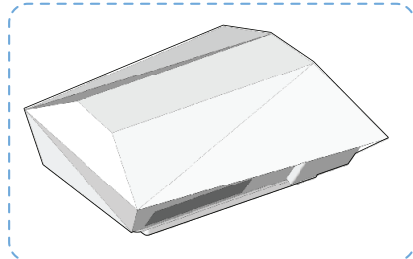
- Pole and pole attachments are to be color matched to existing pole or surrounding context
- Equipment attached directly to the poles are to be color matched to the pole
- Side-Fire Clusters are to be color matched to the pole
- Overhead equipment to be specified color, independent of the mast arm

Note: Colors on diagram are for illustrative purposes only. All tolling infrastructure and tolling system equipment would be color-matched to correspond to the surrounding context.

SIDE-FIRE CLUSTER



LANE CLUSTER

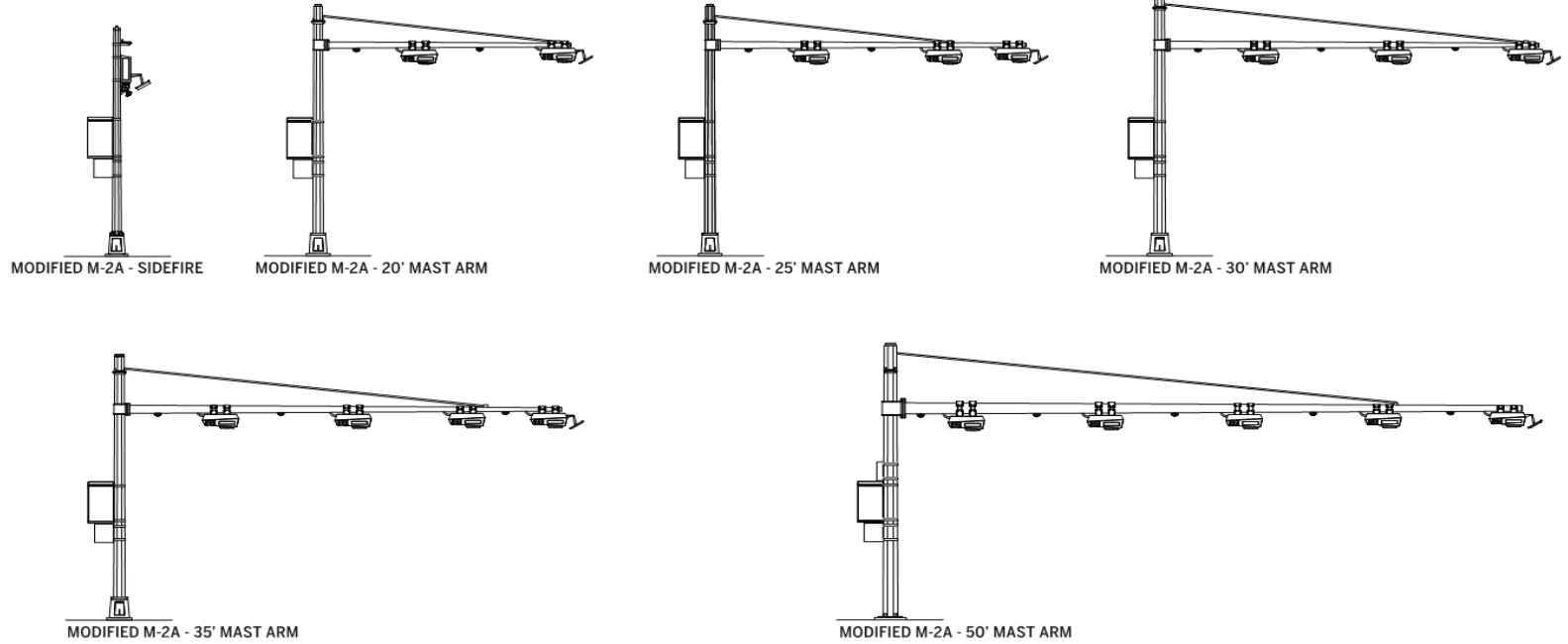


NOTE: Detection equipment shown here is for illustration purposes only. Cluster and camera numbers and placement are determined by number of lanes in the road, roadwidth, and location.

Typical Tolling Infrastructure and Tolling System Equipment
Figure 1b

Pole Configurations

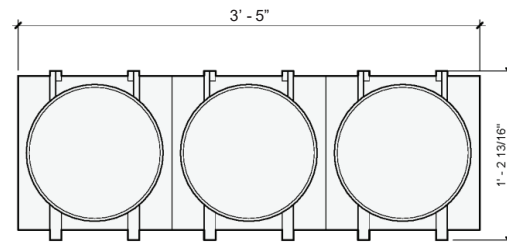
CBDTP POLE CONFIGURATIONS



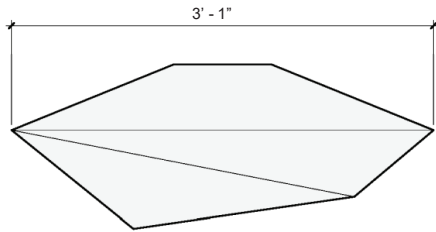
Overhead Lane Cluster



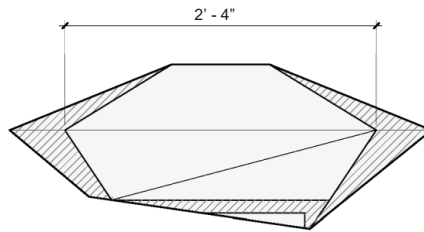
Actual image of CDBT overhead lane cluster



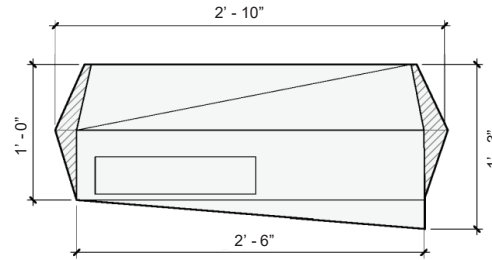
TRAFFIC LIGHT FRONT



RIGHT



LEFT

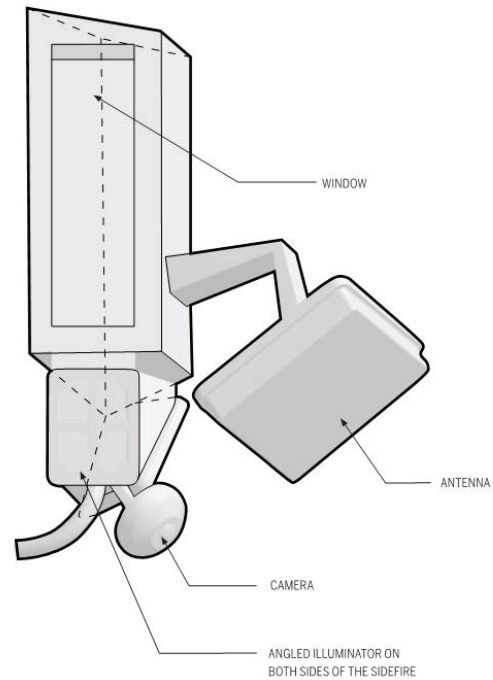


FRONT

Side-Fire Cluster



Actual image of CBDTP side-fire cluster



Typical Tolling Infrastructure and
Tolling System Equipment

Figure 1e

- **Modified NYCDOT M-2A poles at the curbside.** NYCDOT uses octagonal poles (“M-2A” poles) throughout New York City for traffic signals and streetlights. The CBD Tolling Alternative would install new poles that are similar in appearance to standard M-2A poles but would be larger in diameter (potentially up to 14 inches in diameter rather than 8.5 inches) to meet the critical structural performance requirements for mast-arm configurations. The modified M-2A poles would have larger foundations than a standard M-2A pole. The CBD Tolling Alternative would install modified M-2A poles at locations where standard poles are currently installed, replace existing poles with new poles that are up to about 20 feet from the current location, and install new poles at locations where no poles are currently installed. From these poles, a new mast arm (similar to the mast arms that support traffic signals throughout New York City) would extend 20 to 50 feet over the roadway with tolling system equipment mounted on it. If an existing pole also supports a streetlight, then a streetlight would be provided on the replacement pole as well. The tolling system equipment mounted on mast arms would collect vehicle information from multiple lanes beneath the mast arm.
- **“Side fires” at the curbside.** In certain locations, tolling system equipment would be mounted on a standard M2-A pole without a mast arm, referred to as a “side fire.” The side fire equipment would collect vehicle information from a single lane. Typically, this would occur at locations where a mast arm would be on one side of the street and a side fire on the other side of the street to allow full coverage of all lanes of the street. The CBD Tolling Alternative would install new poles in certain locations and use existing poles in others.
- **Equipment mounted on overhead sign structures and pedestrian bridges.** Along the West Side Highway/Route 9A and the FDR Drive, detection points would be mounted on existing overhead sign structures and pedestrian bridges. Some overhead structures would be strengthened to carry the additional load.
- **Equipment mounted on existing bridge and tunnel structures.** On the Brooklyn Bridge, Manhattan Bridge, Williamsburg Bridge, Ed Koch Queensboro Bridge, and potentially at the Lincoln and Holland Tunnels, tolling system equipment would be mounted to existing overhead sign structures and/or existing structural elements (e.g., girders, walls) of the structures. In addition, on the Manhattan Bridge, a new overhead steel girder supporting tolling system equipment would be installed above the westbound inner roadway, supported on the existing steel framing that once supported an upper-deck roadway (removed in the mid-20th century) between the westbound inner roadway and the outer roadways. Poles with mast arms that would be mounted on the new girder would capture traffic on the outer roadways. Tolling infrastructure and tolling system equipment would also be mounted directly on the structural elements of the Ed Koch Queensboro Bridge and the High Line and could also be mounted on structural elements at the Lincoln Tunnel. At the Brooklyn Bridge, Williamsburg Bridge, and Holland Tunnel, no new tolling infrastructure and tolling system equipment would be mounted directly on these historic structures.
- **Existing open-road tolling equipment at TBTA tunnels.** At the TBTA tunnels that connect to the Manhattan CBD (Hugh L. Carey Tunnel and Queens-Midtown Tunnel), existing open-road tolling infrastructure would be used.

The tolling infrastructure and tolling system equipment would use existing or new underground connections to utility and communications networks, to receive power and system connectivity. At locations where tolling infrastructure and tolling system equipment are installed within any components of the street, additional trenching up to depths of approximately 2 feet below grade could be required for utility and communications connections. At those locations where new connections are needed, trenches would be dug from each pole to the nearest utility access point and conduits would be laid in the trenches. Once the new connections are installed, the trenches would be covered and returned to their original condition. All pavement and surface materials would be replaced in kind and any new curbs and/or new or reconstructed median surfaces would involve in-kind replacements. Some Project components would be constructed on at-grade slabs or require minimal (less than 2 feet) excavation or other in-kind replacement, including but not limited to: equipment cabinets, new utility connections, splice boxes, pull boxes, electrical line boxes, landscaping, etc.

The Project Sponsors are coordinating with PANYNJ regarding potential use of property controlled by PANYNJ associated with the Lincoln and Holland Tunnels for tolling infrastructure and tolling system equipment. This would allow the Project Sponsors to eliminate several detection points on local streets near the Lincoln and Holland Tunnels. As described above, tolling infrastructure and tolling system equipment could be mounted on structural elements at the Lincoln Tunnel, but no new tolling infrastructure and tolling system equipment would be mounted directly on structural elements of the Holland Tunnel. This document conservatively evaluates detector point locations on local streets near the Lincoln and Holland Tunnels as well as on PANYNJ property.

The tolling infrastructure and tolling system equipment have been designed to minimize their visual impact, by using existing infrastructure as much as possible and coordinating the appearance of new infrastructure and equipment with the existing street furniture palette. The color of poles, cabinets, and tolling system equipment would be consistent and would match existing light pole colors. Supports, fasteners, and other hardware would also be designed to be minimally visible. In all cases, the Project Sponsors would avoid the removal of street trees for pole placement to the maximum extent feasible and practicable.

Figure 1b through Figure 1e illustrate the proposed tolling infrastructure and tolling system equipment. In general, tolling system equipment that would be mounted directly to poles, to mast arms extending from poles, or directly on existing bridges and tunnels would be of a small size. Overhead lane clusters with camera and EZ Pass readers would typically measure approximately 2'-6" in length by 1 foot in height x approximately 2-3 feet in depth (see **Figure 1d**). Sidefiers that would be mounted on poles typically measure 10" x 14" x 39" (as depicted in **Figure 1e**). Associated meter cabinets and toll equipment cabinets would have approximate dimensions of 18" x 30" x 18" and 44" x 29" x 25" respectively. **Attachment 2** provides visual simulations of the proposed tolling infrastructure and tolling system equipment in the study area. **Attachment 3** contains a plan for each location.

1.3 AREA OF POTENTIAL EFFECTS

On October 28, 2021 the NYSDOT Office of Environment submitted the Cultural Resources Screening Report prepared for the Project, which describes the proposed Area of Potential Effects (APE). In accordance with 36 CFR Section 800.4(a)(1), an APE was defined for the Project based on proposed work activities associated with the CBD Tolling Alternative and the potential to affect historic properties, including potential direct and indirect effects caused by the construction and operation of the Project. The APE for the Project was based on a proposed scope of work that includes:

- Installation of new poles with tolling infrastructure and tolling system equipment on city streets and other at-grade roadways, including poles in new locations and replacement poles in the same locations
- Mounting of new poles and tolling infrastructure and tolling system equipment directly on bridge and tunnel structures

On November 22, 2021, the SHPO concurred with the APE (see **Attachment 4, "Correspondence"**). The APE consists of noncontiguous areas representing the areas of potential direct and indirect effects associated with the installation of new tolling infrastructure and tolling system equipment (**Figures 2 through 8**).

2. Steps Taken to Identify Historic Properties

Historic properties include any district, site, building, structure or object listed in or eligible for listing in the National Register of Historic Places (NRHP) (36 CFR § 800.16(l)(1)).

2.1 ARCHAEOLOGICAL RESOURCES

The October 2021 Cultural Resources Screening Report included an archaeological assessment conducted to assess the potential presence of archaeological resources that could be affected by the CBD Tolling Program. Although ground disturbance associated with proposed pole installations is limited within each of the areas, for potential locations of tolling infrastructure and tolling system equipment in city streets, the archaeological assessment defined an Archaeological Study Area that conservatively included the entire block and streetbed where potential tolling equipment and related infrastructure could be installed, including lanes designated for automobile, bicycle, bus, or pedestrian use; sidewalks; and, where applicable, center medians. The Archaeological Study Area also included locations near bridges and tunnels and within Central Park in areas where new poles and/or other tolling infrastructure would be placed at depths greater than 2 feet.

The archaeological assessment documented previous disturbance; identified ground-disturbing activities associated with the Project; assessed archaeological sensitivity based on the results of previous archaeological investigations in the area; reviewed previously reported archaeological sites as identified in the New York State Cultural Resource Information System (CRIS); assessed the presence of historic period cemeteries; and reviewed historical maps to determine the presence of map-documented structures.

The analysis of archaeological potential conducted for the Archaeological Study Area identified extensive prior disturbance associated with historic landscape modification and construction of existing transportation facilities and existing utilities. The archaeological analysis concluded that all of the streets included within the Archaeological Study Area (including roadbeds, sidewalks, and, where applicable, center medians) have been disturbed in association with road construction (including grading) and maintenance; the construction and demolition of buildings (including those with excavated basements) and structures such as bridges and tunnels; the installation of utility lines (including sewer, water, electric, gas, and telecommunications lines, among others), hydrants, manholes, vaults, connections, and other infrastructure; or other development-related disturbance. Those locations where map-documented structures (i.e., buildings observed on historical maps) were observed within streetbeds were also determined to be heavily disturbed and therefore unlikely to contain archaeological resources at a depth of 2 to 8 feet (or up to 12 feet in limited locations) that would be disturbed for the Project.

The assessment concluded that the extent of this prior disturbance has reduced the archaeological potential such that the presence of intact archaeological deposits is highly unlikely within the Archaeological Study Area. Therefore, there are no archaeological concerns for the Project due to the low potential for the presence of intact archaeological resources and no archaeological survey was recommended. In correspondence dated November 22, 2021, the SHPO concurred with this recommendation (**Attachment 4**). In comments dated January 13, 2022, the New York City Landmarks Preservation Commission (LPC) concurred with the finding and indicated that there are no further archaeological concerns (**Attachment 4**). The October 2021 Cultural Resources Screening Report was provided to the four Federally-recognized Native American tribes on October 28, 2021. The Stockbridge-Munsee Mohican Tribal Historic Preservation Extension Office indicated on October 13, 2021 that they had no concerns with the Project (**Attachment 4**).

2.2 ARCHITECTURAL RESOURCES

The October 2021 Cultural Resources Screening Report identified known historic properties within the APE. No architectural survey was recommended. In correspondence dated November 22, 2021, the SHPO concurred with this recommendation (**Attachment 4**).

Information on resources listed in or determined eligible for listing in the National Register of Historic Places (NR) was collected from the New York State Office of Parks, Recreation and Historic Preservation's (OPRHP) Cultural Resource Information System (CRIS). The National Park Service's list of National Historic Landmarks (NHLs) was also reviewed. In addition, properties LPC has designated (or considered eligible for such designation) as individual New York City Landmarks and Scenic Landmarks (NYCLs) or New York City Historic Districts (NYCHDs) were identified.

An updated review of CRIS identified 45 historic properties within the APE (**Table 1**). The properties consist of architectural resources, including buildings, structures and districts.

3. Evaluation of Project Impact on Identified Historic Properties

A description of the historic architectural properties in the APE and discussion of the Project's effects on those properties are provided below. **Table 1** lists the historic properties in the APE and indicates changes that would occur as part of the Project. **Figures 2 through 8** map these resources. Historic properties in the Direct Effects portion of the APE are also further described in this section.

Table 1. Historic Properties and Summary of Changes

REF. NO. ¹	ADDRESS/NAME	DESCRIPTION	STATUS & SIGNIFICANCE CRITERIA ^{2,3}	CHANGES
1	Ed Koch Queensboro Bridge	Constructed in 1901-1908, the Ed Koch Queensboro Bridge is a two-span, through cantilever truss bridge spanning the East River from Manhattan to Queens.	NR-Listed, C	Minor changes – installation of tolling equipment on bridge structure (Attachment 3, p. 63) No adverse effect
			NYCL	
2	Manhattan Bridge ⁴	This steel suspension bridge spanning the East River from the Lower East Side of Manhattan to Brooklyn opened in 1909; it is supported by two steel towers and includes a stone colonnade at the Manhattan approach.	NR-Listed, C	Minor changes – installation of steel girder with tolling equipment (Attachment 3, p. 64) No adverse effect
			NYCL	
3	South Street Seaport Historic District and Extension	The South Street Seaport Historic District and Extension contains the largest concentration of early 19th century commercial buildings in New York City.	NR-Listed, A & C	Minor changes – installation of a pole with equipment cabinet in a parking lot. Minor change in setting (Attachment 3, p.60) No adverse effect
			NYCHD	
4	Holland Tunnel	Opened in 1927, the Holland Tunnel is the first subaqueous tunnel in the world; its two tubes carry traffic to and from Manhattan and New Jersey below the Hudson River.	NR-Listed, C	No physical changes to tunnel structure. Minor change in setting (Attachment 3, p. 44) No effect
			NHL	
5	Tribeca North Historic District (NR)	This district is defined by many large warehouse buildings constructed mostly between 1880 and 1910.	NR-Eligible, A & C	Minor changes - installation of one new pole with mast arm with tolling equipment in location of existing sidewalk light pole. Minor change to setting (Attachment 3, p. 44) No adverse effect
6	Tribeca North Historic District (NYCHD)		NYCHD	
7	Tribeca West Historic District	This district is defined by commercial buildings constructed between 1860 and the 1920s, row houses from the early 19th century, as well as office, garages, institutional, and civic buildings constructed from after the Civil War to 1931.	NR-Eligible, A & C	No physical changes or changes to immediate setting No effect
			NYCHD	
8	American Thread Building	This 11-story, Renaissance Revival-style commercial building faced in brown brick was constructed from 1894 to 1896 and designed by architect, William B. Tubby.	NR-Listed, A & C	No physical changes or changes to immediate setting No effect
9	Whitehall Building	This 20-story, Beaux Arts-style building was designed by architect Henry Hardenbergh and completed in 1904. The 31-story addition was designed by the architectural firm Clinton and Russell and built in 1908. The building has a stone base with brick cladding above.	NR-Eligible, C	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalk (Attachment 3, p. 47) No effect
			NYCL	

Table 1. Historic Properties and Summary of Changes (Cont'd)

REF. NO. ¹	ADDRESS/NAME	DESCRIPTION	NR STATUS & SIGNIFICANCE CRITERIA ^{2, 3}	CHANGES
10	Downtown Athletic Club Building	Constructed in 1930 as a skyscraper clubhouse, the Downtown Athletic Club was designed by Starrett & Van Vleck. The Art Deco-style building features irregular massing and mottled orange brick cladding.	NYCL	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on same block (Attachment 3, p. 47) No effect
11	21 West Street	A 32-story, Art Deco-style skyscraper designed by Starrett & Van Vleck and constructed from 1929 to 1931, the building is faced with tan and dark-brown brick.	NR-Listed, A & C	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on same block (Attachment 3, p. 47) No effect
			NYCL	
12	U.S. Post Office – Morgan General Mail Facility ⁵	Constructed in 1933, the Morgan General Mail Facility is a 6- to 10-story building built in the Art Deco style. The building's exterior is faced in limestone block on the lower levels with brick above.	NR-Eligible, A & C	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalks (Attachment 3, pp. 39, 43) No effect
			NYCL-Eligible	
13	406-426 West 31st Street ³	Constructed in 1914, the 16-story building is symmetrically fenestrated and faced in brick.	NR-Eligible	No physical changes. No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on adjacent sidewalk (Attachment 3, p. 37) No effect
14	U.S. General Post Office	The 6- and 10-story, Art Deco-style building was built in 1933 under the design of architect James A. Wetmore. The building is faced in granite ashlar.	NR-Listed, A & C	No physical changes or changes to immediate setting No effect
			NYCL	
15	Pennsylvania Railroad North River Tunnel (used by Amtrak and NJ TRANSIT)	Built between 1904 and 1908, the North River Tunnel carries train traffic in two tubes beneath the Hudson River between Penn Station New York and New Jersey.	NR-Eligible, A & C	No physical changes or changes to immediate setting No effect
16	St. Michael's Roman Catholic Church Complex ^{3, 5}	Completed in 1907, the complex includes a Romanesque-style church, school, convent, and rectory. The complex was designed by Napoleon LeBrun & Sons.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalk (Attachment 3, p. 35) No effect
			NYCL-Eligible	

Table 1. Historic Properties and Summary of Changes (Cont'd)

REF. NO. ¹	ADDRESS/NAME	DESCRIPTION	NR STATUS & SIGNIFICANCE CRITERIA ^{2, 3}	CHANGES
17	Master Printers Building ³	Completed in 1927, the 19-story building was designed by architects Parker & Shaffer and clad in tan brick.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on same block (Attachment 3, p. 36) No effect
18	Webster Apartments ³	The C-shaped building was constructed in 1923. The Neo-Classical style building rises 13 stories and is clad in red brick.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalk (Attachment 3, p. 35) No effect
19	Harding Building/ Garment Center Historic District ⁶	Designed by architect Chester J. Storm and constructed from 1926 to 1927, the 17-story building contributes to the Garment Center Historic District, which includes industrial, residential, religious, and government buildings dating from 1858 to 1958.	NR-Listed, A & C	No physical changes or changes to immediate setting No effect
20	Paddy's Market Historic District	Ninth Avenue between West 38th and West 42nd Streets was the location of one of the best known pushcart markets, located beneath the former rail viaduct. The buildings in this potential historic district are primarily late 19th century tenements with many retaining intact storefronts that reflect the history of the market.	NR-Eligible, A & C	Minor changes - installation of two new poles with mast arms with tolling equipment on sidewalk. Minor change to setting (Attachment 3, pp. 27-29) No adverse effect
21	Former Pinehill Crystal Water Company ³	The 6-story building, constructed in 1911, is faced in tan brick with stone detailing.	NR-Eligible	No physical changes or changes to immediate setting No effect
22	Hill Building ³	Constructed in 1914, the 14-story building is designed in the Neo-Classical style. The building is clad in terra-cotta and brick.	NR-Eligible	No physical changes or changes to immediate setting No effect
23	500 West 37th Street ³	The 6-story building was constructed in 1890. Symmetrically fenestrated, the building is faced in red brick with a stone façade on the ground floor along Tenth Avenue.	NR-Eligible	No physical changes or changes to immediate setting No effect
24	Underhill Building ³	Designed by Hill & Stout, the 13-story building was constructed in 1915. The building is clad in red brick with decorative glazed terra-cotta.	NR-Eligible	No physical changes or changes to immediate setting No effect

Table 1. Historic Properties and Summary of Changes (Cont'd)

REF. NO. ¹	ADDRESS/NAME	DESCRIPTION	NR STATUS & SIGNIFICANCE CRITERIA ^{2, 3}	CHANGES
25	408 West 39th Street ³	The 5-story tenement building comprises details from the Neo-Grec and Romanesque Revival styles. The ground floor is faced with brownstone with an intact cornice.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalk (Attachment 3, p. 29) No effect
26	523-539 Ninth Avenue ³	The nine tenement buildings along Ninth Avenue are 4 stories and faced in brick. The buildings' cornices are intact with stone lintels and window sills.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on same block (Attachment 3, p. 27) No effect
27	Lincoln Tunnel	Completed after the Holland Tunnel, the Lincoln Tunnel has three tubes for vehicles to travel below the Hudson River between Manhattan and New Jersey. The north tube was completed in 1945, the center tube in 1937, and the south tube in 1957.	NR-Eligible, A & C	Minor changes – installation of tolling equipment at the three portal structures (Attachment 3, pp. 66, 67) No adverse effect
28	St. Raphael Roman Catholic Church and Rectory ³	The church and rectory are designed in the Gothic Revival style with stone and red brick.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on same block (Attachment 3, p. 22) No effect
29	500-506 West 42nd Street ³	Two 6-story tenement buildings are clad in tan brick. A metal balcony runs just below the 6th floor windows.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalk (Attachment 3, p. 19) No effect
30	McGraw-Hill Publishing Company Building	Designed by architect Raymond Hood, the 33-story building was constructed in 1930. The building is faced in panels that are painted a deep blue-green and includes horizontal bands of windows.	NR-Listed, A & C	No physical changes or changes to immediate setting No effect
			NHL	
			NYCL	
31	The High Line	The 1.45-mile-long elevated steel and concrete viaduct structure was built by the New York Central Railroad to replace its on-grade Tenth Avenue tracks. It runs roughly parallel to Tenth Avenue between West 34th and Gansevoort Streets.	NR-Eligible, A	Minor changes – installation of tolling equipment on underside of viaduct structure (Attachment 3, p. 42) No adverse effect

Table 1. Historic Properties and Summary of Changes (Cont'd)

REF. NO. ¹	ADDRESS/NAME	DESCRIPTION	NR STATUS & SIGNIFICANCE CRITERIA ^{2, 3}	CHANGES
32	Former French Hospital ³	The 13-story building was built in 1927-1928 by the French Benevolent Society as the New York City French Hospital. The building is clad in brick with a 2-story stone base.	NR-Eligible	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on same block (Attachment 3, p. 40) No effect
33	Lithuanian Alliance of America	The 4-story Neo-Grec style building was built ca. 1876 as a single family residence by architect and real estate developer Edward E. Ashley. The building was purchased by the Lithuanian Alliance of America in 1910.	NR-Eligible, A	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on same block (Attachment 3, p. 40) No effect
34	Hotel Irwin	The 11-story Hotel Irwin opened in 1925 as an apartment building for unmarried women. The building was originally planned in 1914 for use as a hotel for women by Ms. Richard Irwin, but construction was delayed by World War I. The Classical-Revival style brick building was designed by Jackson, Rosencranz, and Waterbury.	NR-Eligible, A	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on sidewalk on same block (Attachment 3, p. 40) No effect
35	Engine Co. 34 Firehouse	The 2-story brick firehouse was designed by Hubert J. Treacy and built in 1937. The firehouse is a representative example of the two-company/two-vehicular entrance type the New York City Fire Department began using at the turn of the 20th century.	NR-Eligible, A & C	No physical changes or changes to immediate setting No effect
36	P.S. 191 Hudson Honors School	The 5-story building was built in 1955 and designed by William Gehron. The building has an L-shaped plan and minimized ornamentation.	NR-Eligible, C	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalk (Attachment 3, p. 4) No effect
37	Cova Building	The 12-story office building, built between 1922 and 1924 by Alexander Cohen, has terra-cotta ornament and decorative metal panels.	NR-Eligible, C	No physical changes. Minor change to setting – 2 new poles with mast arm with tolling equipment on sidewalks on same block (Attachment 3, p. 6) No effect
38	59th Street-Columbus Circle Subway Station	Completed in 1904, the station is one of the first original Interborough Rapid Transit subway stations to be completed. The station has Beaux Arts painting and decoration.	NR-Listed, A & C	No physical changes or changes to setting No effect
			NYCL Interior Landmark	

Table 1. Historic Properties and Summary of Changes (Cont'd)

REF. NO. ¹	ADDRESS/NAME	DESCRIPTION	NR STATUS & SIGNIFICANCE CRITERIA ^{2, 3}	CHANGES
39	Central Park ⁷	Central Park is the first large-scale public park in the nation. Created from 1857 to 1866, the park was designed by Frederick Law Olmsted and Calvert Vaux.	NR-Listed, C	Minor changes -replace existing poles with 4 new poles with tolling equipment at 3 access point locations on the interior park roads; replace existing light pole with new pole with tolling equipment on Fifth Avenue sidewalk; install a new pole with mast arm on Central Park West sidewalk. Minor changes to setting (Attachment 3, pp. 7-11) No adverse effect
			NHL	
			NYC Scenic Landmark	
40	Upper East Side Historic District (NR)	This district is defined by mansions, apartment houses, and row houses in a range of architectural styles, dating from 1862 to 1938.	NR-Listed, A & C	Minor changes – installation of one new pole with mast arm with tolling equipment on sidewalk. Minor changes to setting (Attachment 3, p. 11) No adverse effect
41	Upper East Side Historic District (NYCHD)		NYCHD	
42	Upper East Side Historic District Boundary Increase and Additional Documentation	The expansion of the original Upper East Side Historic District includes multiple domestic, religious, commercial, and government buildings with similar historic development and period integrity. The period of significance is from 1862 to 1956.	NR-Listed, A & C	Minor changes – installation of one new pole with mast arm with tolling equipment on sidewalk. Minor changes to setting (Attachment 3, p. 13) No adverse effect
43	Grand Army Plaza	Grand Army Plaza was laid out to the designs of Carrère & Hastings in 1913-1916. The plaza includes decorative paving and landscaped areas and is divided by 59th Street; the plaza to the south includes the Pulitzer Fountain and the plaza to the north the General Sherman Monument.	NYC Scenic Landmark	No physical changes or changes to immediate setting No effect
44	Public Baths	The Public Baths were built by the City of New York in 1904-1906, and designed by Arnold W. Brunner and William M. Aiken. The Public Baths are a one-story brick building with a limestone base.	NR-Listed, A & C	No physical changes. Minor change to setting – new pole with mast arm with tolling equipment on adjacent sidewalk (Attachment 3, p. 53) No effect
			NYCL	

Table 1. Historic Properties and Summary of Changes (Cont'd)

REF. NO. ¹	ADDRESS/NAME	DESCRIPTION	NR STATUS & SIGNIFICANCE CRITERIA ^{2, 3}	CHANGES
45	Gansevoort Market Historic District	This district is defined by a mix of buildings typically constructed between the 1840s and 1940s linked to the city's working waterfront and includes a contributing historic street grid.	NR-Listed, A & C	Minor changes - installation of one new pole with equipment cabinet on sidewalk. Minor change to setting (Attachment 3, p. 50) No adverse effect
			NYCHD	

Source: Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov>; NYC Landmarks Preservation Commission "Discover NYC Landmarks" at <https://www1.nyc.gov/site/lpc/index.page>

Notes:

¹ Corresponds to **Figures 3 through 8**.

² NR Significance Criteria A-D

³ For certain properties, the SHPO's CRIS does not provide information regarding the NR criteria under which the properties were determined eligible, and, therefore, information is not provided in this table for those properties.

⁴ The Arch and Colonnade is a NYCL. The bridge structure/deck is not a NYCL or NYCL-Eligible per LPC comment letter dated January 13, 2022.

⁵ LPC determined the property appears NYCL-Eligible in a comment letter dated January 13, 2022.

⁶ The Harding Building is the only building in the Garment Center Historic District (NR-Listed) that is in the APE.

⁷ The NR and NYCL boundaries differ for Central Park at the location of the corner of the park at Central Park South (59th Street) and Fifth Avenue; this corner is included as part of the Grand Army Plaza Scenic Landmark (Resource No. 43) but excluded from the New York City Scenic Landmark boundaries (Resource No. 39a on **Figure 7**). Grand Army Plaza is included within the Central Park NR and NHL boundaries (Resource No. 39b on **Figure 7**).

LPC: New York City Landmarks Preservation Commission




NR: National Register of Historic Places

NYCL: New York City Landmark and New York City Scenic Landmark

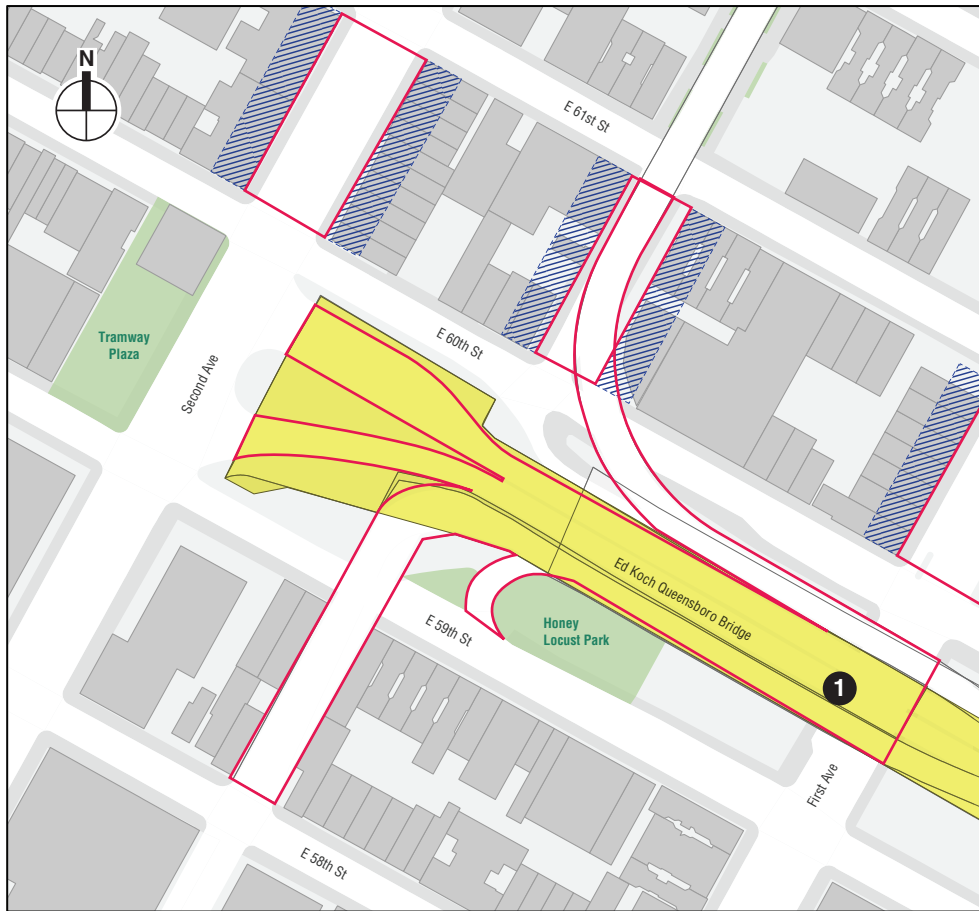
NYCHD: New York City Historic District

NHL: National Historic Landmark



-  CBD Tolling Zone Boundary (Excluding West Side Highway/Route 9A and FDR Drive)
-  Area of Potential Effects (APE)
-  Detail Area of Potential Effects (APE) Inset Map (see Figures 3 to 8)

0 1 MILE



Ed Koch Queensboro Bridge

Area of Potential Effects (APE)

- Direct Effects Portion of the APE
- Indirect Effects Portion of the APE

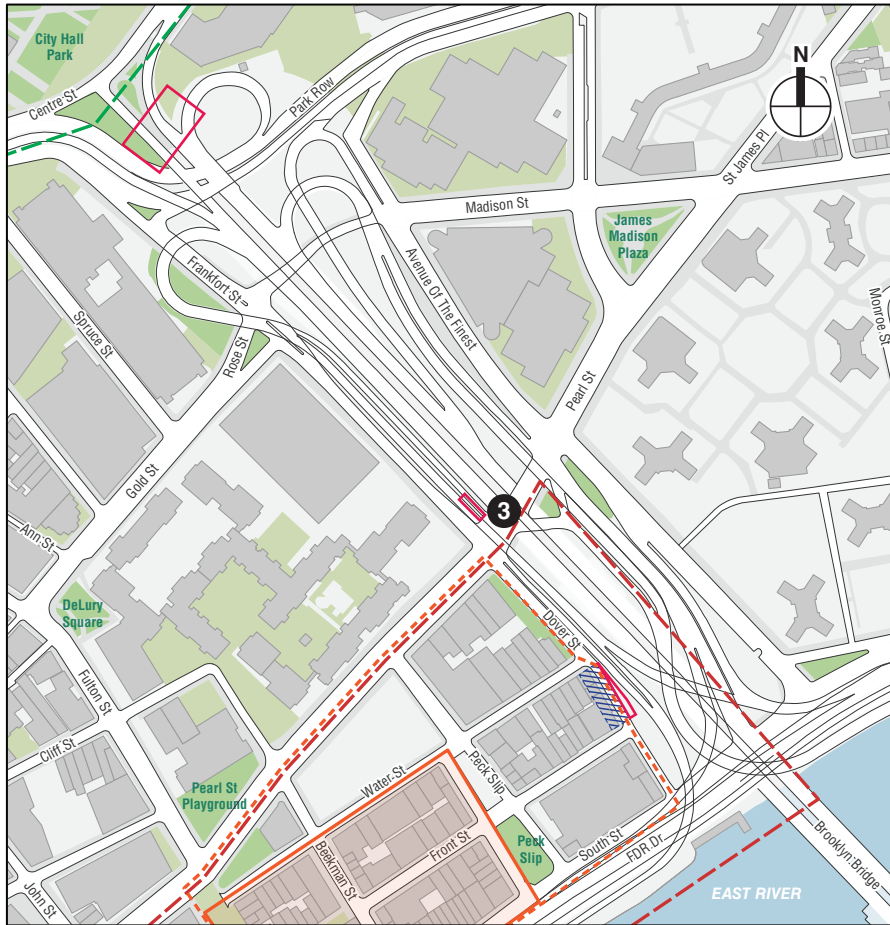
- 1 Historic Resource (corresponds to Table 2)
- NR-listed/NR-eligible Tunnel and Bridge Boundaries (approximate)

*Note: NYCL Boundary for the Ed Koch Queensboro Bridge
Includes Queensboro Bridge Plaza as shown*

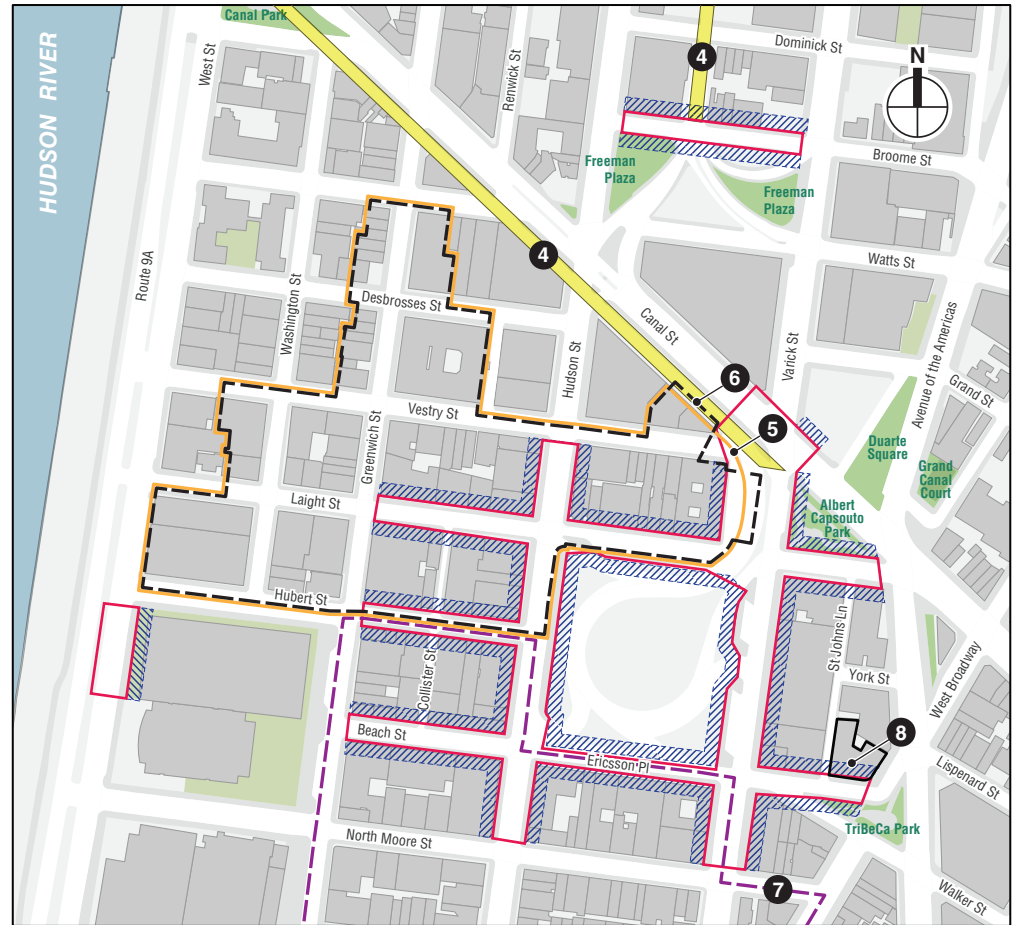


Manhattan Bridge

Historic Architectural Resources:
Ed Koch Queensboro Bridge and Manhattan Bridge
Portions of the APE



Brooklyn Bridge



Holland Tunnel

Area of Potential Effects (APE)

Direct Effects Portion of the APE

Indirect Effects Portion of the APE

Historic Resource (corresponds to Table 2)

Historic Resource Tax Lot (as applicable)

NR-listed/NR-eligible Tunnel and Bridge Boundaries (approximate)

Historic Districts

South Street Seaport Historic District (NR-listed)

South Street Seaport Historic District Extension (NR-listed)

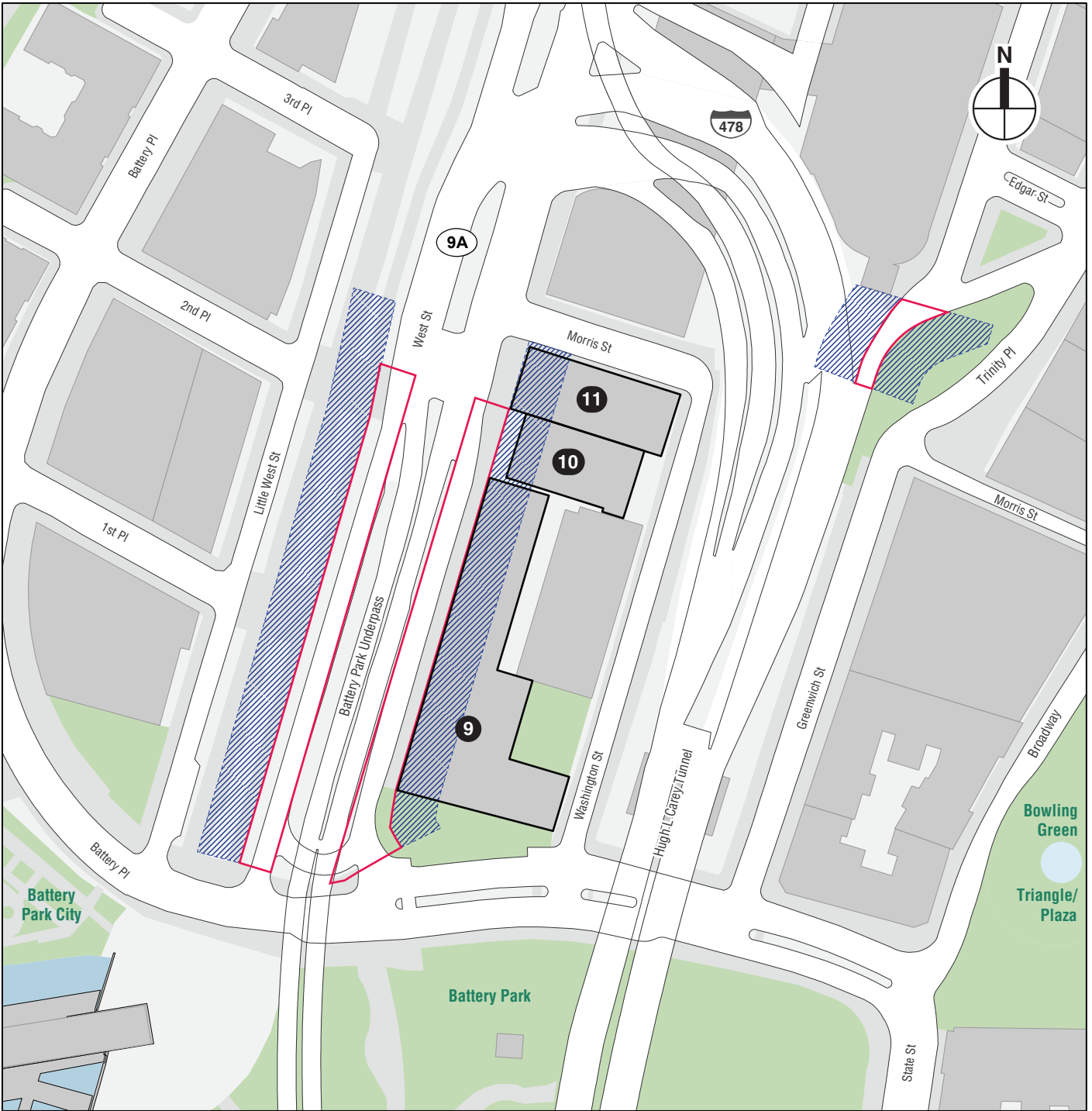
South Street Seaport Historic District and Extension (NYHD)

Tribeca North Historic District (NR-eligible)

Tribeca North Historic District (NYCHD)

Tribeca West Historic District (NYCHD, NR-eligible)

Historic Architectural Resources:
Brooklyn Bridge and Holland Tunnel
Portions of the APE



Battery Park Underpass

Hugh L. Carey Tunnel

0 100 200 FEET

Area of Potential Effects (APE)

Direct Effects Portion of the APE

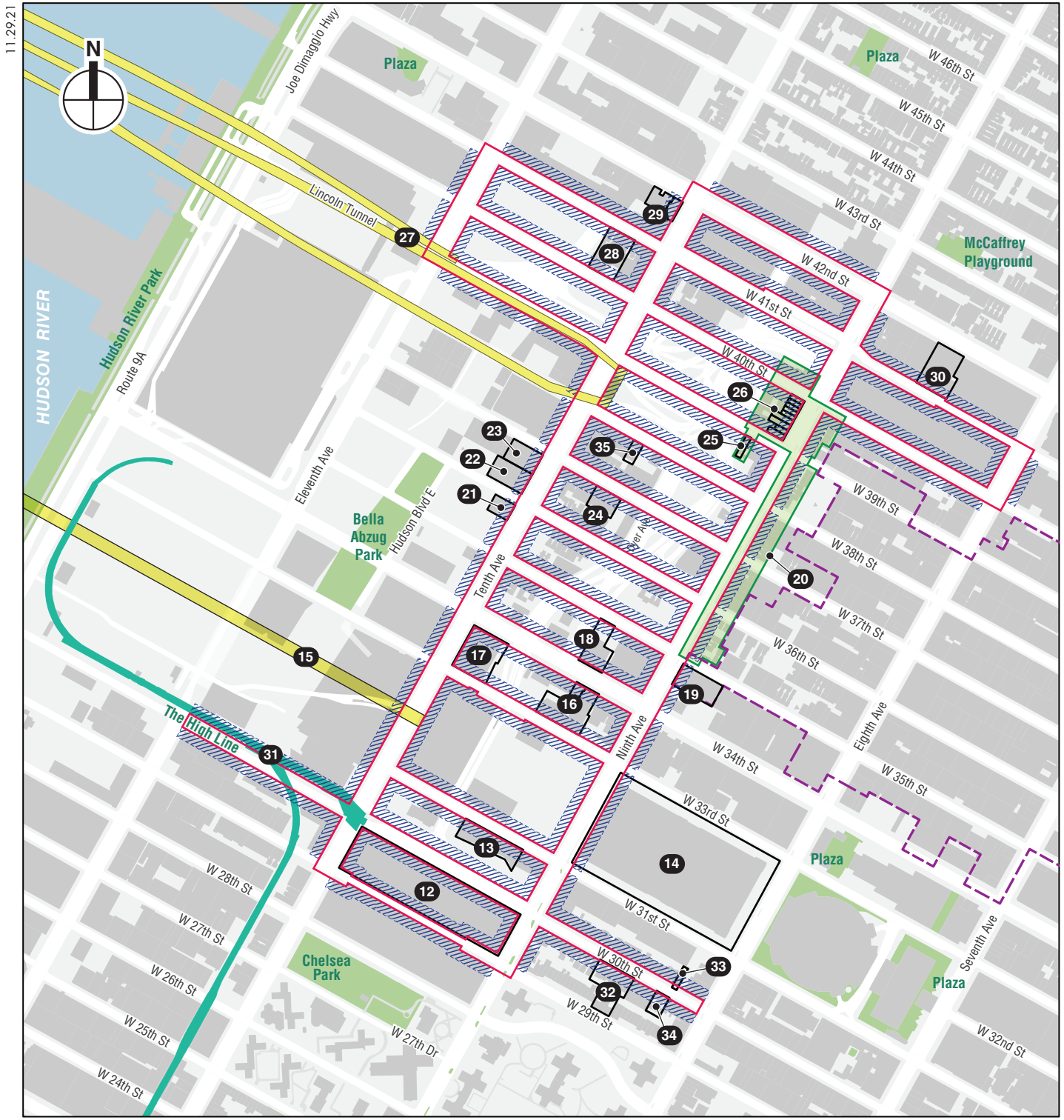
Indirect Effects Portion of the APE

Historic Resource (corresponds to Table 1)

Historic Resource Tax Lot (as applicable)

Historic Architectural Resources:
Battery Park Underpass
and Hugh L. Carey Tunnel
Portions of the APE

Figure 5



11.29.21



Area of Potential Effects (APE)

- Direct Effects Portion of the APE
- Indirect Effects Portion of the APE

12 Historic Resource (corresponds to Table 1)

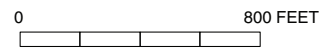
Historic Resource Tax Lot (as applicable)

NR-listed/NR-eligible Tunnel and Bridge Boundaries (approximate)

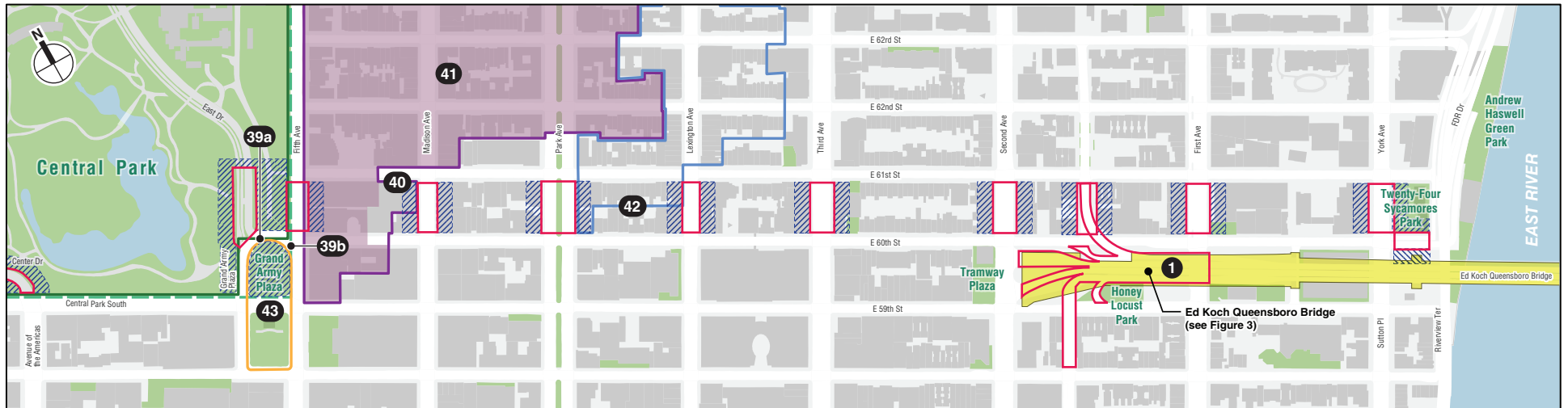
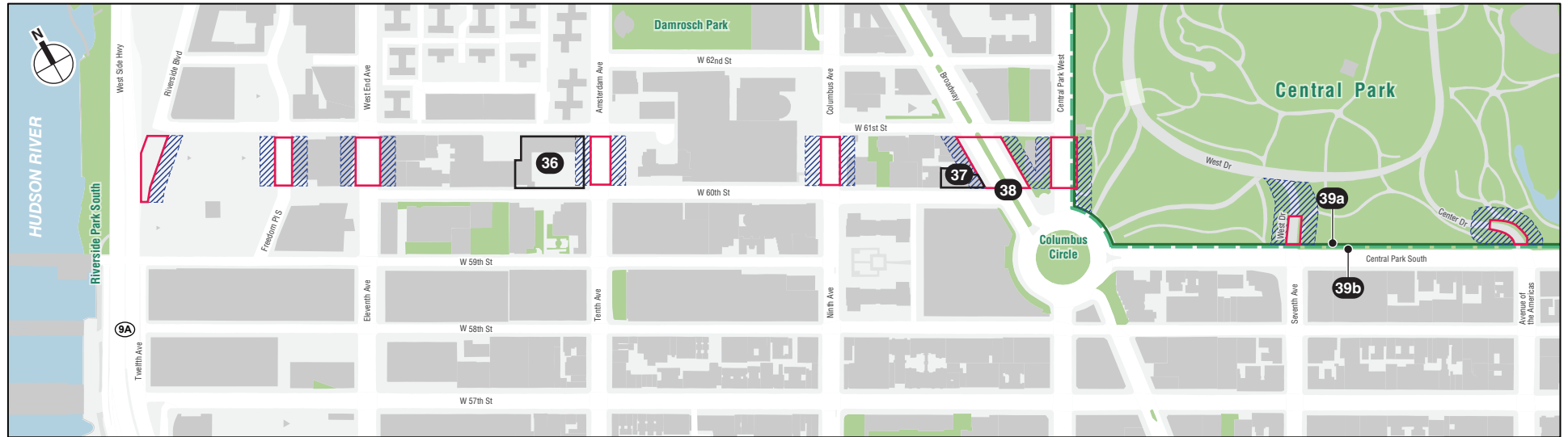
High Line

Historic Districts

- Garment Center Historic District
- Paddy's Market Historic District



Historic Architectural Resources:
Lincoln Tunnel
Portion of the APE



Area of Potential Effects (APE)

- Direct Effects Portion of the APE
- Indirect Effects Portion of the APE

- 36 Historic Resource (corresponds to Table 1)
- Historic Resource Tax Lot (as applicable)

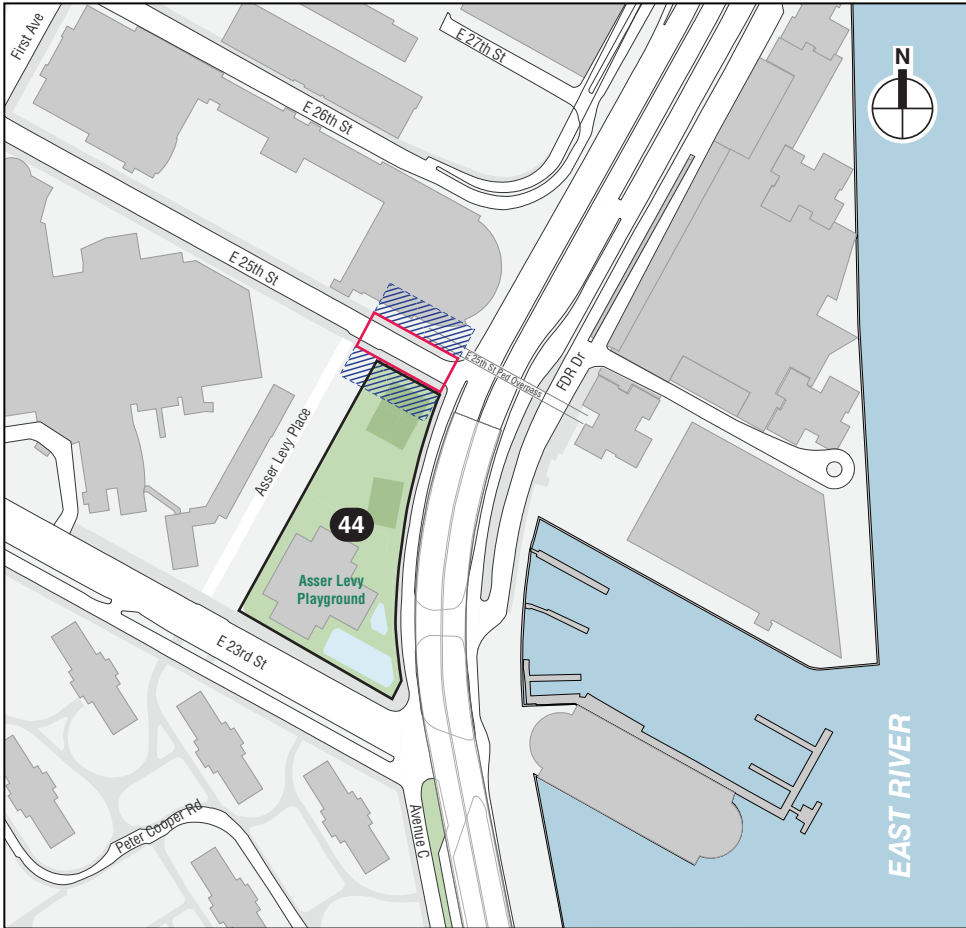
- Central Park (NYC Scenic Landmark)
- Central Park (NR-listed, NHL)
- Grand Army Plaza (NYC Scenic Landmark)
- NR-listed/NR-eligible Tunnel and Bridge Boundaries (approximate)

Historic Districts

- Upper East Side Historic District (NR-listed)
- Upper East Side Historic District (NYCHD)
- Upper East Side Historic District Boundary Increase and Additional Documentation (NR-listed)



Historic Architectural Resources:
60th Street and Central Park
Portions of the APE
Figure 7



FDR Drive/East 25th Street

0 200 400 FEET

Area of Potential Effects (APE)

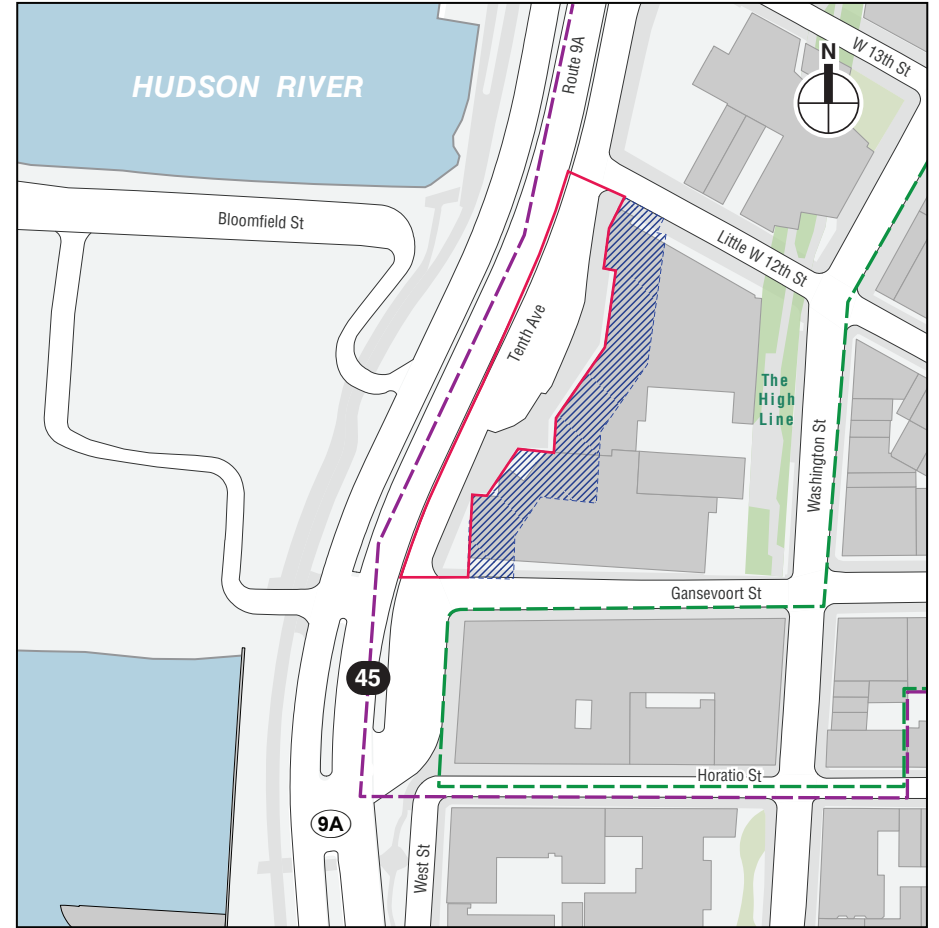
- Direct Effects Portion of the APE
- Indirect Effects Portion of the APE

44 Historic Resource (corresponds to Table 1)

Historic Resource Tax Lot (as applicable)

Gansevoort Market Historic District (NR-listed)

Gansevoort Market Historic District (NYCHD)



West Side Highway/Gansevoort Street

0 100 250 FEET

Historic Architectural Resources:
FDR Drive/East 25th Street and West Side Highway/Gansevoort Street
Portions of the APE

3.1 TOLLING INFRASTRUCTURE AND TOLLING SYSTEM EQUIPMENT AT HISTORIC BRIDGES AND TUNNELS

Within the APE, the CBD Tolling Alternative would result in new tolling infrastructure and tolling system equipment on the structural elements at two historic bridges: the Ed Koch Queensboro Bridge and the Manhattan Bridge and at one tunnel: the Lincoln Tunnel. In addition, new tolling infrastructure and tolling system equipment would be placed on structural elements of the High Line, a former freight railroad viaduct.

3.1.1 Ed Koch Queensboro Bridge

The Ed Koch Queensboro Bridge (NR-Listed, NYCL) was designed by engineer Gustav Lindenthal and architect Henry Hornbostel. Constructed in 1901-1908, the bridge spans the East River between East 59th Street in Manhattan and 11th Street and Bridge Plaza North and South in Queens. At the time of construction, it was the largest and heaviest cantilever bridge ever constructed and was the first bridge to connect Manhattan and Queens, influencing development in Queens. It is 7,000 feet long and is a through-type cantilevered structure with its roadways located between the bridge's 350-foot-tall towers. The bridge has two levels of traffic with several ramps connecting it to local streets in Manhattan and Queens and a pedestrian and bicycle path. On the Manhattan side, the area beneath the bridge approach is designed as an arcade of arches, with the area east of First Avenue originally designed for use as a marketplace, and the ceiling designed of self-supporting "Guastavino" tiled vaults; in 1918 glazing was added to the arcade to allow the market to function year-round. The designation report for the Ed Koch Queensboro Bridge notes that the bridge has "an inspiring and dramatic silhouette" against the backdrop of Midtown Manhattan and the lower-scale buildings in Queens.³ As stated in the NR Nomination Form, the superstructure of the bridge displays considerable aesthetic treatment, with its steel towers capped with ornate steel finials.⁴ The NYCL designation also includes Queensboro Bridge Plaza at Second Avenue in Manhattan, which has cast-iron kiosks and monumental candelabra. The Ed Koch Queensboro Bridge is significant in the areas of architecture and engineering "as an urban artifact, as an important engineering achievement and as a civic symbol."⁵

Figures 3 and 7 show the APE in the vicinity of the Ed Koch Queensboro Bridge. The bridge is the only historic property identified in this portion of the APE (Resource No. 1).

Based on preliminary design, at the Ed Koch Queensboro Bridge tolling system equipment would be attached to the underside of existing bridge girders at the eastbound and westbound lower roadways and to an existing retaining wall along a westbound exit traffic lane within the boundaries of the NR-Listed resource (see **Figures 2-1 and 2-2** of **Attachment 2** and **Attachment 3**, page 63). The CBD Tolling Alternative would add tolling infrastructure and tolling system equipment of minimal visibility that is consistent with the type of infrastructure already located on the bridge, including signage, and would not obstruct views

³ New York City Landmarks Preservation Commission, Queensboro Bridge, April 16, 1974, p. 2.

⁴ National Register of Historic Places Inventory – Nomination Form, Queensboro (59th Street) Bridge, October 20, 1978, Item 7, p. 2.

⁵ Ibid, Item 8.

to any visually significant portions of the bridge structure, including the towers, steel superstructure with finials, Manhattan arcaded approach, or features of Queensboro Bridge Plaza.

The CBD Tolling Alternative would add tolling infrastructure and tolling system equipment that would be in keeping with the existing transportation use of the historic bridge and would not alter the characteristics that qualify the Queensboro Bridge for listing in the NR.

3.1.2 Manhattan Bridge

The Manhattan Bridge (NR-Listed, NYCL-Eligible) is a two-level, steel suspension bridge that spans the East River between Canal Street in Manhattan and Flatbush Avenue in Brooklyn. The final design of the bridge was the result of the work of several engineers and architects. R.S. Buck designed early plans for the bridge, but in 1903 Gustav Lindenthal in collaboration with Henry Hornbostel revised plans for the bridge. These plans were later rejected, and in 1904, Leon Moisseiff developed the final design for the bridge. Carrère & Hastings replaced Hornbostel as architectural consultants, but retained much of Hornbostel’s design for the towers and anchorages. The bridge opened in 1909. A grand arch with flanking colonnades designed by Carrère and Hastings is at the bridge entrance on Canal Street in Manhattan within the boundaries of the NR-Listed Bowery Historic District and is a designated NYCL. The bridge is 6,855 feet long, with a main span of 1,470 feet and carries motor vehicles on two levels, subway trains, and bicyclists/pedestrians. The Manhattan Bridge is significant in the areas of architecture and engineering as a “monumental engineering work of the early 20th century” and “as a transitional structure in the emergence of modern design principles and remains a prominent crossing of the East River.”⁶

Figure 3 shows the APE in the vicinity of the Manhattan Bridge. The bridge is the only historic property identified in this portion of the APE (Resource No. 2).

The CBD Tolling Alternative would place new tolling infrastructure and tolling system equipment at the Manhattan Bridge’s westbound inner roadway. In addition, the CBD Tolling Alternative would also include the installation of two new poles with mast arms supporting tolling system equipment along the eastbound and westbound outer roadways (see **Attachment 3**, page 64). This tolling infrastructure and tolling system equipment would be located within the boundaries of the NR-Listed resource.

Based on preliminary design, a new steel girder supporting tolling system equipment would be installed above the westbound inner roadway, supported on the existing steel framing that once supported an upper-deck roadway (removed in the mid-20th century) between the westbound inner roadway and the outer roadways (see **Figures 2-3, 2-4, and 2-5** of **Attachment 2**). The new tolling infrastructure and tolling system equipment would not physically affect the low stone retaining walls that frame the inner roadway west of the steel-framed section, and would be at a substantial distance from the arch and colonnade located at the bridge entrance on Canal Street in Manhattan. In addition, an existing overhead sign structure with digital travel lane markers spans the inner roadway just east of the grand arch, and the proposed installation of a new girder above the roadway to support tolling system equipment as part of

⁶ National Register of Historic Places Inventory – Nomination Form, Manhattan Bridge, July 6, 1983, Item 8.

the CBD Tolling Alternative would be consistent with existing infrastructure on the bridge and constitute a minimal change.

Two new poles with 20- and 25-foot-long mast arms supporting tolling equipment would also be installed on a new steel girder that would span above the inner roadway, connected on each side to the existing steel framing, described above. The mast arms would extend over each of the eastbound and westbound outer roadways. The new poles would rise 14 feet above the new steel girder. The Manhattan Bridge outer roadways are lined with modern, tall light poles and the proposed poles with tolling equipment would be of a similar height as the existing light poles. The 20- and 25-foot-long mast arms that would extend over each roadway would be narrow in profile and would not impinge on views of the arch and colonnade. Installation of two poles at a similar height to the existing light poles that line the outer roadways (approximately 30 feet tall) with mast arms would be consistent with the existing lighting infrastructure at this historic property.

The CBD Tolling Alternative would add tolling infrastructure and tolling system equipment that would be in keeping with the existing transportation use of the historic bridge and would not alter the characteristics that qualify the Manhattan Bridge for listing in the NR.

3.1.3 Lincoln Tunnel

Constructed by the Port of New York Authority under the direction of Chief Engineer Othmar H. Ammann in consultation with Ole Singstad, the first (center) tube of the Lincoln Tunnel (NR-Eligible) opened in 1937. The Port Authority enlarged the tunnel with a north tube in 1945 and a south tube in 1957. Aymar Embury II designed many of the tunnel's exterior architectural features, like the Manhattan-side ventilation structures and the north tube portal entrance at Eleventh Avenue between West 39th and West 40th Streets.

Determined eligible for NR listing in 1989 with concurrence by FEMA on February 21, 2003, the Lincoln Tunnel is significant under Criterion A in the areas of automobile transportation and regional planning and under Criterion C in the area of engineering. The APE includes the portals of the three tubes, which are contributing features of the Lincoln Tunnel. The Lincoln Tunnel is identified as Resource No. 27 on **Figure 6**.

The CBD Tolling Alternative could place new tolling infrastructure and tolling system equipment at the three portals of the Lincoln Tunnel (see **Attachment 3**, pages 66 and 67). At the portals of the south and center tubes, tolling system equipment would be mounted on the brick portal entry walls and on the brick walls of the emergency garage that separates the south and center portals. The tolling equipment could consist of four clusters of tolling system equipment at each portal, two mounted on the brick portal wall and two on the brick walls of the emergency garage (see **Figures 2-6, 2-7 and 2-8** of **Attachment 2**). All equipment would be finished to match the brick. At the north portal, tolling system equipment consisting of four clusters of tolling system equipment would be mounted on new poles to be installed on either side of the portal roadway. The tolling equipment would be mounted on one new pole on either side of the portal roadway, consisting of a set of two tolling clusters that would be mounted vertically. Each pole would be mounted between the lower and upper brick walls of the portal and would not exceed the height of the

decorative brick piers (previously modified with the installation of a modern light fixture) that line and extend above the portal walls (see **Figure 2-8 of Attachment 2**). The tolling system equipment proposed at the three portals would be of a small size, minimally visible, and consistent with other existing infrastructure at the tunnel portals that are mounted on the portal walls or on poles, including conduits, piping, traffic lights, lighting, cameras, and signage.

The CBD Tolling Alternative would add tolling infrastructure and tolling system equipment that would be in keeping with the existing transportation use of the historic tunnel portals and would not alter the characteristics that qualify the Lincoln Tunnel for listing in the NR. Tolling infrastructure and tolling system equipment that would be installed along city streets in the vicinity of the Lincoln Tunnel are discussed below in **Section 3.2**.

3.1.4 High Line

The High Line (NR-Eligible) was completed in 1934 as part of the West Side Improvement Project, replacing the New York Central Railroad along West Street and Tenth Avenue to eliminate dangerous traffic conflicts at grade. The West Side Improvement Project also included construction of the West Side Highway (Route 9A). The 1.45-mile steel and concrete viaduct, abandoned since 1980, is located almost 30 feet above grade and today runs from Gansevoort Street to West 34th Street, roughly parallel to Tenth Avenue. The SHPO determined the High Line eligible for the National Register under Criterion A as a significant transportation structure important to New York City's 20th-century industrial development. The SHPO's resource evaluation states that despite the demolition of the portions between Bank and Clarkson Streets, between Bank and Little West Streets and between West 34th and West 35th Streets, the High Line retains much of its historic integrity and is a visual reminder of one of Manhattan's important industrial transportation corridors.

The former freight railroad viaduct has been converted to a public park. The northern section of the High Line runs in a loop track along West 34th Street, Twelfth Avenue, and along West 30th Street, where it turns south to run west of Tenth Avenue (see **Figure 6**, Resource No. 31). At West 30th Street, a spur runs east to Tenth Avenue, where there is a large, double-track platform over the avenue adjacent to the Morgan General Mail Facility; the platform over Tenth Avenue originally connected to the Morgan General Mail Facility to allow mail trains to enter and leave the building simultaneously. Both the loop track and spur have a concrete parapet simply ornamented with recessed panels and a tubular steel railing broken up with square concrete posts.

Proposed tolling infrastructure and tolling system equipment would be placed on the High Line at the intersection of Tenth Avenue and West 30th Street (see **Attachment 3**, page 42). Tolling equipment consisting of new detection equipment would be mounted on a 3 ½ inch diameter pipe which would be attached to the existing girders on the underside of the High Line structure crossing Tenth Avenue at West 30th Street (see **Figure 2-9 of Attachment 2**). A small equipment cabinet would be mounted on a new pole to replace an existing pole on the west side of Tenth Avenue south of West 30th Street (see **Figure 2-9 of Attachment 2**).

The CBD Tolling Alternative would add tolling infrastructure and tolling system equipment of minimal visibility to the High Line structure that is consistent with the type of infrastructure already mounted on the structure including signage, traffic lights, and pedestrian traffic signals. The CBD Tolling Alternative would not notably alter the High Line structure or obstruct views to its structural components or decorative elements including parapets and railings. Therefore, the CBD Tolling Alternative would not alter the characteristics that qualify the High Line for listing in the NR.

3.2 TOLLING INFRASTRUCTURE AND TOLLING SYSTEM EQUIPMENT ON CITY STREETS

On city streets near the edge of the Manhattan CBD (e.g., near 60th Street and near the entrances to and exits from bridges and tunnels connecting to the Manhattan CBD), proposed tolling infrastructure and tolling system equipment would be similar in form to streetlight poles, sign poles, or similar structures that are already in use in New York City. As described in **Section 1.1.1.2**, a variety of infrastructure and equipment types would be used, depending on location. Based on preliminary design, in most locations, the tolling infrastructure would employ modified versions of standard NYCDOT poles approximately 25 to 30 feet high, with tolling system equipment mounted directly on the pole or with mast arms that extend over the roadway supporting tolling system equipment (see **Figures 1b and 1c**). In general, the sidewalks in the APE and immediate area have a variety of infrastructure, including older and more modern light poles, signage affixed on poles, and traffic lights, including traffic lights that are mounted on an arm extending over the roadway from a pole set in the sidewalk.

The CBD Tolling Alternative would minimize interference with public sightlines, view corridors, and open spaces at the locations proposed for the installation of the proposed tolling infrastructure and tolling system equipment. Proposed tolling infrastructure and tolling system equipment would be visually consistent with the existing streetscape and the infrastructure would have the same or similar appearance as adjacent NYCDOT standard signal and streetlight poles or as NYCDOT's family of street furniture.

Assessment of potential effects to specific architectural historic resources follows.

3.2.1 South Street Seaport Historic District and Extension

The South Street Seaport Historic District was listed in the NR in 1972, and LPC designated a South Street Seaport Historic District in 1977. In 1978, the SHPO approved an expansion to the previous NR historic district, naming the expansion the South Street Seaport Historic District Extension. LPC designated an extension to the NYCL historic district in 1989. The two historic districts and historic district extensions have different boundaries (see **Figure 4**, Resource No. 3). The historic districts and extensions are significant under Criterion A for their association with the history of shipping, commerce, immigration, and culture in New York City, as well as significant under Criterion C as a collection of buildings and an urban landscape reflecting the architecture and infrastructure of the New York seaport from the 17th century through the 20th century. Both the NR-listed and NYC-designated South Street Seaport Historic Districts and Extensions contain the largest concentration of early-19th century commercial buildings in New York City. The historic districts also include Greek Revival counting houses of the 1830s, most built with granite façades on the

first floor, with brick above. By the second half of the 19th century, when the South Street area had lost its prominence in New York's commercial life, many buildings were converted for the wholesale Fulton Fish Market. In addition, a few newer structures were built in the late 19th century.

Tolling infrastructure and tolling system equipment would be placed within the boundaries of the South Street Seaport Historic District and Extension. This would occur at the northern edge of the NR-Listed South Street Seaport Historic District Extension in a parking lot on the north side of Dover Street, roughly opposite 254 Front Street (see **Attachment 3**, page 60). Based on preliminary design, a new pole would be installed where there is presently no pole at the following location:

- **Parking Lot on Dover Street between Water and Front Streets:** A new pole with an equipment cabinet would be installed in a paved parking lot on the north side of Dover Street adjacent to an eight-foot-tall modern metal fence that separates the parking area from the north Dover Street sidewalk (see **Figure 2-10** of **Attachment 2**).

Installation of the pole would not require the alteration or removal of any decorative sidewalk or street paving, and there are no historic buildings on the north side of Dover Street. The placement of a new pole at the edge of the historic district adjacent to a modern metal fence and in a paved parking area would not alter the historic characteristics of the South Street Seaport Historic District and Extension.

3.2.2 Tribeca North Historic District

The Tribeca North Historic District (NR-Eligible, NYCHD) is roughly bounded by Watts, Vestry, Hudson, Varick, Hubert, West, and Washington Streets in Manhattan near the Holland Tunnel (see **Figure 4**, Resource Nos. 5 and 6). Within the APE, the Tribeca North Historic District includes properties on Hudson Street between Hubert and Vestry Streets, Hubert Street between Hudson and Greenwich Streets, Laight Street between Greenwich and Varick Streets, and Varick Street between Laight and Vestry Streets. Beginning in the 1850s, the Tribeca neighborhood (short for the Triangle below Canal Street) transformed into a commercial district of store and loft buildings, becoming by the next decade the thriving hub of a national system for the distribution of wholesale dry goods. The Tribeca North Historic District is primarily characterized by large warehouses erected in the late 19th and early 20th centuries near the Hudson River Railroad freight terminal that was formerly located at Hudson Square. The district also contains some early 19th-century residential buildings that were converted to commercial use in the later 19th century. The Tribeca North Historic District "is significant under NR Criteria A and C for its architectural significance and historical significance contributing to New York City's architectural, economic and commercial history, the commercial development of the Hudson River shoreline, and the evolution of the warehouse. It has a distinct and special character within the larger Tribeca area, defined by many large warehouse buildings constructed mostly between 1880 and 1910, which dominate every streetscape."⁷

⁷ District Certification Application documentation compiled by Higgins & Quasebarth, November 2002, included as attachment to letter from Sherida E. Paulsen, Chairman, New York City Landmarks Preservation Commission, to Bernadette Castro, Commissioner, New York State Office of Parks, Recreation and Historic Preservation, December 5, 2002.

The APE conservatively assumes that proposed tolling infrastructure and tolling system equipment could be placed within the boundaries of the Tribeca North Historic District near the Holland Tunnel. In this part of the APE, the sidewalks are typically paved in concrete, and some streetbeds retain their original Belgian-block paving. Modern poles—including tall light poles, poles with signs affixed to them, and traffic lights mounted on arms that extend over the roadways, as well as shorter poles with signage—are along the sidewalk curb lines in the district. In addition, also in the vicinity on Hudson Street just south of Hubert Street, an electronic board mounted on a pole extends over the street providing information related to the Holland Tunnel. On Hudson Street at Vestry Street, a large overhead sign structure spans the width of the street with highway-style directional signage, including for I-78 and the Holland Tunnel. Based on preliminary design, one new pole would be placed within the boundaries of the Tribeca North Historic District. The pole would be installed in a location where there is an existing pole at the following location:

- Vestry Street west of Varick Street: A new pole would be installed on the southwest corner of Vestry and Varick Streets with a 20-foot mast arm extending over Varick Street in the Tribeca North Historic District (see **Figure 2-11** of **Attachment 2** and **Attachment 3**, page 44). The pole would replace an existing modern light pole, set in the concrete sidewalk.

The replacement of an existing modern light pole with a new light pole of a similar appearance and with a mast arm with a narrow profile would result in a minimal visual change at this location within, and at the edge of, the Tribeca North Historic District boundaries.

The proposed tolling infrastructure and tolling system equipment would not be placed in front of any historic building entrances in the Tribeca North Historic District, and no historic sidewalk paving, such as bluestone or Belgian-block pavers, would be removed or altered for the installation of tolling infrastructure and tolling system equipment. Due to the variety of modern light, signal, and signage poles and larger infrastructure related to the Holland Tunnel, the tolling infrastructure and tolling system equipment associated with the CBD Tolling Alternative would not alter the characteristics that qualify the Tribeca North Historic District for listing in the NR.

No new tolling infrastructure and tolling system equipment would be placed within the boundaries of the Tribeca West Historic District.

3.2.3 Paddy's Market Historic District

The Paddy's Market Historic District (NR-Eligible) includes five blockfronts on the east side of Ninth Avenue between West 35th and West 40th Streets, as well as properties on the west side of Ninth Avenue between West 39th and 40th Streets and properties along West 39th Street west of Ninth Avenue in the Hell's Kitchen neighborhood of Manhattan. The district is located in the APE near the Lincoln Tunnel (see **Figure 6**, Resource No. 20). Ninth Avenue between West 34th and West 42nd Streets was the location of one of the best known peddler pushcart markets, located beneath the Ninth Avenue Elevated. The market was established around 1885 by Irish and German immigrant pushcart peddlers and lasted until 1938, when the market was abolished by the city to ease traffic congestion related to the newly constructed Lincoln Tunnel, and remove what many politicians considered an eyesore from the city's streets. After the market closed,

"Paddy's Market" came to refer to the international food stores and restaurants on Ninth Avenue in the area of the former market.⁸ The buildings in the Paddy's Market Historic District are primarily late 19th century tenements, with many retaining intact storefronts that reflect the history of the market. The Paddy's Market Historic District is significant under NR Criteria A and C in the areas of commerce, ethnic heritage/European, and architecture.

Proposed tolling infrastructure and tolling system equipment would be placed on sidewalks within the boundaries of the Paddy's Market Historic District. The sidewalks on these streets are paved in concrete. Poles—including tall modern light poles, poles with traffic lights mounted on arms that extend over the roadway, and shorter poles with signage—are along the sidewalk curb lines. Based on preliminary design, two new poles would be installed where there are presently no poles at the following locations:

- **West 40th Street between Ninth and Tenth Avenues.** A new pole with a 25-foot mast arm extending over West 40th Street would be installed on the north side of the street east of the building entrance of 541 Ninth Avenue on the concrete sidewalk (see **Figure 2-12 of Attachment 2** and **Attachment 3**, page 27).
- **West 39th Street between Ninth and Tenth Avenues.** A new pole with a 25-foot mast arm extending over West 39th Street would be installed on the south side of the street west of the building entrance at 406 West 39th Street on the concrete sidewalk. (see **Attachment 3**, page 29).

The new tolling infrastructure and tolling system equipment would not be placed in front of a historic building's entrance in the Paddy's Market Historic District and would not require the alteration or removal of any decorative sidewalk paving. In addition, the new poles would have profiles similar to other standard NYCDOT poles with the mounted tolling system equipment of a small size. Due to the variety of infrastructure that exists on these streets, including traffic lights mounted on arms that extend over the roadways, as well as the new infrastructure's location at the edge of the historic district boundaries, the CBD Tolling Alternative would not alter the historic character of the Paddy's Market Historic District.

3.2.4 Central Park

Central Park (NHL, NR-Listed, NYCL [NYC Scenic Landmark]) encompasses 840 acres, with the designated boundaries extending from the northern curblineline of Central Park South (59th Street) to the southern curblineline of Central Park North (110th Street) and from the western curblineline of Fifth Avenue to the eastern curblineline of Central Park West (Eighth Avenue), including the sidewalks bordering the park on all sides. Central Park was the first large-scale public park in the United States, designed in the mid-19th century by Frederick Law Olmsted and Calvert Vaux. The park was planned as a naturalistic landscape in which urban dwellers of all backgrounds could mingle and find respite from the pressures of city life. Central Park had a wide-reaching influence on subsequent park design throughout the country. Development of Central Park

⁸ New York State Office of Parks, Recreation and Historic Preservation Resource Evaluation, Paddy's Market Historic District. September 17, 2021.

was undertaken between 1857 and 1873. Central Park is identified as Resource Nos. 39a and 39b on **Figure 7**.

Both the NR Nomination Form and the New York City Scenic Landmark designation report state that Central Park is significant for its landscape architecture and is notable as the first large-scale public park in the nation that was designed according to a plan.⁹ A critical component of the plan is the parkwide circulation system, which was designed to handle five different types of circulation that cross and recross each other at different levels: footpaths, bridle paths, carriage drives, waterways, and sunken transverse roads that allow crosstown traffic to pass through the park without affecting its recreational users.

The entire park is bordered by a rustic stone wall with 20 openings (referred to as gates). The wall extends for 2.5 miles along the park's edge on both Fifth Avenue and Central Park West and for approximately 0.5 mile on both Central Park South (59th Street) and Central Park North (110th Street). The sidewalks along those park edges have hexagonal pavers that are bordered on either side by strips of granite-block paving.

The NR Nomination Form for Central Park includes the following information regarding elements of the park that are contributing features and non-contributing features to the park's historic significance:

All structures and landscape features within the park which were designed, either as part of the original plan or were added as important elements in the gradual growth and development of the park are considered part of the landmark. These include the Arsenal, the Zoo, Bethesda Fountain, Belvedere Castle, the Lake, the Sheep Meadow, the Mall, Harlem Meer, the Dairy, Friedsam Memorial Carouse, the Obelisk, Kerbs Memorial Model Boat House, Swedish School House, Delacorte Theatre, Metropolitan Museum of Art and all of the arches and bridges created as part of the circulation system through the park. Modern tennis courts, skating rinks, cemented playgrounds, sports fields and parking areas which disrupt the landscape design, and maintenance sheds and structures of no architectural merit or part of the total design do not contribute to the national significance of the landmark.¹⁰

The CBD Tolling Alternative would place four new poles with tolling infrastructure and tolling system equipment at three access point locations just inside Central Park near Central Park South (59th Street)(see **Figure 7** and **Attachment 3**, pages 7-11). On the park roads connecting to Seventh Avenue and Sixth Avenue (West Drive and Center Drive, respectively), the CBD Tolling Alternative would replace one existing streetlight pole inside the park close to Central Park South/59th Street on each road with a new streetlight pole with tolling system equipment, including a small equipment box (see **Attachment 3**, pages 8 and 9). Tolling signage would be attached to the replacement pole on West Drive. On the park road (East Drive) connecting to Grand Army Plaza, the CBD Tolling Alternative would replace two existing streetlight poles inside the park close to Central Park South/59th Street with new streetlight poles that support tolling system equipment, including a small equipment box (see **Attachment 3**, page 10). Tolling signage would be attached to one of the replacement East Drive poles. **Figures 2-13 through 2-15 of Attachment 2** show

⁹ National Register of Historic Places Inventory – Nomination Form, Central Park. August 14, 1975, Item 8. New York City Landmarks Preservation Commission, Central Park Designation Report, April 16, 1974.

¹⁰ National Register of Historic Places Inventory – Nomination Form, Central Park. August 14, 1975, Item 10.

renderings of the proposed equipment on Central Park's East Drive near Grand Army Plaza/Fifth Avenue, Central Park's Center Drive near Sixth Avenue, and Central Park's West Drive near Seventh Avenue. These replacement streetlight poles would be in the same location and have the same appearance as the existing, modern streetlight poles, and the tolling system equipment mounted on them would use matching color schemes to blend with the appearance of the poles. In addition, the backs of the tolling signs to be installed on the West Drive and East Drive poles would also be painted the same color as the poles and tolling equipment to better blend into the park landscape. While vehicular traffic is not permitted in Central Park, these entrances serve as vehicular access points for authorized vehicles (e.g., emergency response vehicles, park maintenance, park administration, vendors, and contractors). Horse carriages used for sightseeing also use these access points.

In addition, tolling infrastructure and tolling system equipment would be installed along the sidewalk bordering the park on Fifth Avenue between East 60th and 61st Streets and on the sidewalk bordering the park on Central Park West between West 60th and 61st Streets. Based on preliminary design, on the west side of Fifth Avenue an existing modern streetlight pole would be replaced with a new light pole of a similar appearance, with tolling system equipment, including a small equipment box, at the same location (see **Figure 2-16** of **Attachment 2** and **Attachment 3**, page 11). The existing streetlight is set within granite-block paving. As the existing streetlight is a modern fixture, it does not contribute to the significance of the park and installation of tolling infrastructure and tolling system equipment at this location would not remove a contributing feature of the park.

On the east side of Central Park West, a new 26-foot-tall pole with a narrow profile, 50-foot mast arm extending over the Central Park West roadway that would have a green material finish would be installed (see **Figure 2-17a** of **Attachment 2** and **Attachment 3**, page 7). The size of the pole, mast arm, and pole foundation are dictated by Project system and structural requirements, which include the need to detect vehicles across the full width of the Central Park West roadway from curb to curb, and to meet wind speed and wind pressure standards for the pole and mast arm inclusive of the dead loads incurred by the tolling infrastructure and tolling system equipment mounted on it. The proposed location of the pole on the east side of Central Park West results from a number of constraints that preclude placing a pole in another location with tolling system infrastructure and tolling system equipment to capture vehicles that cross the CBD boundary on Central Park West between West 60th and West 61st Streets.

Specifically, a new pole to support tolling system infrastructure and tolling system equipment must be placed on the east side of the Central Park West roadway between West 60th and West 61st Streets, and must include a 50-foot-long mast arm that extends over Central Park West for the following reasons:

- No pole can be placed on the west side of the Central Park West roadway between West 60th and West 61st Streets because of the presence of other infrastructure there that precludes the foundation for a new pole supporting tolling infrastructure and tolling system equipment. This includes the presence of the very shallow 59th Street-Columbus Circle subway station mezzanine (the mezzanine roof is located 16" from the top of the existing street surface) and sewer and fire hydrant lines on the west side of Central Park West between Columbus Circle and West 61st Street. As a result, there is not sufficient

depth or clearance to install the required pole foundation (which measures approximately 6.5' x 6.5' x 5'). It is also not possible to mount the pole and mast arm to the existing subway elevator structure on the west side of the Central Park West, as the structure cannot carry the additional load.

- The proposed pole cannot be located on a different block, such as on Central Park West north of West 61st Street, since this would be inconsistent with the definition of the CBD Tolling Alternative, which has a boundary at 60th Street. The CBD Tolling Alternative includes tolling infrastructure and tolling system equipment on all southbound and northbound streets as they cross the boundary, to provide the necessary vehicle information for the tolling program. Moreover, moving the proposed pole north would not avoid the need to place a pole on the east side of the Central Park West roadway, since the infrastructure present on the west side of the roadway is linear and is therefore located on that block as well.
- Since no pole can be located on the west side of Central Park West, the pole on the east side of the street must support a mast arm long enough to extend the full width of the roadway, so that all potential locations where a vehicle may cross the boundary are covered. Consequently, the proposed pole must have a 50-foot-long mast arm.

The new pole would be at the curb near a modern bus stop sign, and northwest of a metal shed vendor structure, on the east side of Central Park West as noted above. The new pole would be set within the existing granite-block paving. The new pole would be near the intersection of Central Park West and Columbus Circle, where there is a variety of modern street infrastructure including light poles with traffic lights mounted on mast arms that extend over the roadways, a subway elevator housed in a metal structure on the sidewalk, and with other large modern buildings and objects including the large metal globe structure associated with a modern hotel building across Central Park West from the proposed pole location. The new pole and tolling infrastructure and tolling system equipment would have a uniform green material finish that matches the color palette of infrastructure on the street. The roadbed of Central Park West at the location where the new mast arm is proposed is not located within the boundaries of the Central Park historic property. The pole with mast arm with a green material finish would be visible from within Central Park in views southwest, partially visible in leaf-on conditions (see **Figure 2-17b** of **Attachment 2**). The pole and mast arm would be more visible in leaf-off conditions, though in context with other tall recent development on the west side of Central Park West and at Columbus Circle and modern infrastructure such as light poles, bus stop poles, and traffic light poles on Central Park West, as well as NYCT poles that serve communications functions that are located within Central Park adjacent to the park's stone wall (see **Figure 2-17c** of **Attachment 2**). On both Fifth Avenue and Central Park West, installation of the new poles would require removal of some of the surrounding granite-block pavers to remove and install the new poles. Existing pavers or new pavers to match the existing condition would be installed upon installation of the new pole. The new tolling infrastructure and tolling system equipment within Central Park would not alter the NR and NHL-qualifying characteristics of Central Park, including its landscape architecture and circulation system. No historic or landscape park features (i.e., benches, trees, plantings, and signage) would be removed to accommodate installation or operation of proposed tolling infrastructure and tolling system equipment. On each of the three park roadways (West Drive, Central Drive and East Drive), the four new replacement light poles, which would be of the same appearance as the light

poles they would replace, and the tolling system equipment mounted on them, would result in a minimal visual change. In addition, as described above, the replacement pole on the Fifth Avenue sidewalk and the new pole on the Central Park West sidewalk would be consistent with the presence of modern street furniture in the area, would similarly constitute a minimal change. The CBD Tolling Alternative would not change the character of Central Park's use or of physical features within the property's setting that contribute to its historic significance, and would not introduce visual elements that diminish the integrity of Central Park's significant features.

The Project Sponsors would coordinate with the New York City Department of Parks and Recreation (NYC Parks) and the Central Park Conservancy regarding the final design of the tolling infrastructure and tolling system equipment in Central Park.

3.2.5 Upper East Side Historic District and Boundary Increase

The Upper East Side Historic District (NR-Listed, NYCHD), including all or portions of blocks between Fifth Avenue and approximately Lexington Avenue from East 59th to East 79th Street, was listed in the NR in 1984 (see Resource Nos. 40 and 41 on **Figure 7**). In 2005, the NR boundaries were expanded to include additional properties in two separate areas east and west of Lexington Avenue, between East 60th and East 65th Streets and between East 71st and East 76th Streets. The amendment to the NR listing also modified the period of significance for the district.¹¹ The historic district and boundary increase primarily comprise large houses, townhouses, apartment buildings, and associated carriage houses and garages, as well as institutional buildings that were constructed largely in the late 19th and early 20th centuries. Within the APE between East 60th and East 61st Streets, the Upper East Side Historic District and Boundary Increase includes properties along the west side of Lexington Avenue, the east side of Park Avenue, the west side of Madison Avenue, and the east side of Fifth Avenue (see **Figure 7**, Resource No. 42). The Upper East Side Historic District and Boundary Increase is significant under NR Criteria A and C in the categories of community planning and development and architecture.¹²

Proposed tolling infrastructure and tolling system equipment would be placed on sidewalks within the boundaries of the Upper East Side Historic District and Boundary Increase. This would occur on sidewalks at the edges of the historic district boundaries on Fifth Avenue and Park Avenue. The sidewalks on these streets are paved in concrete with the exception of decorative paving in some instances at building entrances. Poles—including tall modern light poles, poles with traffic lights mounted on arms that extend over the roadway, and shorter poles with signage—are along the sidewalk curb lines. Based on preliminary design, new poles would be installed where there are presently no poles at the following locations:

¹¹ The Upper East Side NYCHD was originally designated in 1981 with slightly different boundaries than those of the NR district. In 2010, the NYCHD boundary was extended to the east to include properties east and west of Lexington Avenue between East 63rd and East 65th Streets and East 71st and East 76th Streets. These boundaries are different from those of the NR boundary increase.

¹² National Register of Historic Places Registration Form, Upper East Side Historic District (Boundary Increase and Additional Documentation). December 30, 2005, Section 8, p. 1.

- **Fifth Ave between East 60th and 61st Streets:** A new pole with a 30-foot mast arm extending over Fifth Avenue would be installed on the east side of Fifth Avenue on the concrete sidewalk that borders the north end of the Metropolitan Club (1 East 60th Street). See **Figure 2-16 of Attachment 2** and Attachment 3, page 11.
- **Park Avenue between East 60th and 61st Streets:** A new pole with a 35-foot mast arm extending over the northbound Park Avenue roadbed would be installed on the east side of the street south of the building entrance of 525 Park Avenue on the concrete sidewalk. See **Figure 2-18 of Attachment 2** and **Attachment 3**, page 13.

The new tolling infrastructure and tolling system equipment would not be placed in front of a historic building's entrance in the Upper East Side Historic District and Boundary Increase and would not require the alteration or removal of any decorative sidewalk paving, such as bluestone or Belgian-block pavers. In addition, the new poles would have a profile similar to other standard NYCDOT poles with the mounted tolling system equipment of a small size (see **Figures 2-16 and 2-18 of Attachment 2**). The mast arms of the proposed poles on Fifth Avenue and Park Avenue would overhang roadways that are not included within the historic district boundaries. Due to the variety of infrastructure that exists on these streets, including traffic lights mounted on arms that extend over the roadway, as well as the new infrastructure's location at the edges of the historic district boundaries, the CBD Tolling Alternative would not alter the historic character of the Upper East Side Historic District and Boundary Increase.

3.2.6 Gansevoort Market Historic District

The Gansevoort Market Historic District (NR-Listed) encompasses all or portions of 19 blocks and is roughly bounded by West 16th Street, Eleventh Avenue and West Street, Horatio and Gansevoort Streets, and Ninth Avenue and Hudson Street. The NYCHD boundaries of the historic district differ, including excluding properties north of West 15th Street, and certain properties west of Washington Street and east of Hudson Street. The street plan—which transitions between the typical Manhattan street grid and the older Greenwich Village street plan—is a contributing element to both historic districts. The historic district is characterized by a mix of buildings constructed between the 1840s and 1940s. Although the buildings in the historic district consist of a range of types and sizes from different historical periods that represent the area's changing uses, certain common features create an architectural cohesion. These features include the use of brick, a general low-rise character, metal ground-floor canopies, multiple buildings designed by the same architects in historical revival styles, and Belgian block paving. The earliest buildings are typically residential structures, many of which were later converted to commercial uses, but a few extant industrial structures date to the pre-Civil War era. After the Civil War, most new buildings were manufacturing and warehouse structures. In the late 19th century, the creation of two markets spurred new development, particularly of wholesale businesses that catered to the markets. Buildings constructed in the late 19th and early 20th centuries include market buildings, stables, warehouses, and loft buildings, as well as residential structures. In 1898, development of a cold storage warehouse and power plant at 521–527 West Street and 109–111 Horatio Street by the Manhattan Refrigerating Company, along with the installation of a system of underground refrigeration pipes that serviced 18 blocks, spurred the concentration of wholesale

meat businesses in the district. As meatpacking became the most prominent district business, numerous older buildings were converted while new low-rise market buildings were constructed. Today, as many of the buildings are occupied by restaurants, boutiques, furniture stores, and nightclubs, many ground-level facades have been altered with large plate glass windows and modern façade treatments that clearly signal the new land uses in the area. The Gansevoort Market Historic District is significant under Criterion A for commercial history, community development, industrial history and transportation history and also significant under Criterion C “as an architecturally rich, mixed-use, mercantile district consisting of industrial, commercial and residential buildings linked to the city’s working waterfront.”¹³ The Gansevoort Meat Market Historic District is identified as Resource No. 45 on **Figure 8**.

Proposed tolling infrastructure and tolling system equipment could be placed on sidewalks within the boundaries of the Gansevoort Market Historic District as described below. In this part of the APE (**Figure 8**), the sidewalks are typically paved in concrete, and some streetbeds retain their original Belgian-block paving. Modern poles—including tall light poles and shorter poles with signs affixed to them—are along the sidewalk curb lines in the district. Based on preliminary design, a new pole may be installed where there is presently no pole at the following location:

- **Tenth Avenue between Gansevoort and Little West 12th Streets:** A new pole with an equipment cabinet may be installed on the east side of Tenth Avenue on the concrete sidewalk (see **Attachment 3**, page 50).

The pole would be located within the boundaries of the NR-Listed Gansevoort Market Historic District, which includes the east sidewalk on Tenth Avenue. However, this location is at the western edge of the historic district, and the east Tenth Avenue frontage between Gansevoort and Little West 12th Streets is occupied by the recently constructed Whitney Museum of Art and a two-story commercial building with retail spaces to the north of it. The Whitney Museum of Art replaced a number of buildings that were identified as non-contributing to the significance of the NR-Listed Gansevoort Market Historic District.¹⁴ Installation of the pole would not require the alteration or removal of any decorative sidewalk or street paving, such as bluestone or Belgian-block pavers. Due to the variety of infrastructure that exists on the block and other streets in the historic district including modern light poles and signage, as well as the new infrastructure’s location at the edge of the historic district boundaries adjacent to Route 9A, the CBD Tolling Alternative would not alter the historic character of the Gansevoort Market Historic District.

¹³ National Register of Historic Places Registration Form, Gansevoort Market Historic District. April 9, 2007, Section 8, p.1.

¹⁴ National Register of Historic Places Registration Form, Gansevoort Market Historic District. April 9, 2007.

3.3 OTHER INDIVIDUAL HISTORIC ARCHITECTURAL PROPERTIES

Based on preliminary design, other locations where new tolling infrastructure and tolling system equipment would be placed on the sidewalks of city streets within the APE include the streets listed below with corresponding historic properties (with reference number from **Table 1** shown).¹⁵

- On the Brooklyn Bridge eastbound roadway and westbound exit ramp east of Centre Street and in the concrete median between a westbound exit from Pearl Street and westbound exit from the southbound FDR Drive (**Figure 4**)
 - No historic properties – see discussion below
- On Canal Street west of Varick Street at the Holland Tunnel exit (**Figure 4**)
 - See discussion below
- On Broome Street between Hudson and Varick Streets near the Holland Tunnel (**Figure 4**)
 - 8 - American Thread Building
- On West Street adjacent to the Battery Park Underpass (**Figure 5**)
 - 9 - Whitehall Building
 - 10 - Downtown Athletic Club Building (NYCL)
 - 11 - 21 West Street
- At the Trinity Street exit from the Hugh L. Carey Tunnel (**Figure 5**)
 - No historic properties
- Near the Lincoln Tunnel including the portals at Tenth Avenue between West 38th and West 39th Streets (**Figure 6**)
 - 12 - U.S. Post Office – Morgan General Mail Facility
 - 13 - 406-426 West 31st Street
 - 14 - U.S. General Post Office
 - 15 - Pennsylvania Railroad North River Tunnel
 - 16 - St. Michael’s Roman Catholic Church Complex
 - 17 - Master Printers Building
 - 18 - Webster Apartments
 - 19 - Harding Building (Garment Center Historic District)
 - 21 - Former Pinehill Crystal Water Company
 - 22 - Hill Building
 - 23 - 500 West 37th Street
 - 24 - Underhill Building

¹⁵ Historic properties not included in this list include historic districts and individual properties that are located in the Direct Effects portion of the APE and have been previously discussed in Sections 3.1 and 3.2. These include Resources 1-3, 5-7, 20, 27, 31, 39-42 and 45.

- 25 - 408 West 39th Street
 - 26 - 523-539 Ninth Avenue
 - 28 - St. Raphael Roman Catholic Church and Rectory
 - 29 - 500-506 West 42nd Street
 - 30 - McGraw Hill Publishing Company Building
 - 32 - Former French Hospital
 - 33 - Lithuanian Alliance of America
 - 34 - Hotel Irwin
 - 35 - Engine Co. 34 Firehouse
- On Manhattan’s north-south avenues between 60th and 61st Streets (**Figure 7**)
 - 36 - P.S. 191 Hudson Honors School
 - 37 - Cova Building
 - 38 - 59th Street-Columbus Circle Subway Station
 - 43 - Grand Army Plaza
 - On East 25th Street west of the FDR Drive (**Figure 8**)
 - 44- Public Baths

The addition of the proposed tolling infrastructure and tolling system equipment would not alter the NR-qualifying characteristics of the individual historic properties that are in the APE and the Harding Building in the Garment Center Historic District in the APE.¹⁶ As noted in **Table 1**, the individual historic properties eligible or listed in the NR meet Criterion A or C or both NR criteria and are significant as part of the development of neighborhoods in New York City and/or are significant for their architectural or engineering characteristics. The McGraw-Hill Publishing Company Building, which is a NHL, is significant in the history of skyscraper construction and is considered the first expression of the curtain wall in a high-rise building.¹⁷ As noted in **Table 1**, there would be no physical changes to this resource or to its immediate setting.

With the exception of an underground subway station, an elevated former freight railroad viaduct structure, tunnels, bridges, and parks, historic architectural resources in the APE consist of buildings that line the sidewalks on the blocks where new tolling infrastructure and tolling system equipment would be installed. Overall, installing new street poles with tolling system equipment or new poles with mast arms with tolling system equipment that are at a similar height to and in a similar form as existing poles in the APE would be consistent with the setting of historic architectural resources in the APE, and would not add incompatible visual elements to any resource’s setting that would diminish the integrity of a historic architectural resource’s NR-qualifying characteristics. The tolling infrastructure and tolling system equipment would be visually consistent with the existing urban streetscape where, as described above, the sidewalks in the APE and immediate area contain a variety of infrastructure, including older and more

¹⁶ As noted in **Table 1**, only one property in the Garment Center Historic District is in the APE: the Harding Building at 440 Ninth Avenue.

¹⁷ National Register of Historic Places Inventory – Nomination Form, McGraw-Hill Building. January 9, 1980

modern light poles, signage affixed on poles, and traffic lights, including traffic lights that are mounted on an arm extending over the roadway from a pole set in the sidewalk. No new tolling infrastructure or tolling system equipment would be placed directly in front of a historic building's entrance.

Although a new pole with supporting tolling system equipment would be placed on the concrete median separating the Holland Tunnel exit roadway and Canal Street (see **Attachment 3**, page 44), the concrete median contains a variety of infrastructure including signs, a traffic light, modern light poles and the support for a large sign structure that spans above Canal Street and the Holland Tunnel exit. Therefore, the proposed tolling infrastructure and tolling system equipment at this location would not adversely alter the setting, prominence, or visibility of the historic Holland Tunnel exit ramp structure including its granite-faced concrete retaining walls. As discussed in **Section 1.2.2.3**, no new tolling infrastructure and tolling system equipment would be mounted directly on the Holland Tunnel structure.

Based on preliminary design, the CBD Tolling Alternative would install three new poles with tolling system equipment at the Brooklyn Bridge eastbound roadway and westbound exit ramp east of Centre Street (see **Figure 4** and **Attachment 3**, page 59). Two poles with 25-foot mast arms would replace an existing modern light pole at the westbound exit ramp and a new pole with tolling system equipment would be installed on the south side of the eastbound roadway. In addition, a new pole with tolling system equipment could be placed in the concrete median between a westbound exit from Pearl Street and westbound exit from the southbound FDR Drive (see **Attachment 3**, page 57). The proposed new tolling infrastructure and tolling system equipment would be outside the NHL, NR-Listed and NYCL-designated boundaries for the Brooklyn Bridge. There are no historic properties in this portion of the APE.

4. Basis for Recommended Project Finding

As described in this document, the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the NR. The CBD Tolling Alternative would not remove historic architectural resources or remove or alter contributing features to historic architectural resources. The tolling infrastructure and tolling system equipment would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

Measures that have been or would be taken to avoid or minimize adverse effects include the following:

- Tolling infrastructure and tolling system equipment on city streets would be placed on city sidewalks so that it would not be installed in front of a historic building's entrance.
- Historic or decorative sidewalk paving within historic districts would not be removed or altered to install tolling infrastructure and tolling system equipment. On Fifth Avenue and Central Park West, any granite-block pavers that would be removed to install replacement poles would be reused or replaced in kind. Proposed work on sidewalks or protected paving located within historic districts designated by LPC would follow guidance as set forth in Chapter 10: Historic Districts with Sidewalks Regulated by LPC of the *LPC Permit Guidebook* (2019).

- New light poles and associated equipment would be visually consistent with the existing palette of street furniture in the APE.
- In Central Park, new tolling infrastructure and tolling system equipment would be installed at only three access point locations along the existing park roadway system, and minimized by replacing four existing light poles there with poles that have the same appearance.
- For new tolling infrastructure and tolling system equipment on the park edges (Fifth Avenue and Central Park West), poles would be placed near the curbs and would be consistent with the presence of modern street furniture in the area, constituting a minimal change to the character of Central Park. On Central Park West, measures implemented to minimize the visual impact of the pole with 50-foot-long mast arm include combining the disparate required elements of the tolling system equipment into single enclosures (“clusters”) that are the minimum size possible (smaller than a traffic light). This would reduce the visibility of the tolling system equipment. In addition, the proposed pole and tolling infrastructure and tolling system equipment would have a uniform green material finish that matches the color palette of infrastructure on the street. The pole and mast arm would be completely removable so there would be no interference with New York City’s Thanksgiving Day Parade, which uses Central Park West and involves large parade floats and balloons. Furthermore, the Memorandum of Understanding (MOU) between NYCDOT and TBTA for the Project restricts any equipment other than the tolling system equipment from being installed on the pole and mast arm. NPS will be consulted when the current MOU expires, is revised or extended.
- The Project Sponsors would coordinate with NYC Parks, the SHPO, and NPS regarding the proposed addition of street trees to help screen the pole and mast arm proposed on the Central Park West sidewalk.
- The Project Sponsors would coordinate with NYC Parks and the Central Park Conservancy regarding the final design of the tolling infrastructure and tolling system equipment in Central Park. As described above, the new pole and tolling infrastructure and tolling system equipment on Central Park West would have a uniform green material finish that matches the color palette of infrastructure on the street. In addition, the backs of the tolling signs to be installed on the West Drive and East Drive poles would also be painted the same color as the poles and tolling equipment to better blend into the park landscape.

FHWA, in coordination with NYSDOT, has applied the Criteria of Adverse Effect (36 CFR 800.5(a)(1)) to identified historic properties within the APE, and finds the Project would have No Adverse Effect. The Project would not result in any direct or indirect effects on historic properties that would alter the characteristics of a historic property that qualify it for inclusion in the NRHP.

5. Consulting Party and Public Involvement

NYSDOT and FHWA have solicited input from Consulting Parties and the public concerning the Project’s effect on historic properties, which has been taken into account in the recommended No Adverse Effect

finding. Outreach completed to date and future planned outreach to Consulting Parties and the public is described below and associated correspondence is provided in **Attachment 4**.

Consultation with the SHPO was initiated on behalf of the FHWA on September 24, 2021, including providing a list of potential Consulting Parties. On October 18, 2021, the SHPO provided suggestions for the addition of other potential Consulting Parties.

FHWA initiated Section 106 consultation with representatives of Federally-recognized Native American tribes with an interest in the geographical area of the Project location. FHWA formally initiated Section 106 consultation with the Shinnecock Indian Nation, Stockbridge-Munsee Community Band of Mohican Indians, Delaware Nation, and Delaware Tribe in letters dated October 6 and October 12, 2021, inviting them to meet with FHWA and NYSDOT representatives. The Stockbridge-Munsee Mohican Tribal Historic Preservation Extension Office responded on October 13, 2021 indicating they had no concerns with the Project. The October 2021 Cultural Resources Screening Report was provided to the four Federally-recognized Native American tribes on October 28, 2021.

In consultation with SHPO, the Project Sponsors identified potential Consulting Parties and invited them to participate in Section 106 consultation. Four organizations accepted the invitation to participate as Consulting Parties, and FHWA approved them on November 12, 2021. These include the National Park Service, LPC, the New York Landmarks Conservancy, and NYC Parks. A Consulting Parties meeting was held on December 16, 2021. The purpose of the meeting was to provide Consulting Parties with an overview of the Project, the Section 106 process, and the status of the Section 106 process for the Project. The Consulting Parties were given an opportunity to provide input on the nature of the historic properties in the APE and the Project's potential effects on historic properties. Subsequent to the Consulting Parties meeting, on December 23, 2021, NYSDOT provided the Consulting Parties with information about the Project; the APE as defined in consultation with the SHPO; the historic properties identified in the APE; and proposed Project-related activities on, in, and/or in the vicinity of the identified historic properties.

Following that meeting, FHWA and the Project Sponsors conducted additional consultation with NPS, SHPO, and NYC Parks regarding the proposed pole and mast arm on Central Park West. The Project Sponsors made a presentation to FHWA, NPS, SHPO and NYC Parks on February 16, 2022 that included information regarding alternatives considered for the location of the pole and mast arm, information regarding the design features of the tolling infrastructure and tolling system equipment proposed at this location, and information related to the Project design at this location and how it was developed to minimize the Project's visibility. Based on an information request made by the SHPO on March 9, 2022, a package was provided to FHWA, SHPO, NPS, and NYC Parks on March 16, 2022 that included additional information regarding the proposed pole and mast arm, including visual simulations of the pole and mast arm with different finishes, and an elevation, plan, and photographs depicting the surrounding infrastructure and their associated heights relative to the proposed Central Park West pole. Based on comments received from NPS, the SHPO, and NYC Parks, FHWA hosted a meeting on April 6, 2022 with the Project Sponsors and Consulting Parties to discuss and seek agreement regarding the most appropriate color finish for the Central Park West pole, mast arm, and associated tolling equipment. Consensus was reached that a green finish would match the color palette used for infrastructure in Central Park and on Central Park West and better blend into the surrounding landscape.

The Draft (Proposed Final) Finding Documentation recommending a No Adverse Effect finding for the Project pursuant to Section 106 was provided to the Consulting Parties by NYSDOT on April 12, 2022 and to the four Federally-recognized Native American tribes by FHWA on April 13, 2022, for review and comment. In a letter dated April 18, 2022 the SHPO concurred with the recommended No Adverse Effect finding. On April 29, 2022 NYC Parks requested minor clarifications and revisions to the text of the Finding Documentation. In a letter dated May 19, 2022, NPS concurred with the finding of No Adverse Effect and agreed with the proposed green finish for the proposed Central Park West pole, mast arm, and associated tolling equipment. Information regarding the proposed addition of tolling signage to two of the replacement poles within Central Park (one pole at West Drive and one pole at East Drive) was subsequently provided to the four Federally-recognized Native American tribes by FHWA on May 31, 2022 and to the Consulting Parties by NYSDOT on June 3, 2022, for review and comment. In this correspondence, FHWA and NYSDOT indicated that the signage would not alter character-defining features or alter the integrity of Central Park and that the Finding Documentation would continue to recommend a No Adverse Effect determination. In comments dated June 1, 2022, the Stockbridge-Munsee Mohican Tribal Historic Preservation Extension Office stated their concurrence with the SHPO's finding of No Adverse Effect. In comments dated June 10, 2022 NYC Parks requested that the backs of the signs be painted the same color as the poles and equipment to better blend into the park landscape. The SHPO, NPS, and LPC indicated their concurrence of the No Adverse Effect determination in correspondence dated June 16 and 17, 2022.

Based on input received through the consultation process, requested text revisions have been incorporated into this Finding Documentation and the Project Sponsors modified the design of the CBD Tolling Alternative at three locations to respond to concerns raised by Consulting Parties. At the Lincoln Tunnel north portal, the Project Sponsors originally proposed four clusters of tolling system equipment, consisting of a set of two tolling clusters mounted vertically at one brick pier of the brick portal entry on either side of the portal roadway. To avoid affecting the brick patterned pier and respond to a request that the tolling system equipment be pole-mounted rather than mounted directly on the brick piers, the Project Sponsors modified the design so that the tolling system equipment would be pole-mounted, as described above in **Section 3.1.3**. At the High Line, the Project Sponsors originally proposed a cabinet housing tolling system equipment on a column of the High Line structure. To respond to requests that the equipment cabinet be pole-mounted rather than mounted directly on the High Line structure, the Project Sponsors revised the design so that the equipment cabinet would be mounted on a new pole installed on the west side of Tenth Avenue south of West 30th Street as described above in **Section 3.1.4**. To address visibility concerns at the Central Park West tolling location, the proposed pole and mast arm would be finished in a green color, rather than the originally proposed black finish. In addition, the backs of the tolling signs to be installed at two replacement poles within Central Park would be painted the same color as the poles and equipment. Revisions made to the Finding Documentation based on comments received by Consulting Parties on the Draft (Proposed Final) Finding Documentation and on the subsequent submission of information regarding the installation of tolling signage at two locations within Central Park were not substantive and did not alter the recommended finding. With these revisions, this Finding Documentation is considered final.

The Project Sponsors also developed and are implementing a Public Involvement Plan, consistent with NYSDOT Public Participation Plan guidelines, to support their efforts in coordinating with the public. The purpose of the Public Involvement Plan is to establish a process for soliciting input from the public,

encouraging open discussion of Project details and issues, and providing multiple opportunities for public comments and questions related to the Project for consideration during the EA development and for subsequent agency decision-making. This plan will allow the Project Sponsors and FHWA to consider the views among varying interest groups and stakeholders throughout the decision-making process.

Outreach for the Project includes extensive outreach activities via virtual meetings and webinars prior to completion of the EA, development of a Project website, production of Project fact sheets, maintenance of a contact list to keep interested individuals informed about Project progress, and coordination with interested and involved stakeholders including NYC Parks, the Central Park Conservancy, and the Friends of the High Line. When the EA is complete, additional outreach will be conducted, including public meetings and hearings to solicit comments on the document.

6. Attachments

Attachment 1: Detection Point Locations

Attachment 2: Detection Point Visual Simulations

Attachment 3: Detection Point Location Plans

Attachment 4: Correspondence

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Section 106 Finding Documentation

Volume 2: Attachments

SHPO Project Review No: 21PR06430

June 2022

Attachment 1: Detection Point Locations

**Central Business District Tolling Program
Detector Locations
October 1, 2021**

Location Description	Direction	Cross-Streets	Proposed Structure/Foundation	Mast Arm Length and Pole Type	Comments
Brooklyn Bridge Section	EB	Ramp from Park Row NB	Connected to existing Cantilever Sign Structure	N/A	
Brooklyn Bridge Section	EB	By Pearl Street	New tall Sidefire pole with spread footing foundation sitting on existing bridge wall footing	Modified M-2A (SF)	
Brooklyn Bridge Ramp	WB	Ramp to FDR & Pearl St	New Sidefire connected to existing Overhead Sign Structure post	N/A	
Brooklyn Bridge Section	WB	To Center St NB	Replace existing pole with new modified M-2A pole with combined spread footing foundation	25-ft Modified M-2A	
Brooklyn Bridge Section	WB	Ramp to Park Row	Replace existing pole with new modified M-2A pole with combined spread footing foundation	25-ft Modified M-2A	
Brooklyn Bridge Section	EB	Ramp from Pearl St	New Standard Sidefire pole with spread footing foundation	Standard M-2A (SF)	
Brooklyn Bridge to FDR	EB	From FDR NB	Connected to existing Cantilever Sign Structure	N/A	A standalone pole is required to support equipment cabinets.
Brooklyn Bridge to FDR	EB	From FDR SB	Connected to existing Cantilever Sign Structure	N/A	
West Drive, W	SB	Near 59th St.	Replace existing pole with new Standard Sidefire pole with spread footing foundation	Standard M-2A (SF)	
Center Drive, W	NB	Near 59th St.	Replace existing pole with new Standard Sidefire pole with spread footing foundation	Standard M-2A (SF)	
East Drive, E	NB	Near Grand Army Plaza	Replace existing pole with new Standard Sidefire pole with spread footing foundation	Standard M-2A (SF)	
East Drive, W	SB	Near Grand Army Plaza	Replace existing pole with new Standard Sidefire pole with spread footing foundation	Standard M-2A (SF)	
60th Street	EB	E of York	New Sidefire on existing light pole attached on existing roadway barrier/wall	N/A	
Fifth Avenue	SB	Bet 60th & 61st	New modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	
Fifth Avenue	SB	Bet 60th & 61st	Replace existing pole with new Standard Sidefire pole with drilled shaft foundation	Standard M-2A (SF)	
Madison Ave	NB	Bet 60th & 61st	New jumbo M-2A pole with spread footing foundation	50-ft Modified M-2A	
Park Avenue SB	SB	Bet 60th & 61st	New modified M-2A pole with drilled shaft foundation	35-ft Modified M-2A	
Park Avenue NB	NB	Bet 60th & 61st	New modified M-2A pole with drilled shaft foundation	35-ft Modified M-2A	
Lexington Ave	SB	Bet 60th & 61st	New modified M-2A pole with spread footing foundation	20-ft Modified M-2A	
Lexington Ave	SB	Bet 60th & 61st	Replace existing pole with new modified M-2A pole with spread footing foundation	25-ft Modified M-2A	
Third Ave	NB	Bet 60th & 61st	Replace existing pole with new modified M-2A pole with drilled shaft foundation	35-ft Modified M-2A	
Third Ave	NB	Bet 60th & 61st	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	
Second Ave	SB	Bet 60th & 61st	New Sidefire on existing light pole and foundation	N/A	
Second Ave	SB	Bet 60th & 61st	New Jumbo M2A Pole with 50-ft Mast Arm with Spread Footing	50-ft Modified M-2A	
1st Ave	NB	Bet 60th & 61st	New modified M-2A pole with spread footing foundation	35-ft Modified M-2A	
1st Ave	NB	Bet 60th & 61st	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	
York Ave	NB	Bet 60th & 61st	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	
York Ave	SB	Bet 60th & 61st	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	
FDR	SB	Bet JFW & 61st	Connected to existing Overhead Sign Structure	N/A	
FDR	NB	At 53rd	Connected to existing Overhead Sign Structure	N/A	
Greenwich Street Exit	EB	HLC	Replace existing pole with new modified M-2A pole with spread footing foundation	20-ft Modified M-2A	
Broome Street	EB	E of Hudson	Replace existing pole with new modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point required only if CBDTP goes on PANYNJ property.
Holland Tunnel Entrance	NB	Bet Hudson & Varick ST	New Sidefire with drilled shaft foundation	Standard M-2A (SF)	Detection Point not required if CBDTP goes on PANYNJ property.
Holland Tunnel Entrance	NB	Bet Hudson & Varick ST	New modified Region 10 pole with spread footing foundation	50-ft Region 10	Detection Point not required if CBDTP goes on PANYNJ property.
Broome Street	WB	W of Varick ST	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
Holland Tunnel Exit	EB	At Tunnel Exit	New sidefire with drilled shaft foundation	Standard M-2A (SF)	Detection Point not required if CBDTP goes on PANYNJ property.
Holland Tunnel Exit	EB	At Tunnel Exit	Replace existing pole with new modified M-2A pole with drilled shaft foundation	20-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.

**Central Business District Tolling Program
Detector Locations
October 1, 2021**

Location Description	Direction	Cross-Streets	Proposed Structure/Foundation	Mast Arm Length and Pole Type	Comments
PANYNJ property at Holland Tunnel Exit	EB	At Tunnel Exit	On existing sign structure over Holland Tunnel roadway	N/A	Detection Point required only if CBDTP goes on PANYNJ property.
PANYNJ property. Holland Tunnel Entrance	WB	At Tunnel Entrance	On existing structure with overheight height warning devices	N/A	Detection Point required only if CBDTP goes on PANYNJ property.
W 34th Street	EB	E of Dyer ST	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 34th Street	WB	E of Dyer ST	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 35th Street	WB	W of Dyer ST	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 35th Street	WB	E of Dyer ST	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 36th Street	EB	Bet 10th & Dyer	Replace existing pole with new modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 36th Street	EB	Bet 9th & Dyer	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
9th Ave	SB	Bet 36th & 37th, Near 36th	Replace existing pole with new modified M-2A pole with spread footing foundation	20-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 39th Street	WB	West of 9th Ave, Nearer 9th	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 39th Street	WB	West of 9th Ave, Further from 9th	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
10th Ave	NB	S of 30th Overhead on Highline	Connected to the existing High Line structure	N/A	Detection Point not required if CBDTP goes on PANYNJ property.
W 39th Street	WB	Near PANYNJ W end of block	New modified M-2A pole with spread footing foundation	35-ft Modified M-2A	Detection Point required only if CBDTP goes on PANYNJ property.
40th Street	EB	Near 11th Ave	New modified Region 10 Pole with spread footing foundation	50-ft Region 10	Detection Point not required if CBDTP goes on PANYNJ property.
40th Street	EB	West of 10th Ave	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
40th Street	EB	East of 10th Ave	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 40th Street	EB	West of 9th Ave, Further from 9th	Replace existing pole with new modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 40th Street	EB	West of 9th Ave, Nearer 9th	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 41st Street	WB	Bet Dyer & 9th Ave	Replace existing pole with new modified M-2A pole with drilled shaft foundation	35-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 41st Street	WB	10th & Dyer	New modified Region 10 pole with drilled shaft foundation	50-ft Region 10	Detection Point not required if CBDTP goes on PANYNJ property.
W 41st Street	WB	East of Galvin Ave	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 41st Street	WB	West of Galvin Ave	Replace existing pole with new modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 30th Street	EB	W of Dyer ST	New modified Region 10 pole with drilled shaft foundation	50-ft Region 10	Detection Point not required if CBDTP goes on PANYNJ property.
10th Ave	NB	Bet W 41st & W 42nd	Replace existing pole with new modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
10th Ave	NB	Bet W 41st & W 42nd	New modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 42nd Street	EB	10th & Dyer	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.

**Central Business District Tolling Program
Detector Locations
October 1, 2021**

Location Description	Direction	Cross-Streets	Proposed Structure/Foundation	Mast Arm Length and Pole Type	Comments
W 42nd Street	WB	10th & Dyer	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 42nd Street	EB	Bet Dyer & 9th Ave	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 42nd Street	WB	Bet Dyer & 9th Ave	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
9th Ave	SB	Bet 29th and 30th St	Replace existing pole with new modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
9th Ave	SB	Bet 29th and 30th St	Replace existing pole with new modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
9th Ave	SB	Bet 30th and 31th St	Replace existing pole with new modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
9th Ave	SB	Bet 30th and 31th St	New modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
30th St	EB	Bet 8th and 9th Ave	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
10th Ave	NB	Bet 38th and 39th St	New modified M-2A pole with spread footing foundation	30-ft Modified M-2A	This Detection Point is required even if CBDTP goes on PANYNJ property.
10th Ave	NB	Bet 38th and 39th St	New modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
30th	EB	West of Highline	Replace existing pole with new modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
Lincoln Tunnel South Tunnel	EB	PANYNJ property NYC side	Install on walls outside of tunnel entrance	N/A	This Detection Point is required only if CBDTP goes on PANYNJ property.
Lincoln Tunnel Middle Tunnel	ContraFlow	PANYNJ property NYC side	Install on walls outside of tunnel entrance	N/A	This Detection Point is required only if CBDTP goes on PANYNJ property.
Lincoln Tunnel North Tunnel	WB	PANYNJ property NYC side	Install on walls outside of tunnel entrance	N/A	This Detection Point is required only if CBDTP goes on PANYNJ property.
10th Ave	NB	Bet 30th & 31st	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
10th Ave	NB	Bet 30th & 31st	Replace existing pole with new modified M-2A pole with drilled shaft foundation	30-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 31nd Street	WB	W of Dyer ST	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 31nd Street	WB	E of Dyer ST	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 33th Street	WB	Near PANYNJ, W of Intersection	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 33th Street	WB	Near PANYNJ, E of Intersection	New modified M-2A pole with spread footing foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 34th Street	EB	W of Dyer ST	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
W 34th Street	WB	W of Dyer ST	New modified M-2A pole with drilled shaft foundation	25-ft Modified M-2A	Detection Point not required if CBDTP goes on PANYNJ property.
Manhattan Bridge, EB	WB	Bet Market and Forsyth	New modified M-2A pole on new overhead beam supported on existing roadway columns	25-ft Modified M-2A	
Manhattan Bridge, Inner	ContraFlow	Bet Market and Forsyth	New overhead beam supported on existing roadway columns	N/A	
Manhattan Bridge, WB	EB	Bet Market and Forsyth	New modified M-2A pole on new overhead beam supported on existing roadway columns	20-ft Modified M-2A	
Queensboro Lower WB	WB	Bet 1st & 2nd Ave	Connected between existing bridge girder and existing bracing member	N/A	
Queensboro Lower EB	EB	Bet 1st & 2nd Ave	Connected between existing bridge girder and existing bracing member	N/A	
Queensboro Lower Outer	WB	Bet 1st & 2nd Ave	Connected to existing retaining wall	N/A	
Queensboro Upper Ramp	EB	Bet 58th & 59th	Connected to existing Overhead Sign Structure	N/A	

**Central Business District Tolling Program
Detector Locations
October 1, 2021**

Location Description	Direction	Cross-Streets	Proposed Structure/Foundation	Mast Arm Length and Pole Type	Comments
Queensboro 59th Lower Ramp	EB	Bet 59th & 60th	Connected to existing bridge girder	N/A	
Queensboro Exit Ramp	NB / WB	Bet 1st & 2nd Ave	Connected to underside of existing superstructure	N/A	
FDR	SB	At 53rd	Connected to existing Overhead Sign Structure	N/A	
FDR	NB	At 25th ST	Connected to existing pedestrian bridge	N/A	
FDR	SB	At 25th ST	Connected to existing pedestrian bridge	N/A	
FDR	NB/EB	Near Old Slip	Connected to existing Overhead Sign Structure	N/A	
FDR	SB/WB	Near Old Slip	Connected to existing Overhead Sign Structure	N/A	
West Street, SB	SB	Near Battery Place	New modified M-2A pole with spread footing foundation	20-ft Modified M-2A	
West Street, NB	NB	Near Battery Place	New modified M-2A pole with spread footing foundation	20-ft Modified M-2A	
West Side Highway	NB	Near Liberty ST	Connected to existing pedestrian bridge	N/A	
West Side Highway	SB	Near Liberty ST	Connected to existing pedestrian bridge	N/A	
West Side Highway	NB	Near Chamber ST	Connected to existing pedestrian bridge	N/A	
West Side Highway	SB	Near Chamber ST	Connected to existing pedestrian bridge	N/A	
West Side Highway	NB	Near Gansevoort	Connected to existing Overhead Sign Structure	N/A	
West Side Highway	SB	Near Gansevoort	Connected to existing Overhead Sign Structure	N/A	
Riverside Blvd	NB	Near W 61st	New modified M-2A pole connected to existing bridge pier	25-ft Modified M-2A	
Riverside Blvd	SB	Near W 61st	Cluster under the overhead bridge superstructure.	N/A	
Freedom Place	NB	Near W 60th	New Standard Sidefire pole with new footing supported on existing building concrete beam	Standard M-2A (SF)	
Freedom Place	SB	Near W 60th	New Standard Sidefire pole with new footing supported on existing building concrete beam	Standard M-2A (SF)	
West End Ave	NB	Near W 60th	New modified M-2A pole with combined spread footing foundation	25-ft Modified M-2A	
West End Ave	SB	Near W 60th	New modified M-2A pole with combined spread footing foundation	25-ft Modified M-2A	
Amsterdam Ave	NB	Bet 60th & 61st	New Jumbo M2A Pole with 50-ft Mast Arm with Spread Footing	50-ft Modified M-2A	
Columbus Ave	SB	Bet 60th & 61st	New Jumbo M2A Pole with 50-ft Mast Arm with Spread Footing	50-ft Modified M-2A	
Columbus Ave	SB	Bet 60th & 61st	New Sidefire on existing light pole and foundation	N/A	
Broadway SB	SB	Bet 60th & 61st	Replace existing pole with new modified M-2A pole with spread footing foundation	35-ft Modified M-2A	
Broadway NB	NB	Bet 60th & 61st	New modified M-2A pole with spread footing foundation	35-ft Modified M-2A	
Central Park W	NB	Bet 61st & Columbus Cir	New Jumbo M2A Pole with 50-ft Mast Arm with Spread Footing	50-ft Modified M-2A	
Williamsburg Bridge	WB	Bet Pitt and Ridge	Connected to existing Overhead Sign Structure	N/A	
Williamsburg Bridge	EB	Bet Pitt and Ridge	Connected to existing Overhead Sign Structure	N/A	
West Side Highway	SB	57th St	Connected to existing Overhead Sign Structure	N/A	
West Side Highway	NB	57th St	Connected to existing Overhead Sign Structure	N/A	

Attachment 2: Detection Point Visual Simulations



No Action Alternative



CBD Tolling Alternative

Rendering of CBD Tolling Alternative:
Ed Koch Queensboro Bridge
Lower Level Westbound and Eastbound
Figure 2-1



No Action Alternative



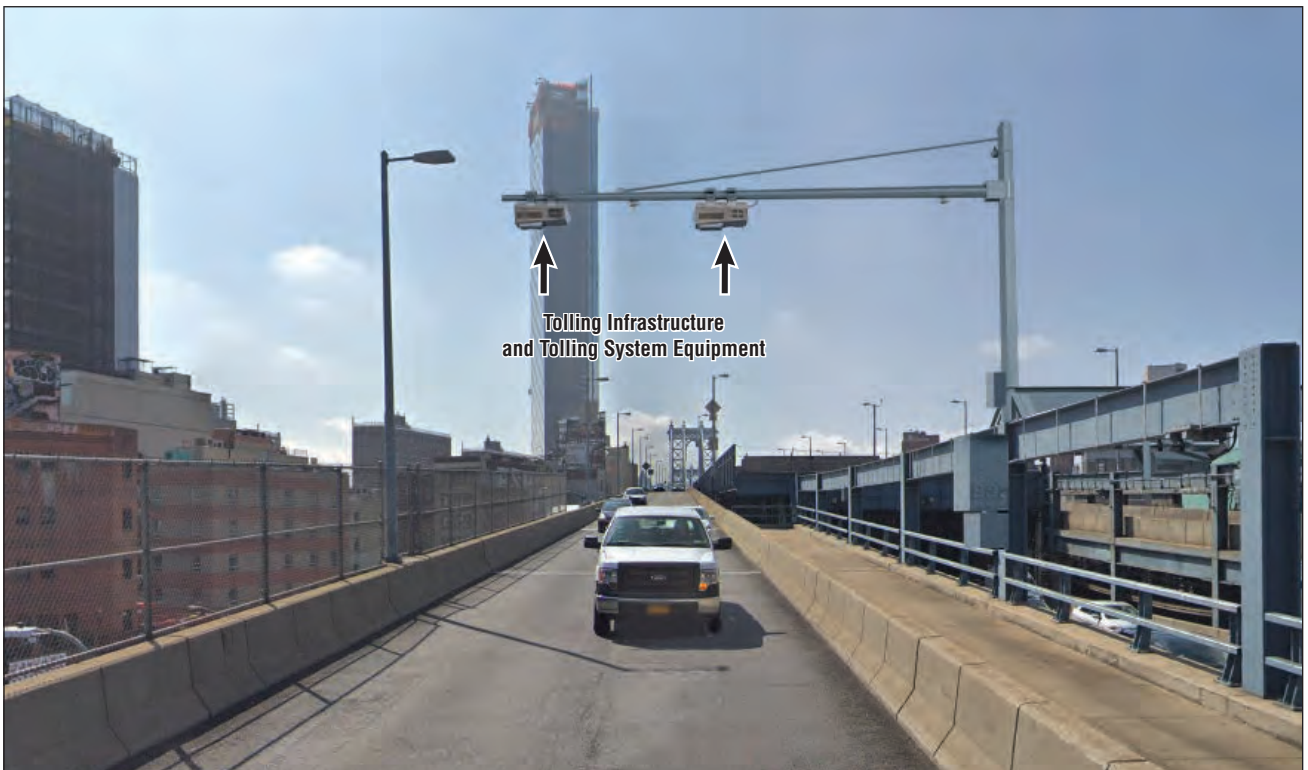
CBD Tolling Alternative, view west

Comparison Views of No Action Alternative and CBD Tolling Alternative: Ed Koch Queensboro Bridge Lower Level Westbound Approaching East 60th Street

Figure 2-2



No Action Alternative, view southeast



CBD Tolling Alternative, view southeast

Rendering of CBD Tolling Alternative:
Manhattan Bridge
Westbound Outer Roadway

Figure 2-3



No Action Alternative, view west



CBD Tolling Alternative, view west

Rendering of CBD Tolling Alternative:
Manhattan Bridge
Westbound Center Lanes
Figure 2-4



No Action Alternative, view west



CBD Tolling Alternative, view west

Rendering of CBD Tolling Alternative:
Manhattan Bridge
Eastbound Outer Lanes

Figure 2-5



No Action Alternative



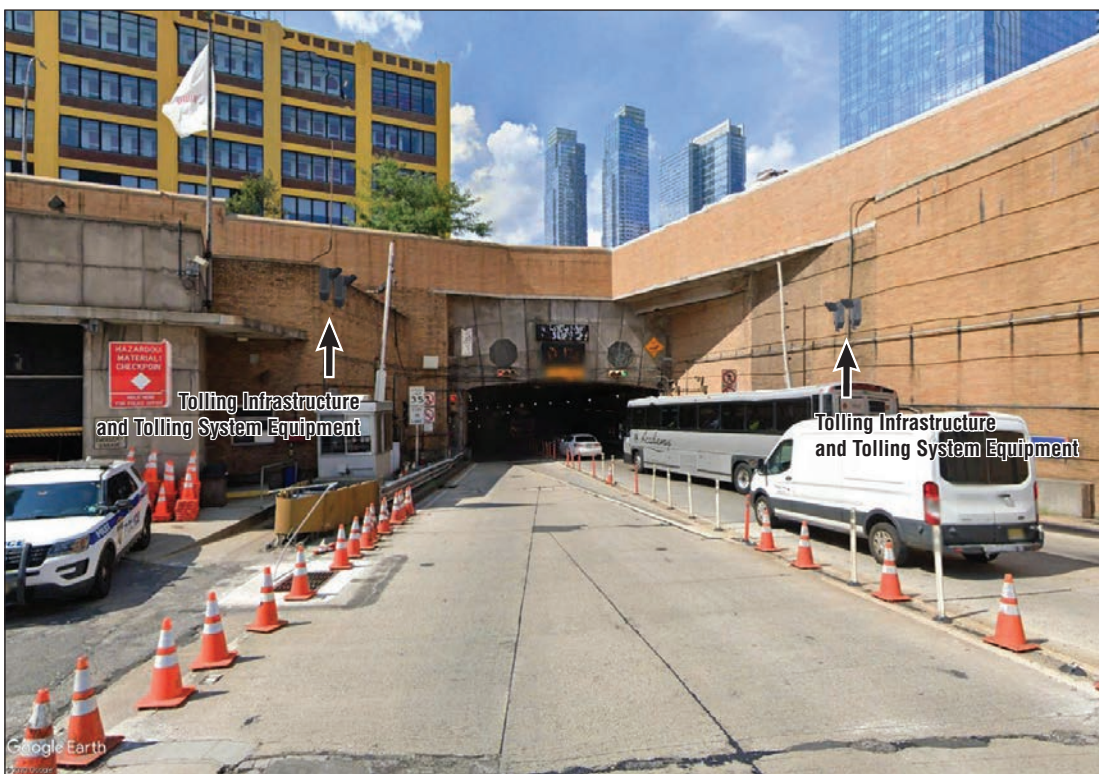
CBD Tolling Alternative

Comparison Views of No Action Alternative and CBD Tolling Alternative: Lincoln Tunnel South Tube

Figure 2-6



No Action Alternative



CBD Tolling Alternative

Comparison Views of No Action Alternative and CBD Tolling Alternative: Lincoln Tunnel Center Tube
Figure 2-7



No Action Alternative



CBD Tolling Alternative

Comparison Views of No Action Alternative and CBD Tolling Alternative: Lincoln Tunnel North Tube

Figure 2-8



No Action Alternative, view north on Tenth Avenue



CBD Tolling Alternative, view north on Tenth Avenue

Comparison Views of No Action Alternative and CBD Tolling Alternative: High Line at Tenth Avenue and West 30th Street



No Action Alternative, view south

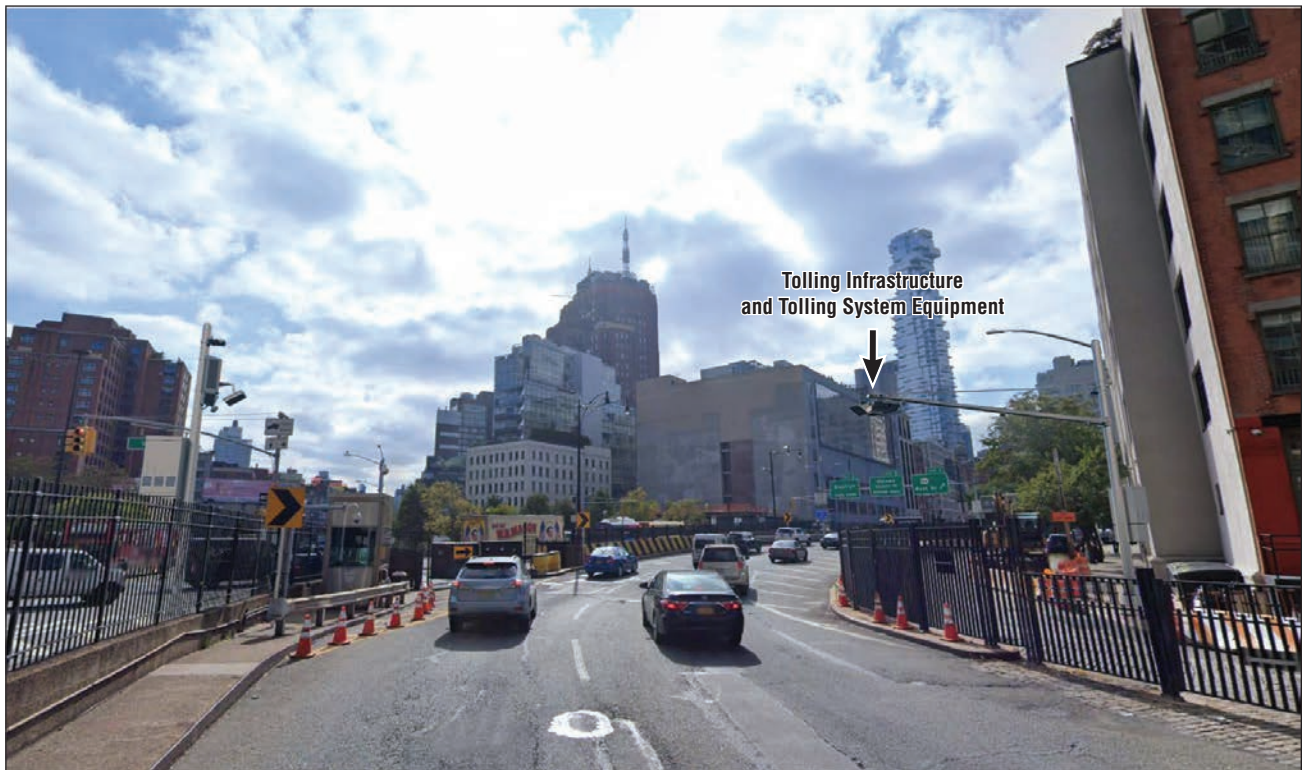


CBD Tolling Alternative, view south

Comparison Views of No Action Alternative and CBD Tolling Alternative: Parking Lot on Dover Street



No Action Alternative, view south



CBD Tolling Alternative, view south

Comparison Views of No Action Alternative
and CBD Tolling Alternative:
Vestry Street at Holland Tunnel Exit



No Action Alternative, view northeast



CBD Tolling Alternative, view northeast

Comparison Views of No Action Alternative and CBD Tolling Alternative:
West 40th Street West of Ninth Avenue



No Action Alternative, view northeast



CBD Tolling Alternative, view northeast

Comparison Views of No Action Alternative
and CBD Tolling Alternative:
Central Park East Drive near Grand Army Plaza

Figure 2-13



No Action Alternative, view southeast

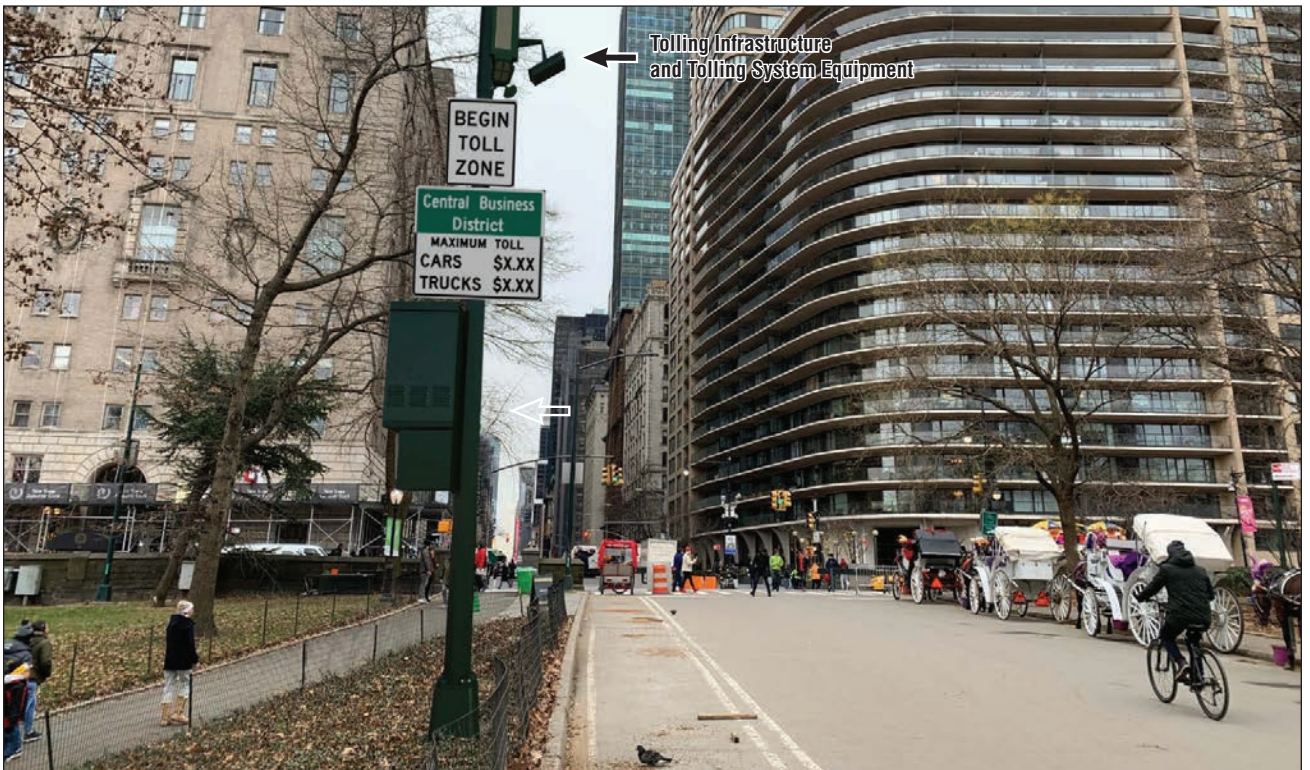


CBD Tolling Alternative, view southeast

Comparison Views of No Action Alternative
and CBD Tolling Alternative:
Central Park Center Drive near Sixth Avenue



No Action Alternative, view south

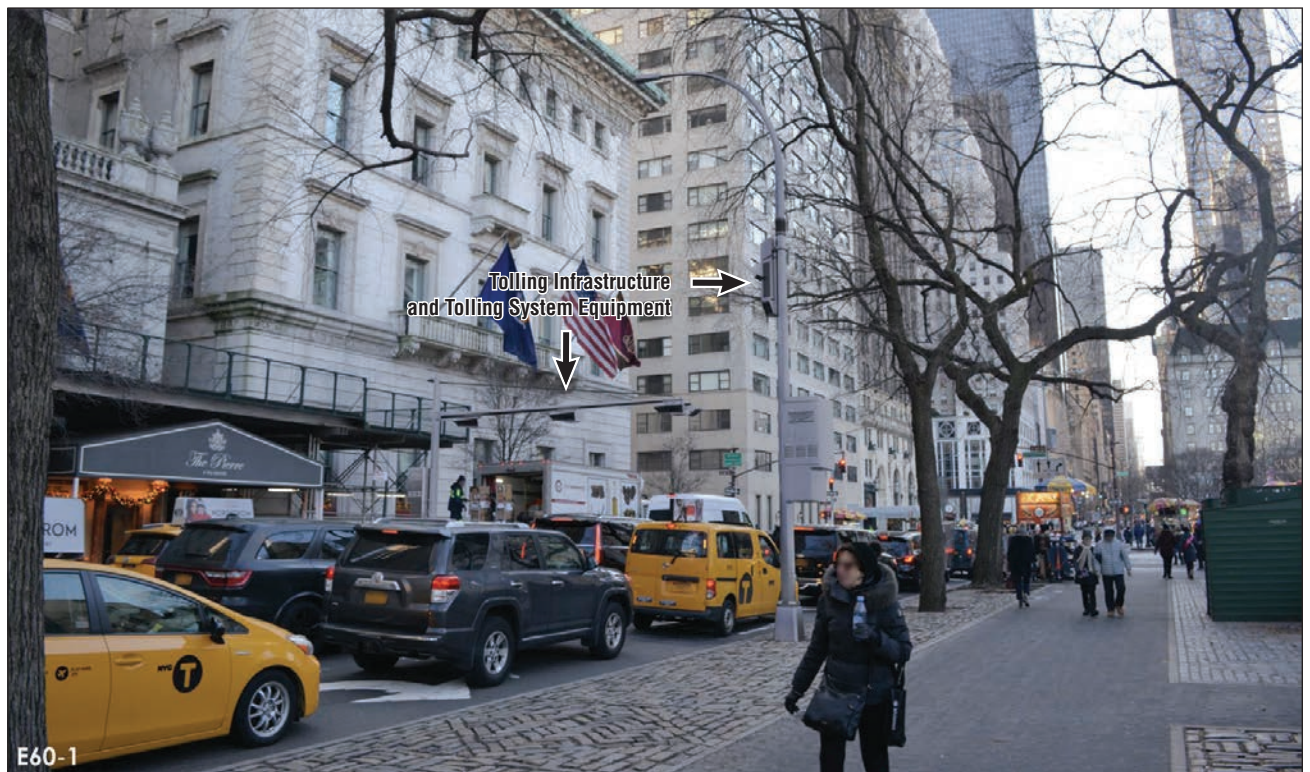


CBD Tolling Alternative, view south

Comparison Views of No Action Alternative and CBD Tolling Alternative: Central Park West Drive near Seventh Avenue



No Action Alternative, view south



CBD Tolling Alternative, view south

Comparison Views of No Action Alternative
and CBD Tolling Alternative:
Fifth Avenue at East 60th Street

Figure 2-16



No Action Alternative, view north



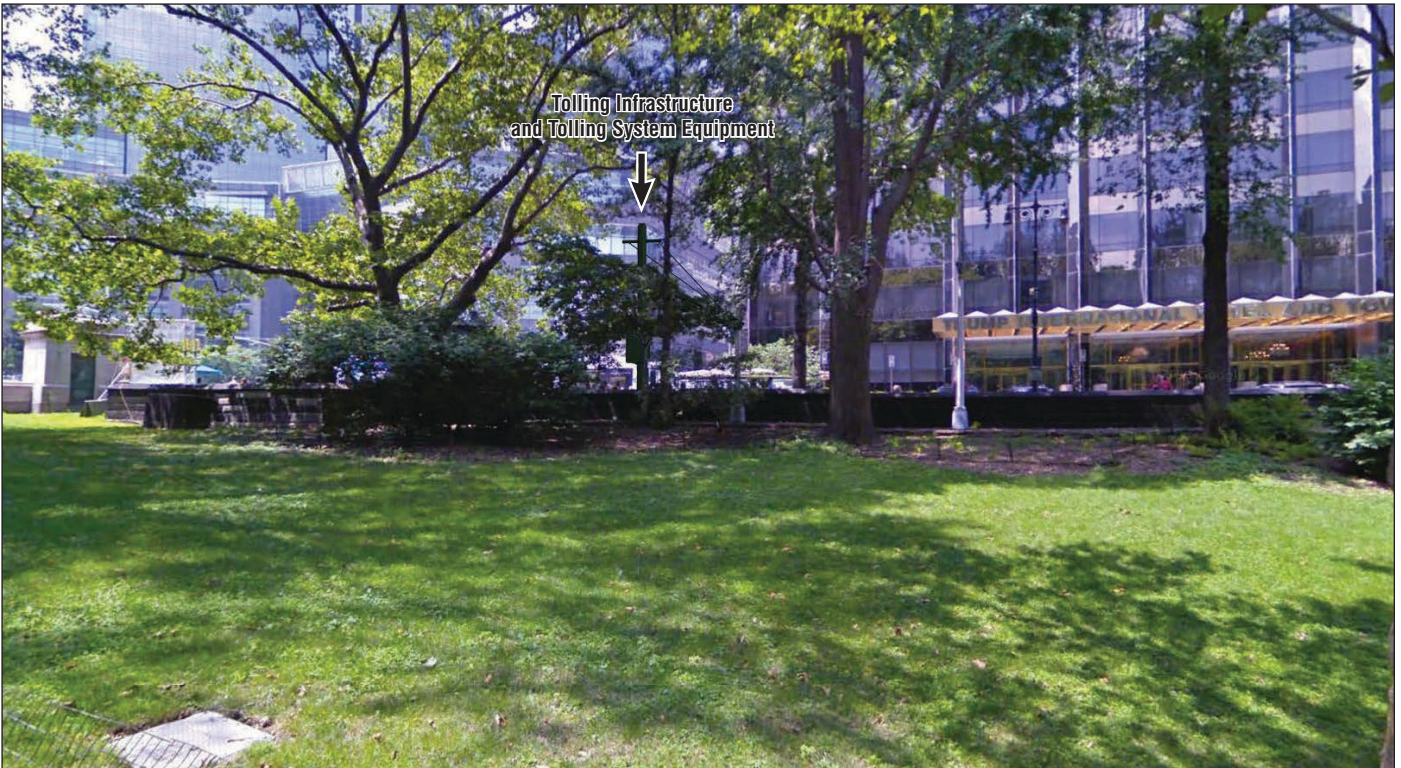
CBD Tolling Alternative, view north

Comparison Views of No Action Alternative and CBD Tolling Alternative: Central Park West at West 60th Street

Figure 2-17a



No Action Alternative, view southwest from within Central Park



CBD Tolling Alternative, view southwest from within Central Park

Comparison Views of No Action Alternative
and CBD Tolling Alternative:
Central Park West at West 60th Street – View from within
Central Park (Leaf-on Conditions)



No Action Alternative, view southwest from within Central Park



CBD Tolling Alternative, view southwest from within Central Park

Comparison Views of No Action Alternative
and CBD Tolling Alternative:
Central Park West at West 60th Street – View from within
Central Park (Leaf-off Conditions)



No Action Alternative, view south

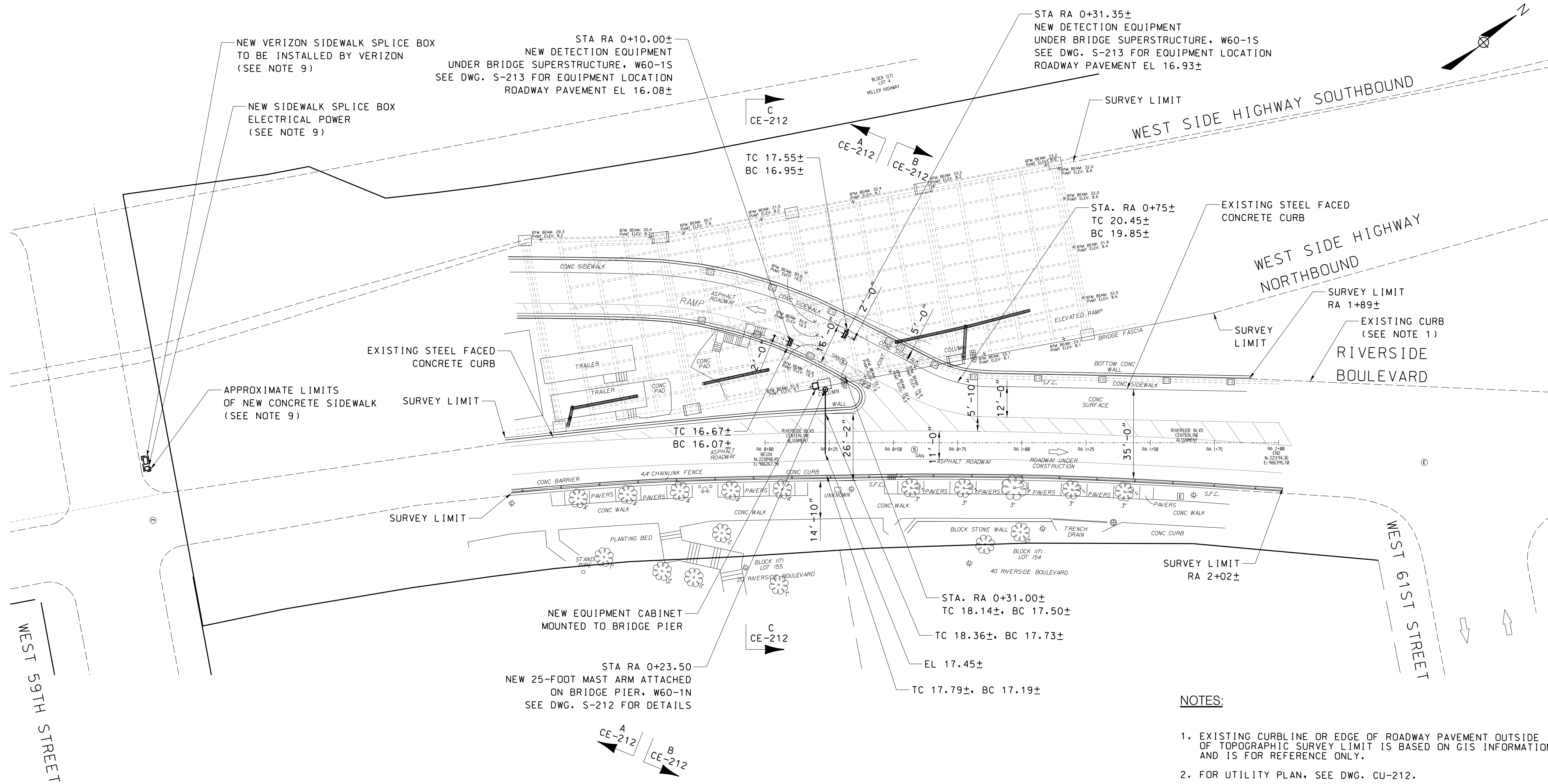


CBD Tolling Alternative, view south

Comparison Views of No Action Alternative and CBD Tolling Alternative: Park Avenue at East 60th Street

Figure 2-18

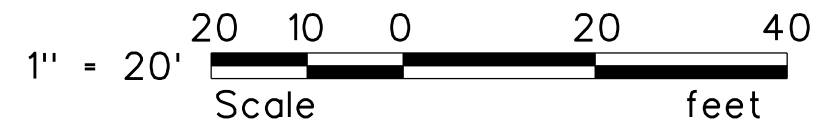
Attachment 3: Detection Point Location Plans

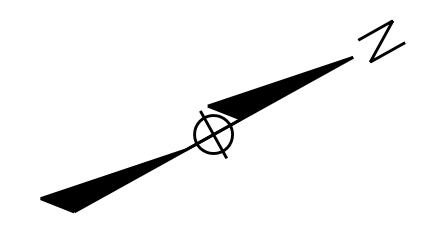
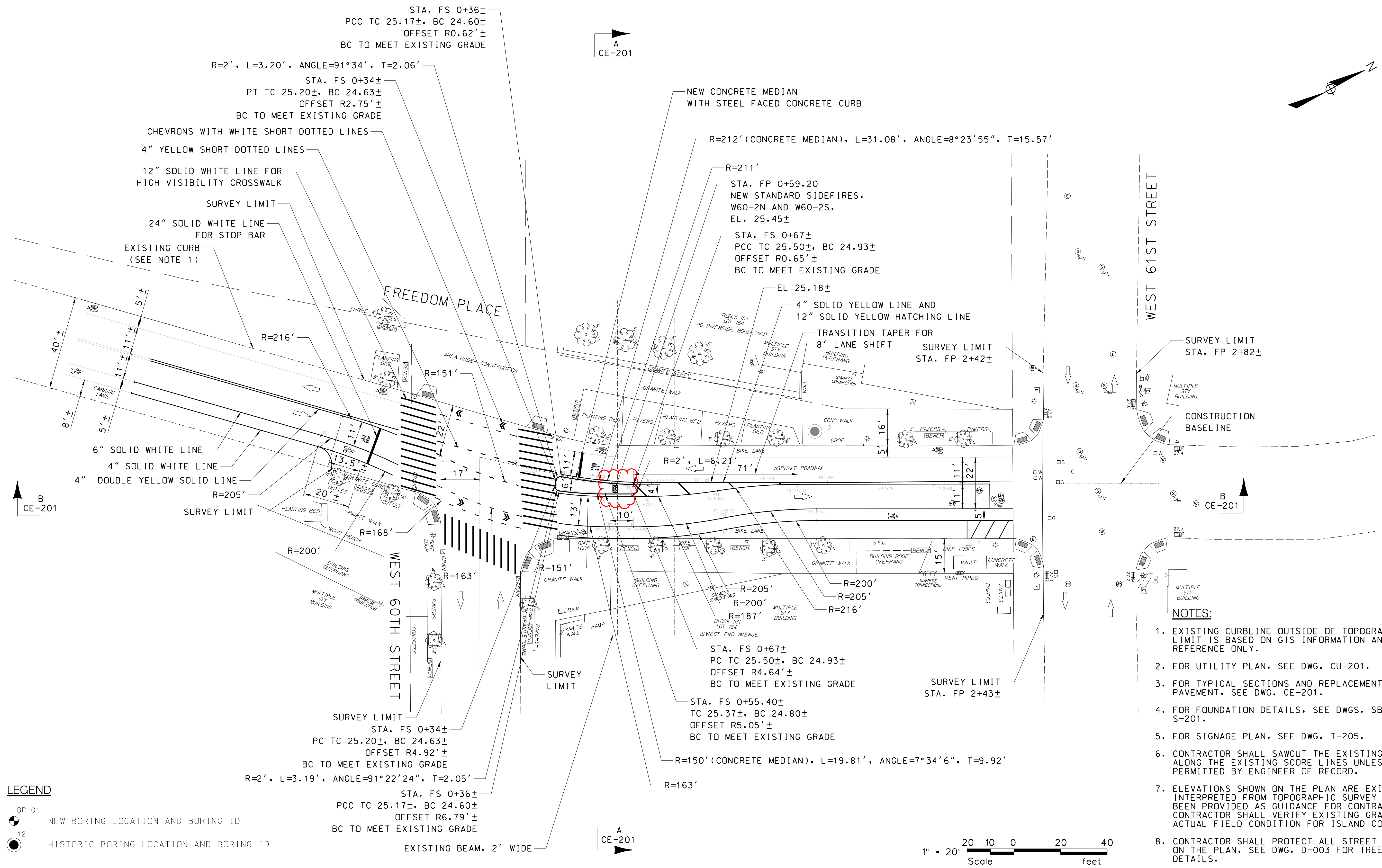


NOTES:

1. EXISTING CURBLINE OR EDGE OF ROADWAY PAVEMENT OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-212.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-212.
4. FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-212.
5. FOR SIGNAGE PLAN, SEE DWG. T-201.
6. FOR ELECTRICAL PLAN, SEE DWG. EP-212.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

9. THE NORTH SIDEWALK ON WEST 59TH STREET WEST OF RIVERSIDE BOULEVARD IS CURRENTLY UNDER CONSTRUCTION. EXISTING CURBLINE SHOWN ON THE PLAN IS OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT AND IS FOR REFERENCE ONLY. CONTRACTOR SHALL VERIFY ACTUAL SIDEWALK CONDITION AND COORDINATE INSTALLATION OF SIDEWALK SPLICE BOX ELECTRICAL POWER AND VERIZON SIDEWALK SPLICE BOX WITH ENGINEER OF RECORD. SIDEWALK DISTURBED SHALL BE RECONSTRUCTED TO MEET EXISTING CONDITION.



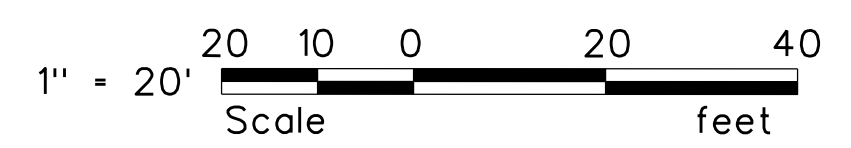


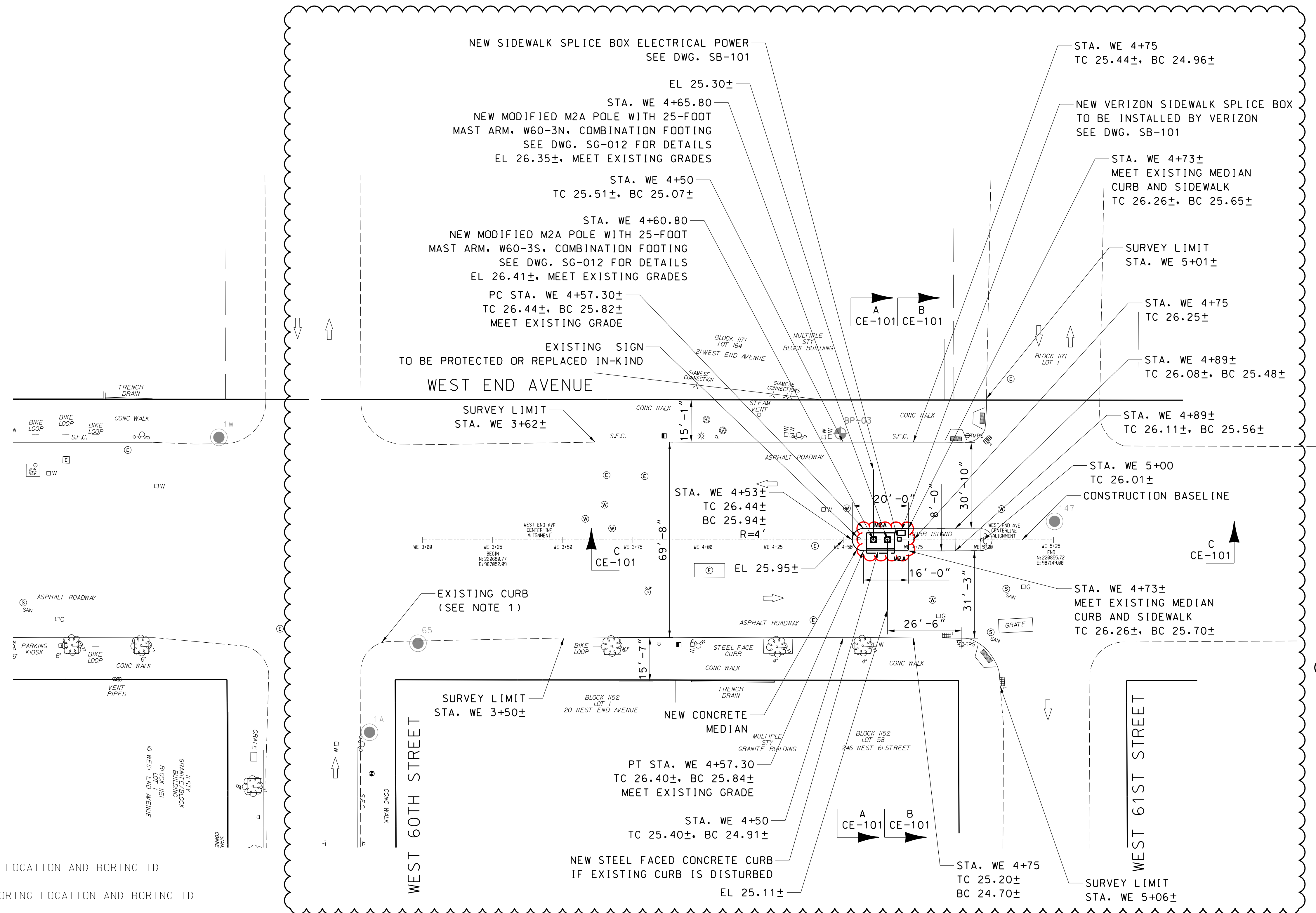
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-201.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-201.
4. FOR FOUNDATION DETAILS, SEE DWGS. SB-201 AND S-201.
5. FOR SIGNAGE PLAN, SEE DWG. T-205.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION FOR ISLAND CONSTRUCTION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 12 HISTORIC BORING LOCATION AND BORING ID





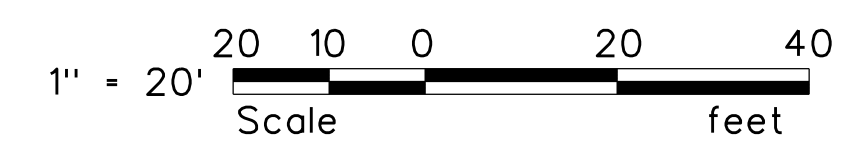
- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-101.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-101.
 4. FOR FOUNDATION DETAILS, SEE DWG. SB-101.
 5. FOR SIGNAGE PLAN, SEE DWG. T-101.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 8. CONTRACTOR SHALL VERIFY THE EXISTING PEDESTRIAN ISLAND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION. PROPOSED CONCRETE CURB AND REVEAL SHALL MATCH THE EXISTING CONCRETE CURB AND REVEAL AT DETECTION POINTS W60-3N AND W60-3S.
 9. CONTRACTOR SHALL PROTECT ALL STREET TREES ON WEST END AVENUE BETWEEN WEST 60TH STREET AND WEST 61ST STREET. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

LEGEND

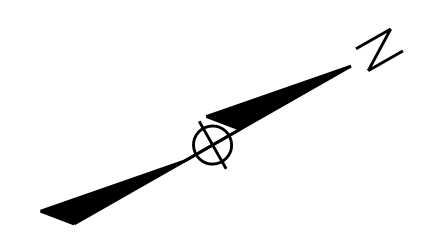
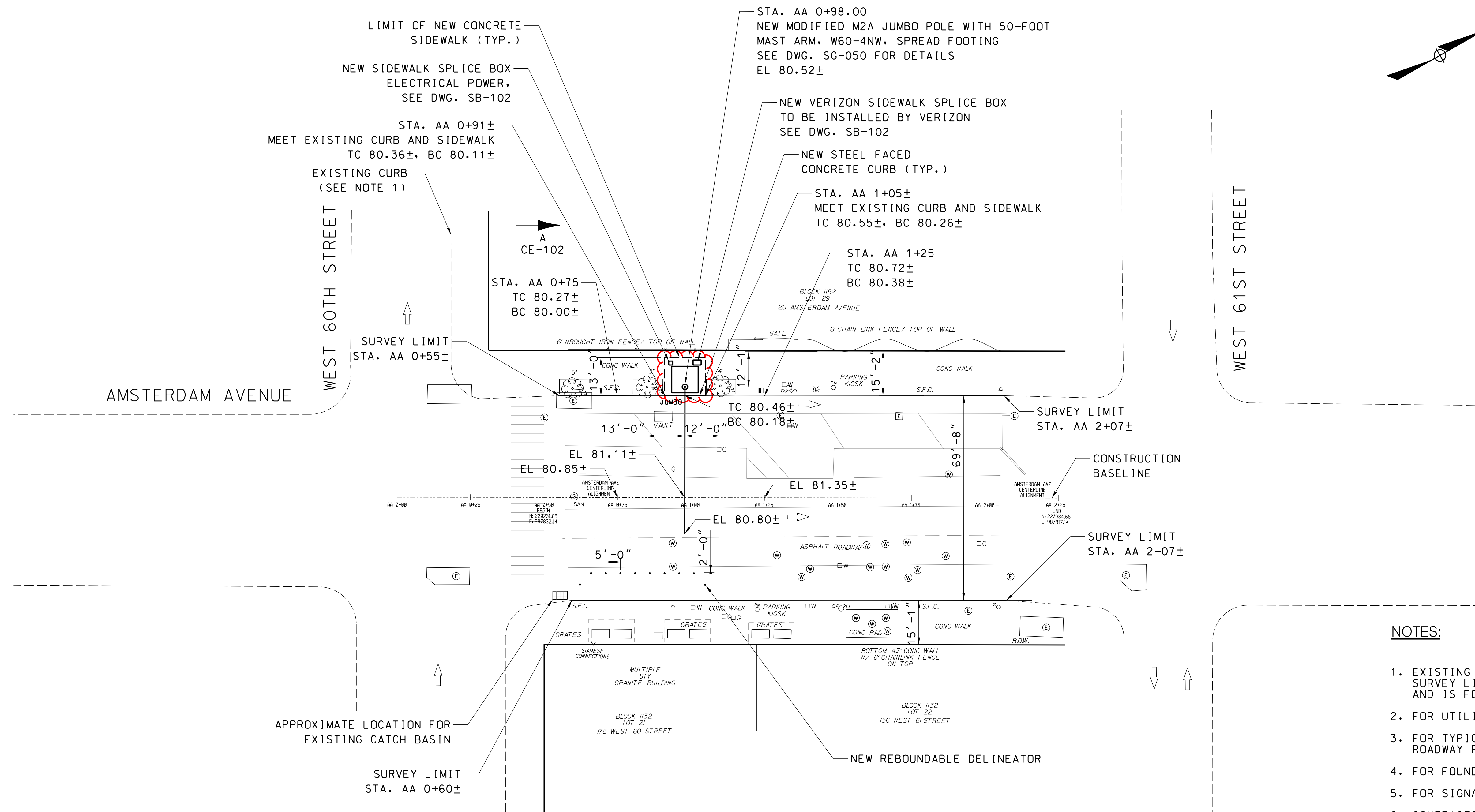
BP-01 NEW BORING LOCATION AND BORING ID

1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
W60-3N	NO	WE 4+66.80	CROSSWALK	23.0 FT±
W60-3S	NO	WE 4+59.80	TRAFFIC SIGN	4.0 FT±



West End Avenue between West 60th Street and West 61st Street



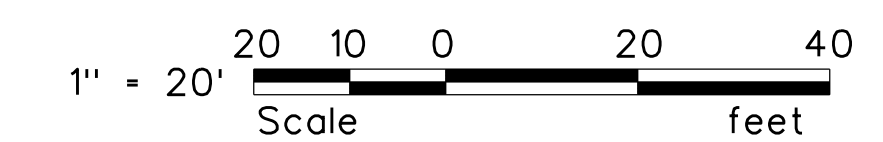
LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

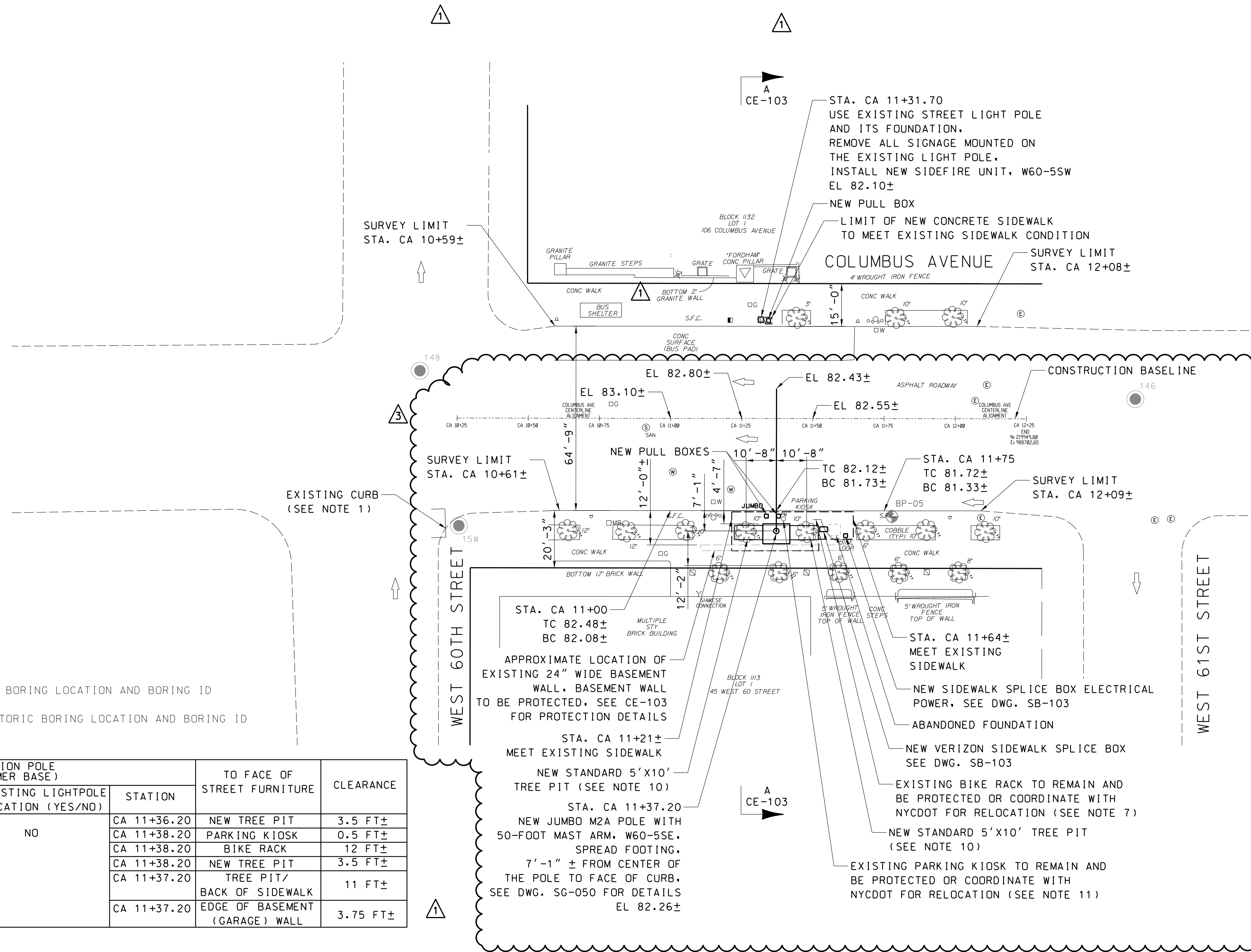
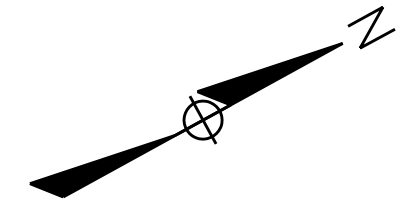
FROM FACE OF DETECTION POLE			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
W60-4NW	NO	AA 0+97.00	TREE PIT	6.5 FT±
		AA 0+99.00	TREE PIT	6.5 FT±
		AA 0+98.00	IRON FENCE	11.0 FT±

NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-102.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-102.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-102.
5. FOR SIGNAGE PLAN, SEE DWG. T-105.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
9. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

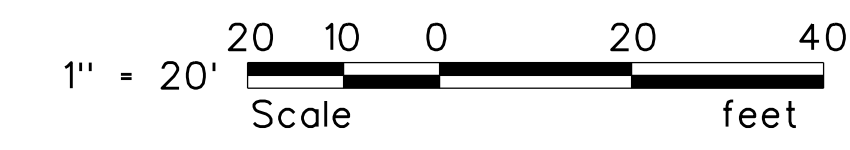


Amsterdam Avenue between West 60th Street and West 61st Street



NOTES:

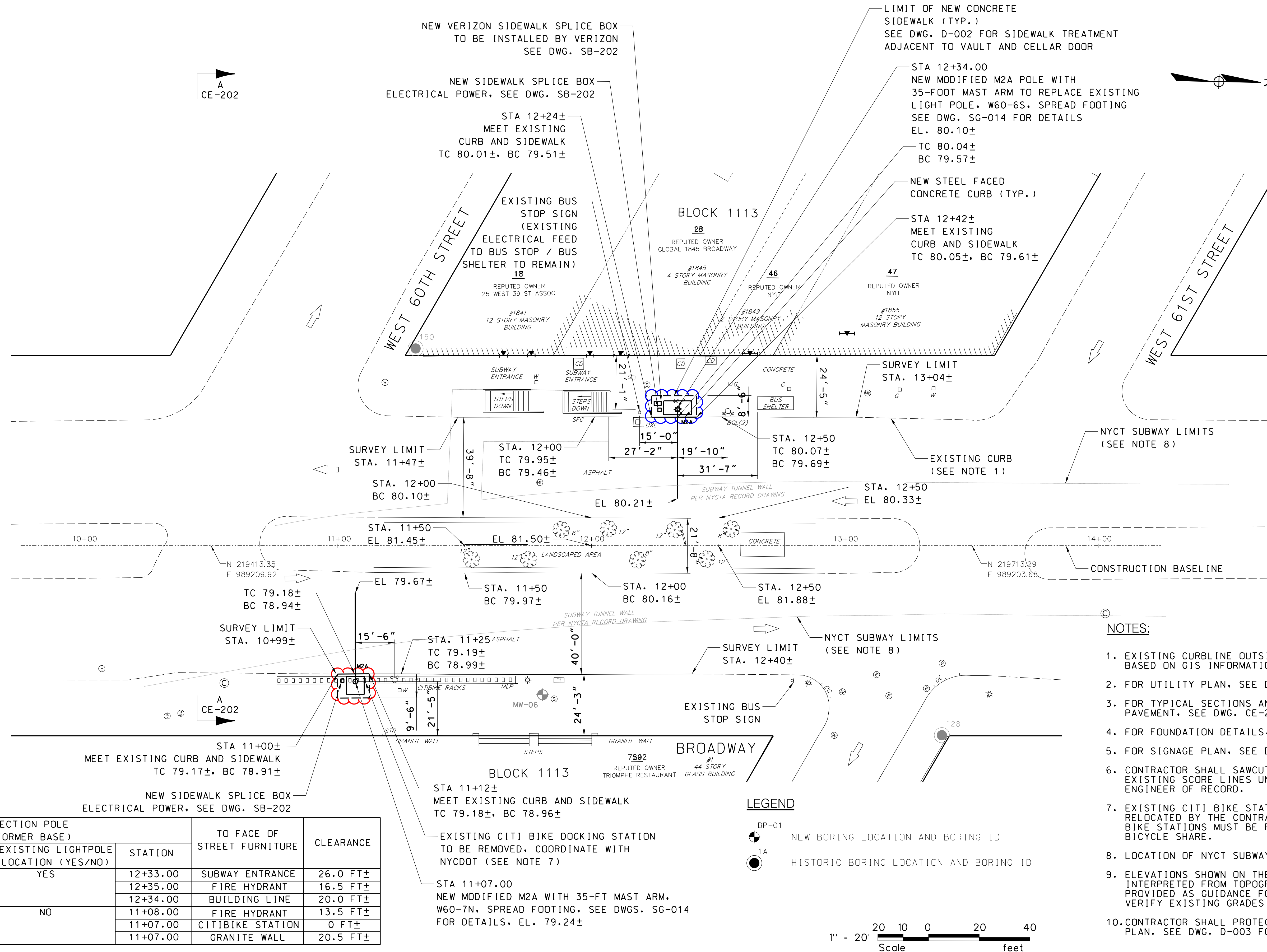
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-103.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-103.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-103.
5. FOR SIGNAGE PLAN, SEE DWG. T-106.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. EXISTING BIKE RACKS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK REMOVAL MUST BE PERFORMED BY NYCDOT.
8. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
9. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
10. SEE NYCDOT STANDARD DRAWING H-1046 STREET TREE PLANTING DETAIL AND NYCDPR PAVEMENT DETAILS - NO.1(TYLA / 146-R10, 09-01-2020) FOR 5'X10' TREE PIT PAVEMENT DETAILS.
11. COORDINATE WITH NYCDOT FOR PARKING KIOSK REMOVAL, REPLACEMENT OR RELOCATION. ANY WORK RELATED TO PARKING KIOSK MUST BE PERFORMED BY NYCDOT, BUREAU OF PARKING. SEE DWG. GG-008 GENERAL NOTES, TRAFFIC WORK.



LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
W60-5SE	NO	CA 11+36.20	NEW TREE PIT	3.5 FT±
		CA 11+38.20	PARKING KIOSK	0.5 FT±
		CA 11+38.20	BIKE RACK	12 FT±
		CA 11+38.20	NEW TREE PIT	3.5 FT±
		CA 11+37.20	TREE PIT/BACK OF SIDEWALK	11 FT±
CA 11+37.20	EDGE OF BASEMENT (GARAGE) WALL	3.75 FT±		



NOTES:

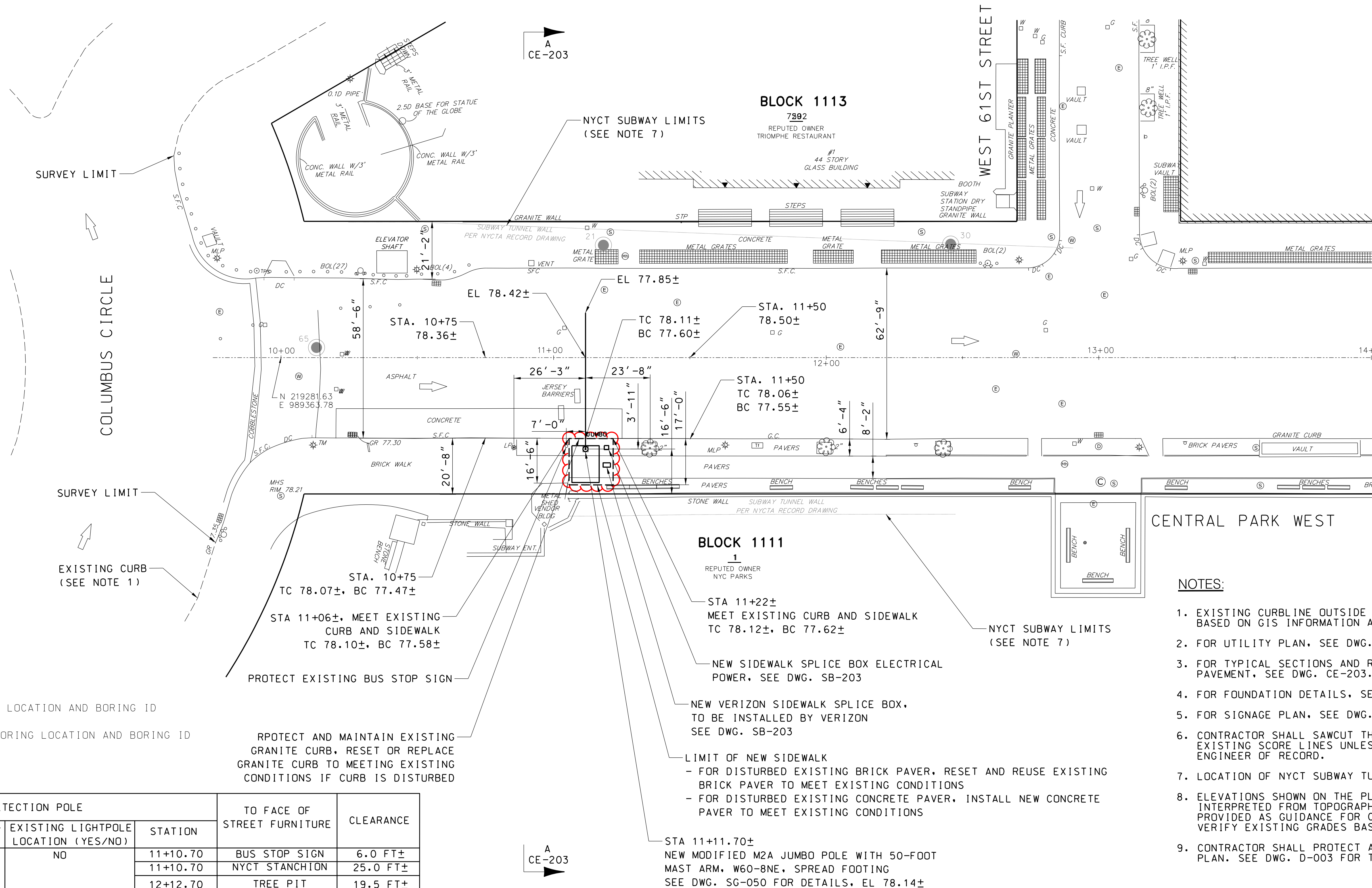
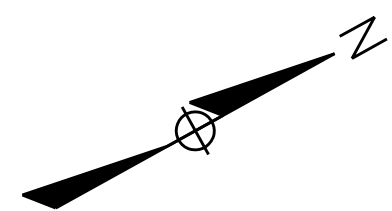
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-202.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-202.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-02.
5. FOR SIGNAGE PLAN, SEE DWG. T-206.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. EXISTING CITI BIKE STATIONS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO CITI BIKE STATIONS MUST BE PERFORMED BY THE CITI BIKE/NYC BICYCLE SHARE.
8. LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
9. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
10. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		TO FACE OF STREET FURNITURE		CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
W60-6S	YES	12+33.00	SUBWAY ENTRANCE	26.0 FT±
		12+35.00	FIRE HYDRANT	16.5 FT±
		12+34.00	BUILDING LINE	20.0 FT±
W60-7N	NO	11+08.00	FIRE HYDRANT	13.5 FT±
		11+07.00	CITIBIKE STATION	0 FT±
		11+07.00	GRANITE WALL	20.5 FT±

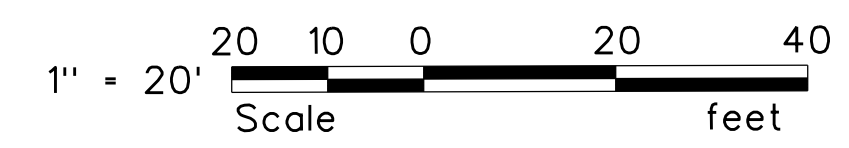
Broadway between West 60th Street and West 61st Street



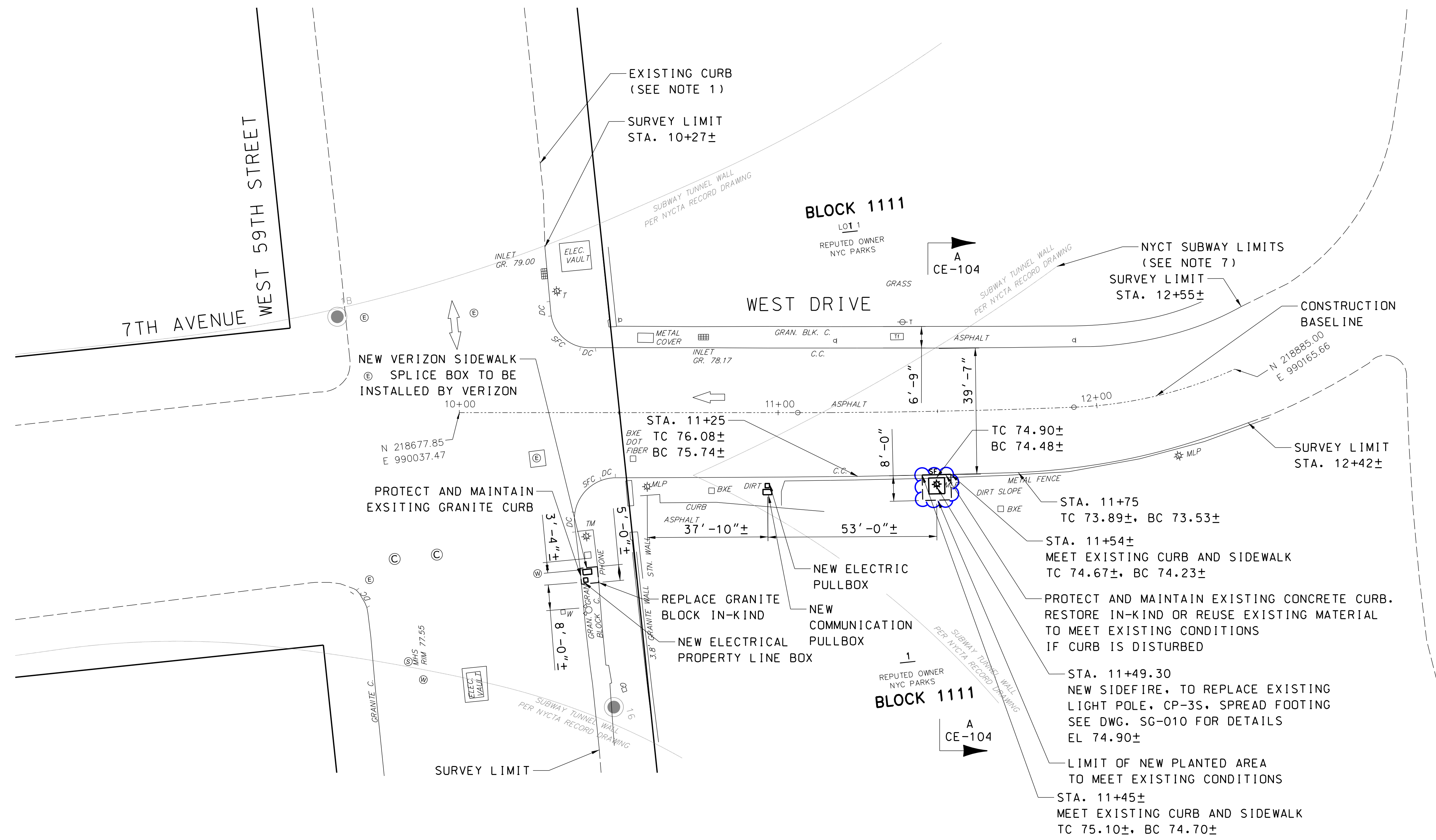
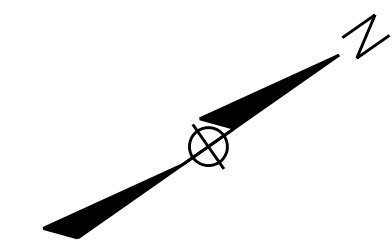
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-203.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-203.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-203.
 - FOR SIGNAGE PLAN, SEE DWG. T-209.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE		TO FACE OF STREET FURNITURE		CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
W60-8NE	NO	11+10.70	BUS STOP SIGN	6.0 FT±
		11+10.70	NYCT STANCHION	25.0 FT±
		12+12.70	TREE PIT	19.5 FT±
		11+11.70	BACK OF SIDEWALK (VENDOR BUILDING)	11.5 FT±
		11+11.70	STONE WALL	15.5 FT±

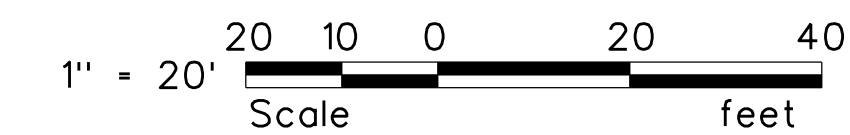


Central Park West Avenue between West 60th Street and West 61st Street



LEGEND

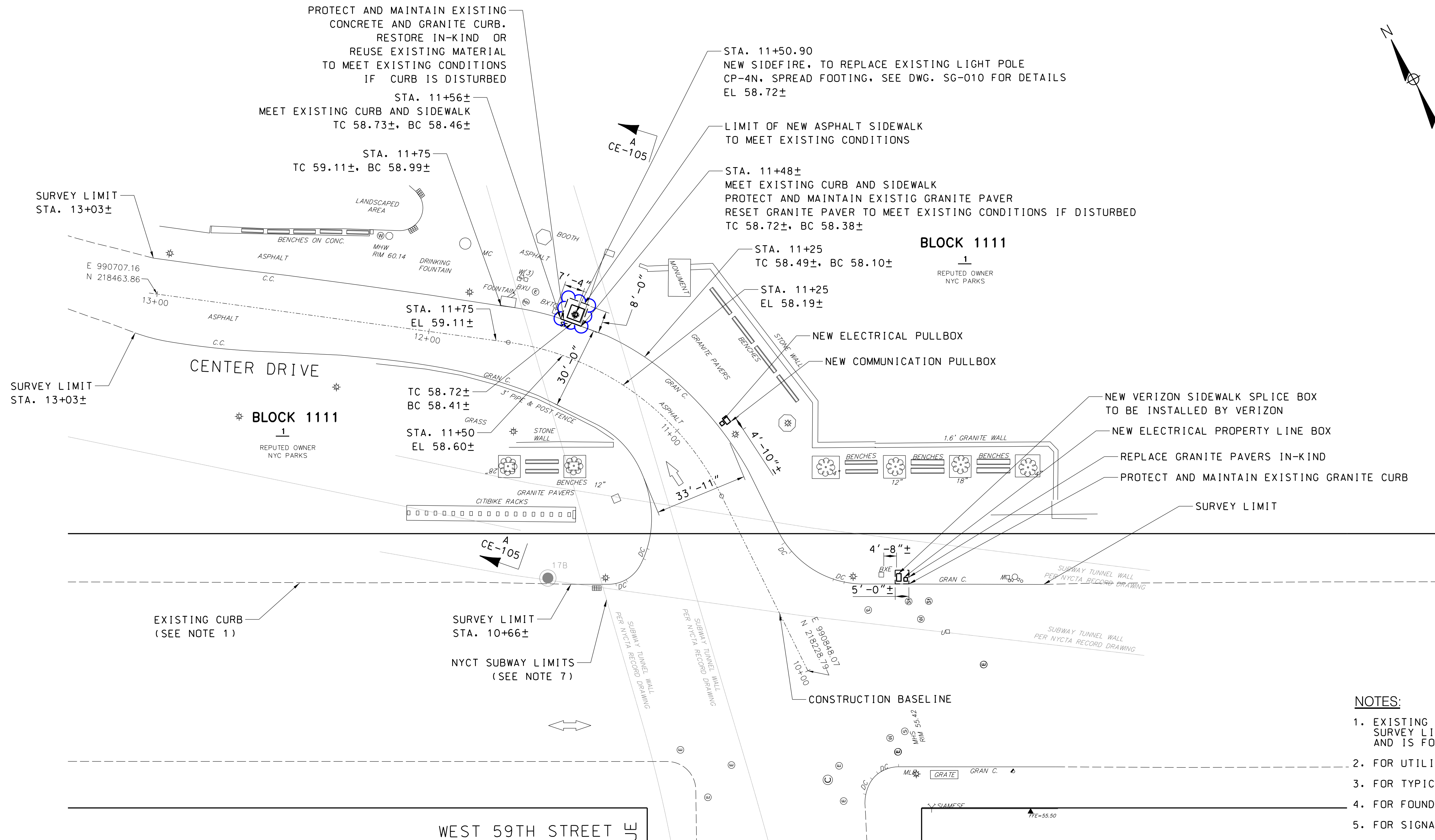
- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID



NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-104.
3. FOR TYPICAL SECTIONS, SEE DWG. CE-104.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-104.
5. FOR SIGNAGE PLAN, SEE DWG. T-110.
6. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
7. LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
8. CONTRACTOR SHALL PROTECT ALL TREES WITHIN 50 FEET OF WORK SITE. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

Central Park - West Drive



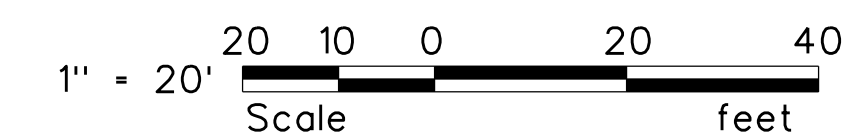
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-105.
3. FOR TYPICAL SECTIONS, SEE DWG. CE-105.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-105.
5. FOR SIGNAGE PLAN, SEE DWG. T-111.
6. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
7. LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
8. CONTRACTOR SHALL PROTECT ALL TREES WITHIN 50 FEET OF WORK SITE. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

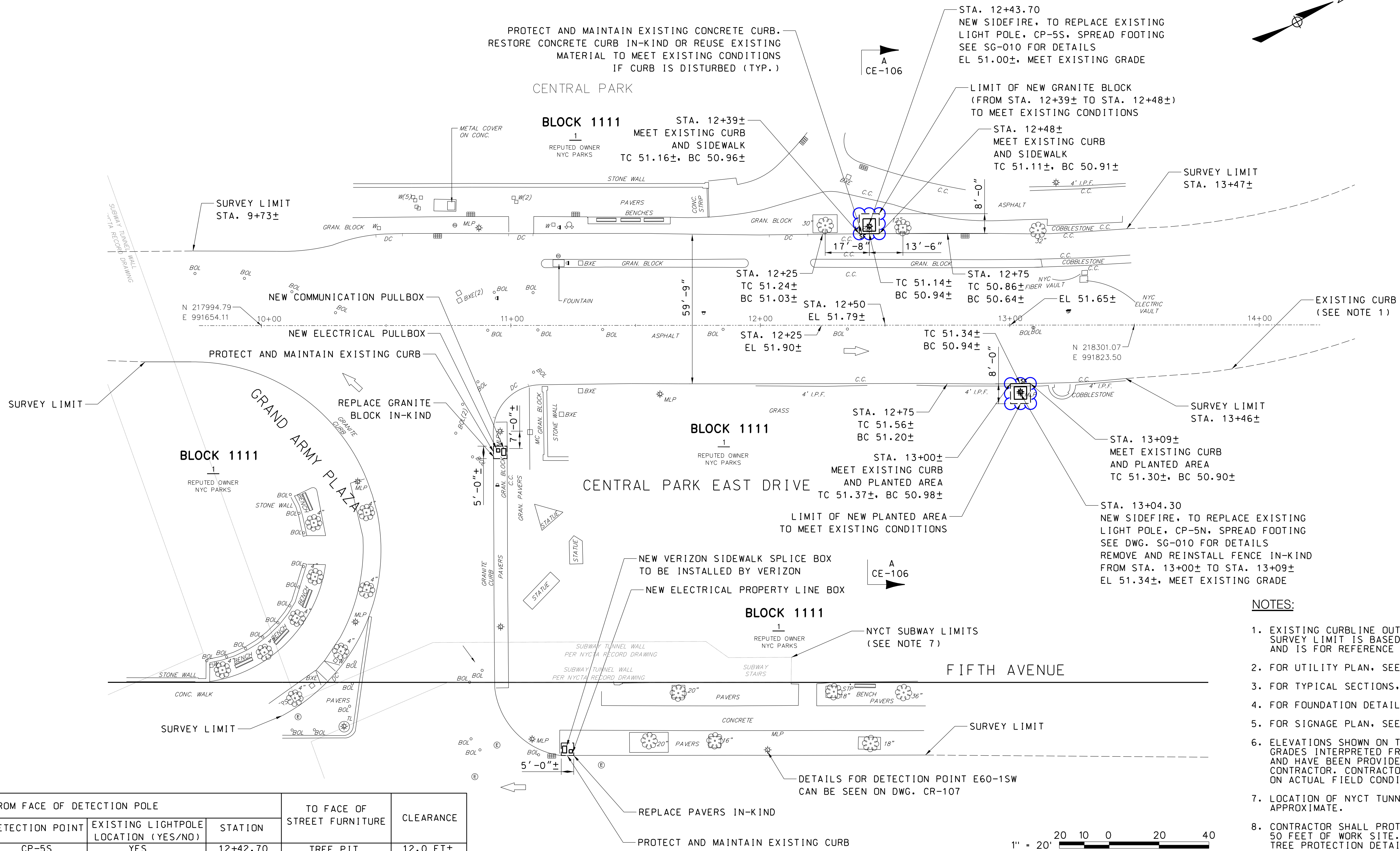
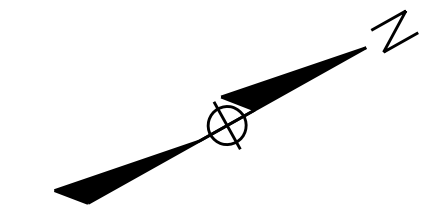
LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
CP-4N	YES	11+51.90	ELECTRIC BOX	5.0 FT±



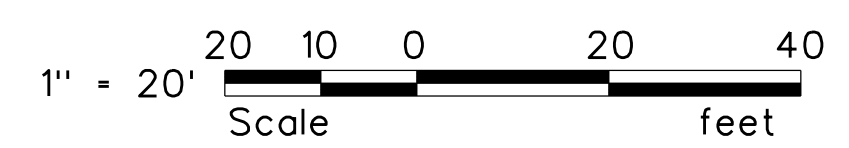
Central Park - Center Drive

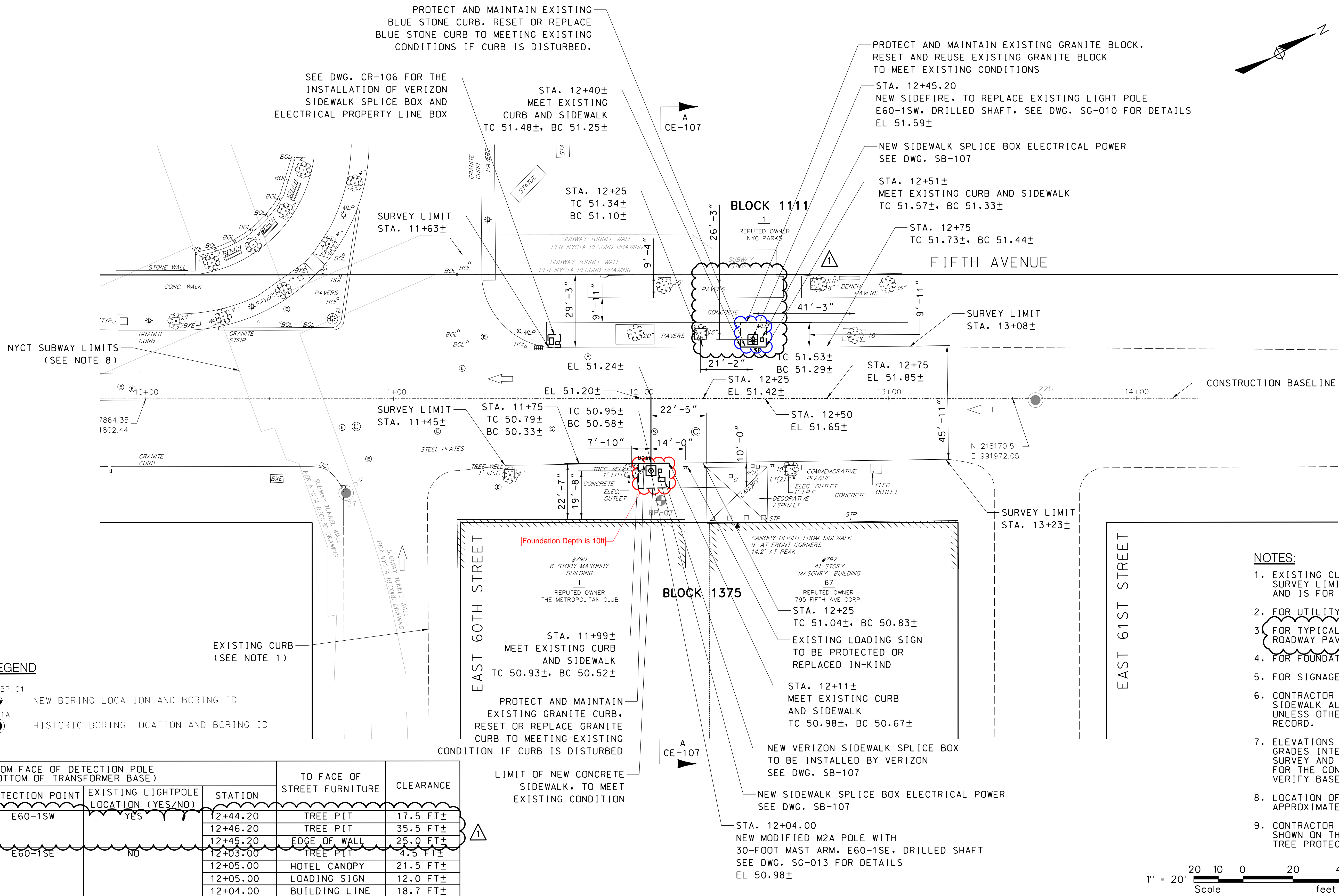
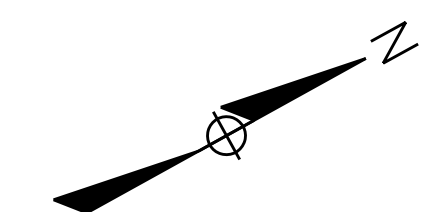


NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-106.
3. FOR TYPICAL SECTIONS, SEE DWG. CE-106.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-106.
5. FOR SIGNAGE PLAN, SEE DWG. T-112.
6. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
7. LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
8. CONTRACTOR SHALL PROTECT ALL TREES WITHIN 50 FEET OF WORK SITE. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

FROM FACE OF DETECTION POLE			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
CP-5S	YES	12+42.70	TREE PIT	12.0 FT±
		12+44.70	TREE PIT	11.0 FT±

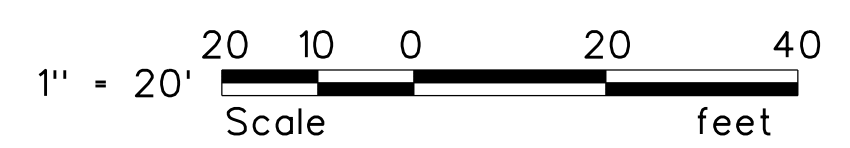




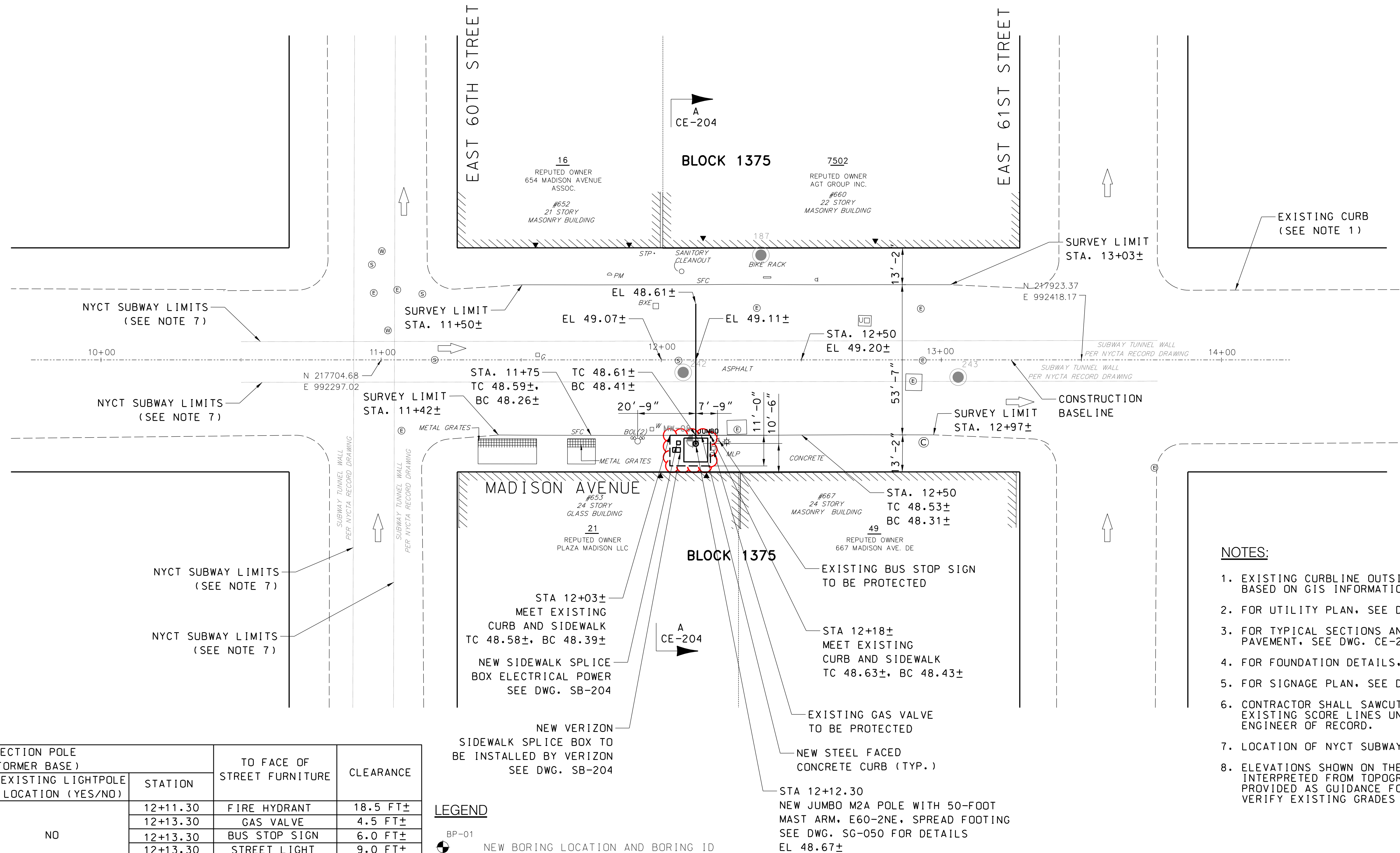
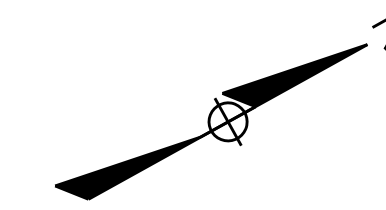
- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
E60-1SW	YES	12+44.20	TREE PIT	17.5 FT±
		12+46.20	TREE PIT	35.5 FT±
		12+45.20	EDGE OF WALL	25.0 FT±
E60-1SE	NO	12+03.00	TREE PIT	4.5 FT±
		12+05.00	HOTEL CANOPY	21.5 FT±
		12+05.00	LOADING SIGN	12.0 FT±
		12+04.00	BUILDING LINE	18.7 FT±

- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-107.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-107.
 4. FOR FOUNDATION DETAILS, SEE DWG. SB-107.
 5. FOR SIGNAGE PLAN, SEE DWG. T-114.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
 8. LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
 9. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.



Fifth Avenue between East 60th Street and East 61st Street



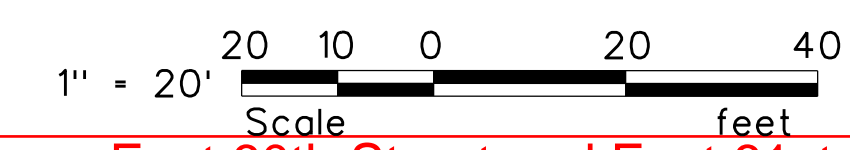
- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-204.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-204.
 4. FOR FOUNDATION DETAILS, SEE DWG. SB-204.
 5. FOR SIGNAGE PLAN, SEE DWG. T-213.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 8. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
E60-2NE	NO	12+11.30	FIRE HYDRANT	18.5 FT±
		12+13.30	GAS VALVE	4.5 FT±
		12+13.30	BUS STOP SIGN	6.0 FT±
		12+13.30	STREET LIGHT	9.0 FT±
		12+12.30	BUILDING LINE	9.5 FT±

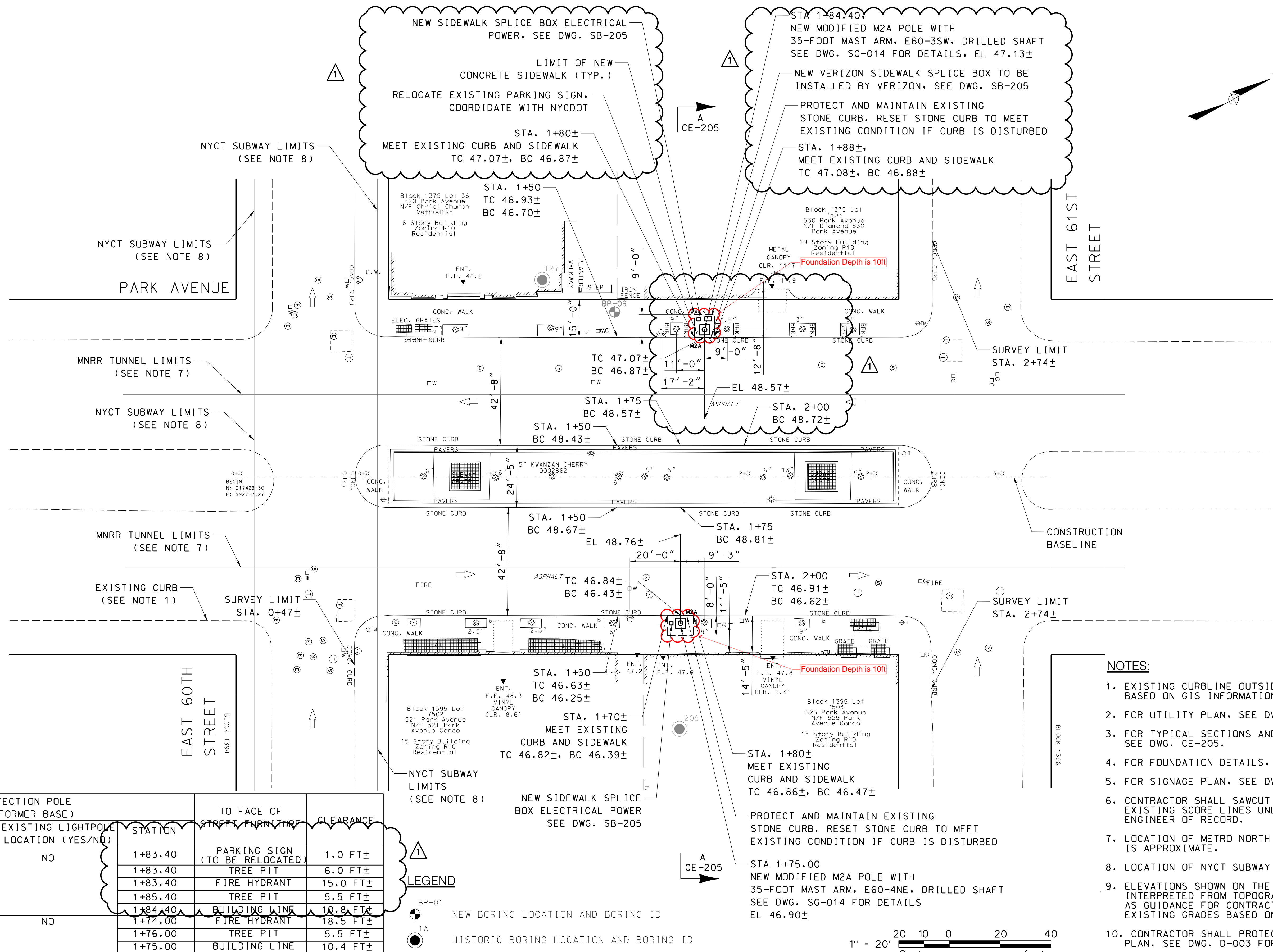
LEGEND

BP-01 NEW BORING LOCATION AND BORING ID

1A HISTORIC BORING LOCATION AND BORING ID

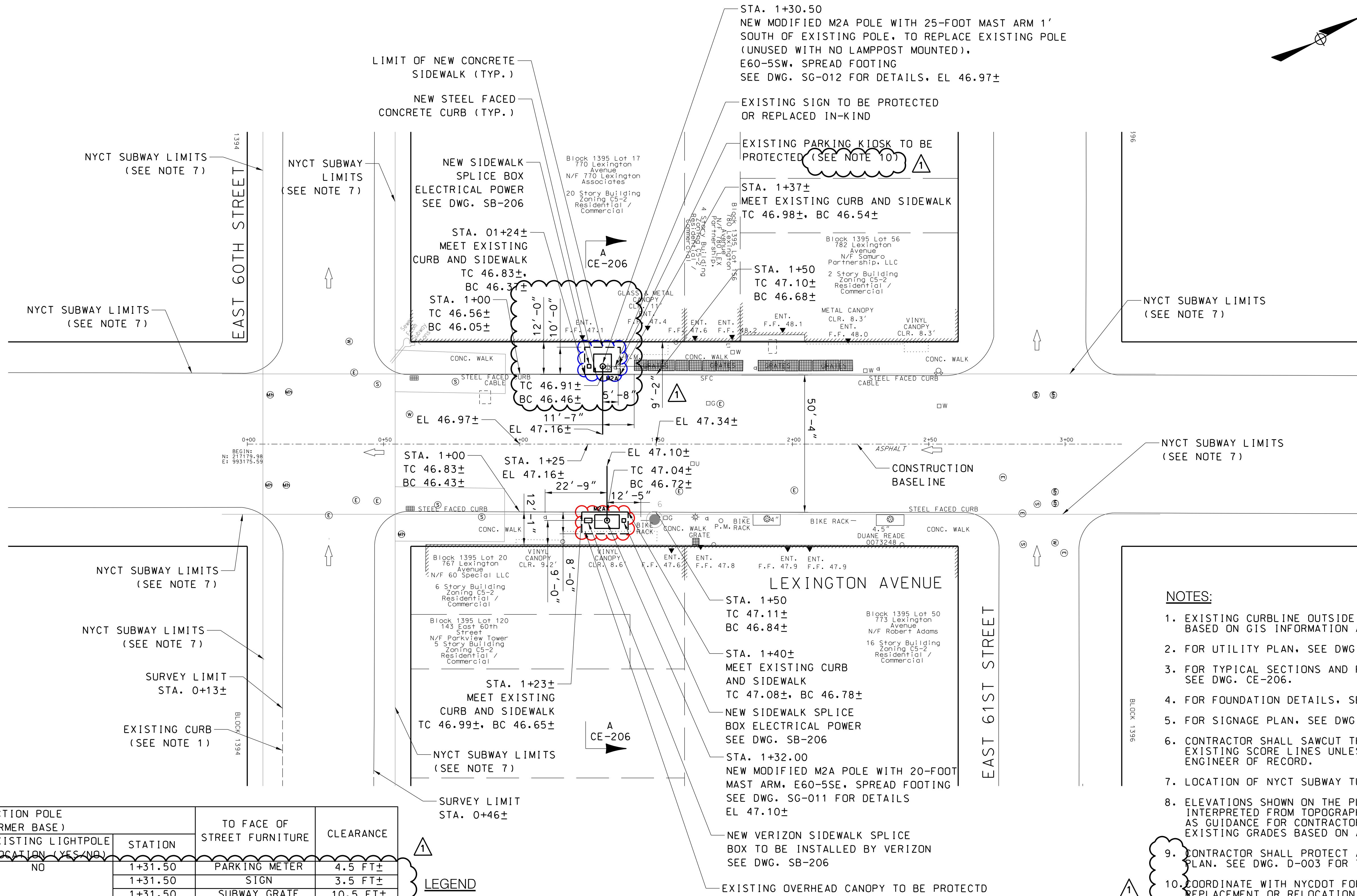
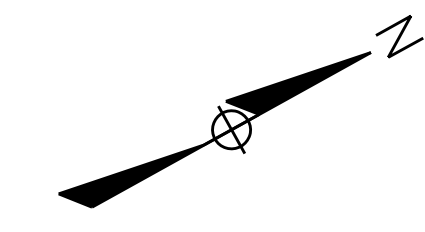


Madison Avenue between East 60th Street and East 61st Street



- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-205.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-205.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-205.
 - FOR SIGNAGE PLAN, SEE DWG. T-214.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - LOCATION OF METRO NORTH RAILROAD (MNRR) TUNNEL STRUCTURE IS APPROXIMATE.
 - LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

Park Avenue between East 60th Street and East 61st Street



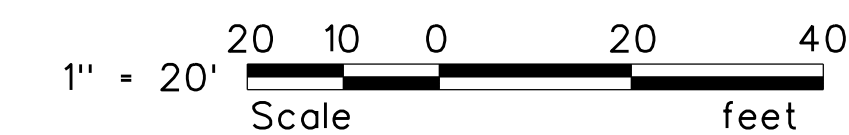
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
E60-5SW	NO	1+31.50	PARKING METER	4.5 FT±
		1+31.50	SIGN	3.5 FT±
		1+31.50	SUBWAY GRATE	10.5 FT±
		1+30.50	BUILDING LINE	8.2 FT±
		1+30.50	BUILDING LINE	8.2 FT±
E60-5SE	NO	1+33.00	BIKE RACK	11.5 FT±
		1+32.00	BUILDING LINE	8.0 FT±
		1+32.00	EDGE OF CANOPY	3.0 FT±

LEGEND

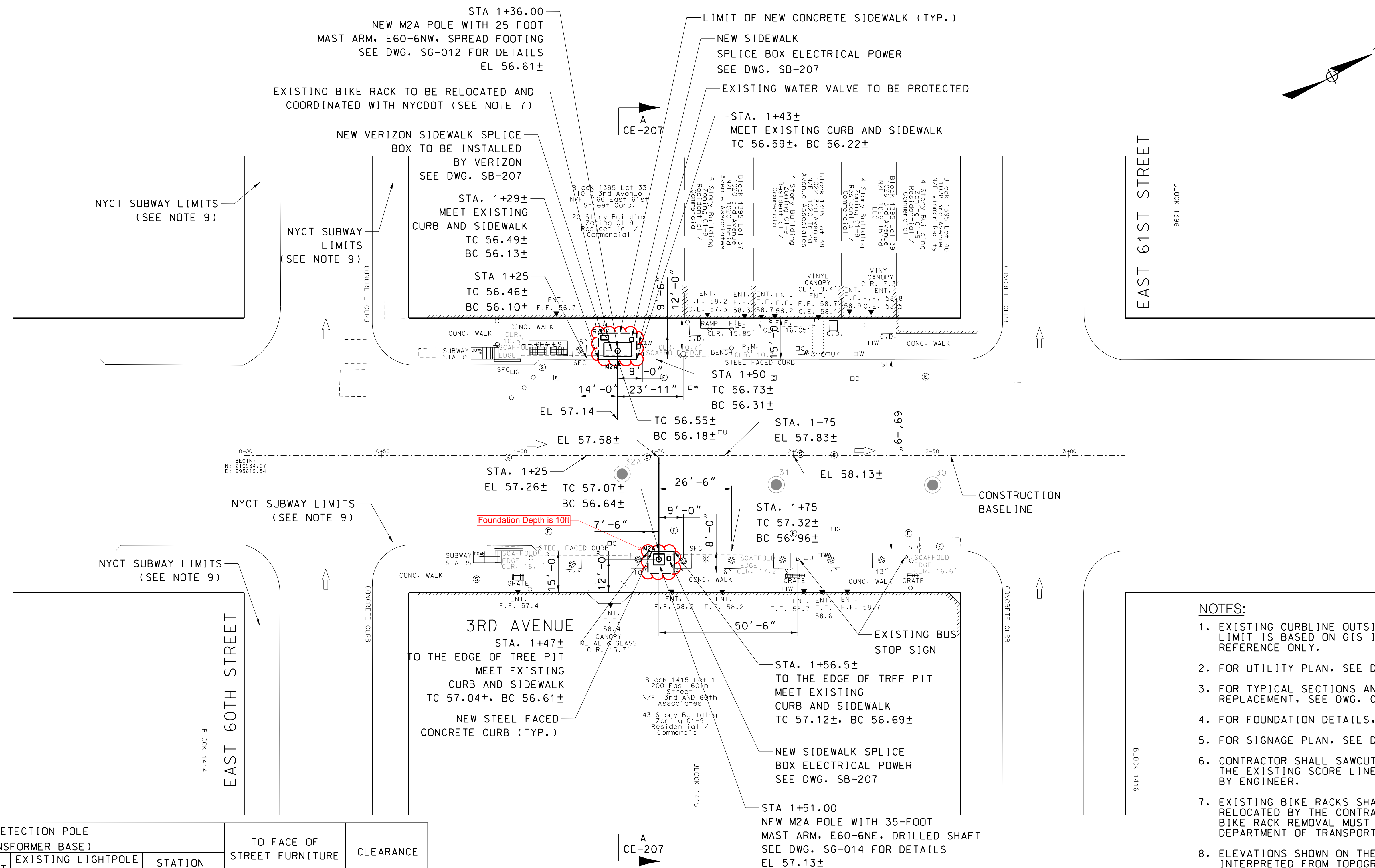
- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-206.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-206.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-206.
5. FOR SIGNAGE PLAN, SEE DWG. T-218.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
8. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
9. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
10. COORDINATE WITH NYCDOT FOR PARKING KIOSK REMOVAL, REPLACEMENT OR RELOCATION. ANY WORK RELATED TO MUNI METERS MUST BE PERFORMED BY NYCDOT, BUREAU OF PARKING. SEE DWG. GG-008, GENERAL NOTES, TRAFFIC WORK.
11. CONTRACTOR SHALL MAINTAIN AND PROTECT EXISTING CANOPY DURING CONSTRUCTION.



Lexington Avenue between East 60th Street and East 61st Street



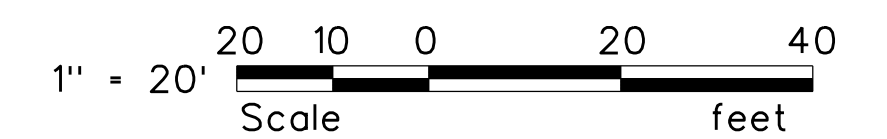
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-207.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY REPLACEMENT, SEE DWG. CE-207.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-207.
5. FOR SIGNAGE PLAN, SEE DWG. T-222.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER.
7. EXISTING BIKE RACKS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK REMOVAL MUST BE PERFORMED BY THE DEPARTMENT OF TRANSPORTATION.
8. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
9. LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
10. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

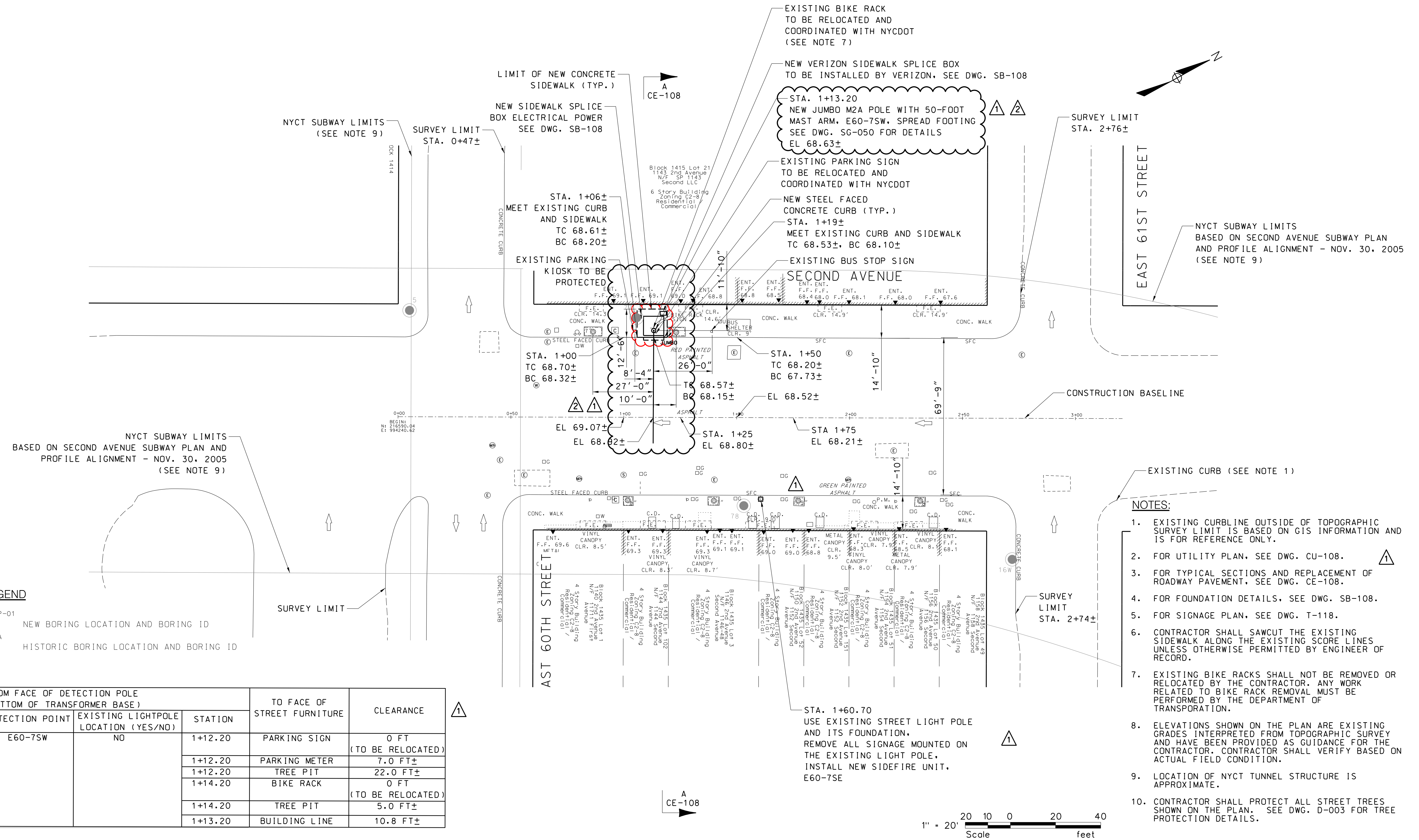
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
E60-6NW	NO	1+35.00	TREE PIT	10.5 FT±
		1+35.00	BIKE RACK (TO RELOCATE)	1.0 FT±
		1+37.00	SIGN POST	8.0 FT±
		1+37.00	FIRE HYDRANT	22.0 FT±
		1+36.00	BUILDING LINE	11.0 FT±
E60-6NE	NO	1+50.00	TREE PIT	3.5 FT±
		1+52.00	TREE PIT	4.5 FT±
		1+51.00	BUILDING LINE	11.0 FT±

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID



Third Avenue between East 60th Street and East 61st Street

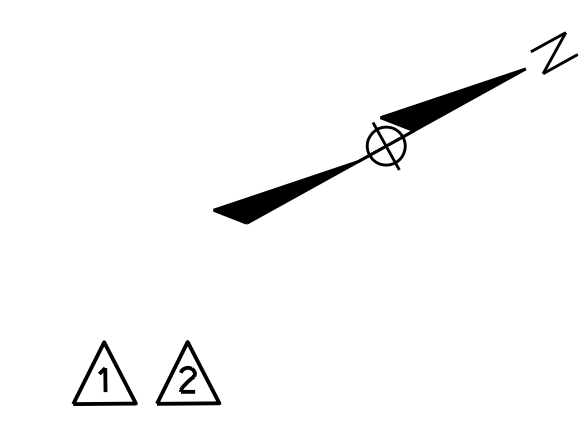
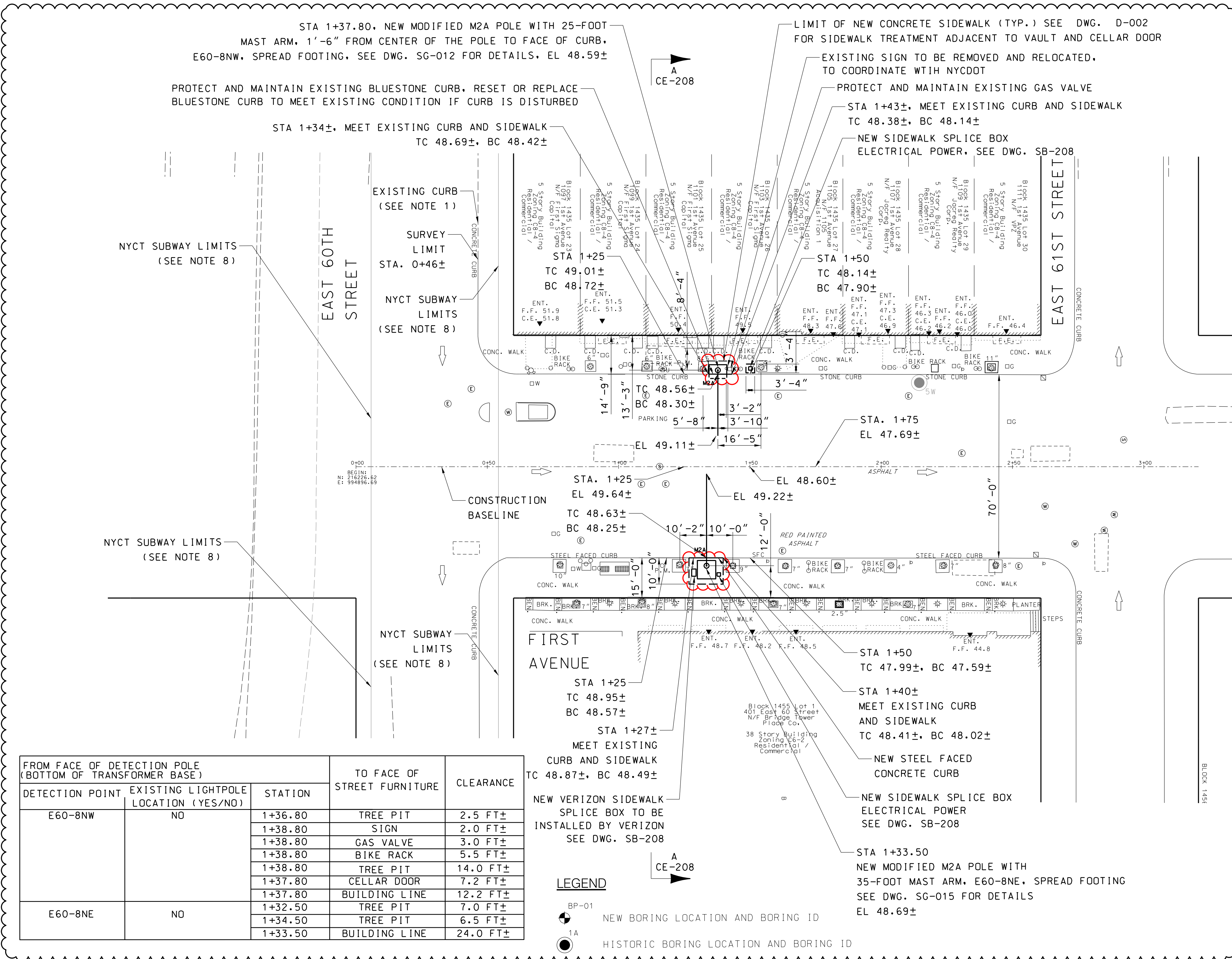


- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
E60-7SW	NO	1+12.20	PARKING SIGN	0 FT (TO BE RELOCATED)
		1+12.20	PARKING METER	7.0 FT±
		1+12.20	TREE PIT	22.0 FT±
		1+14.20	BIKE RACK	0 FT (TO BE RELOCATED)
		1+14.20	TREE PIT	5.0 FT±
		1+13.20	BUILDING LINE	10.8 FT±

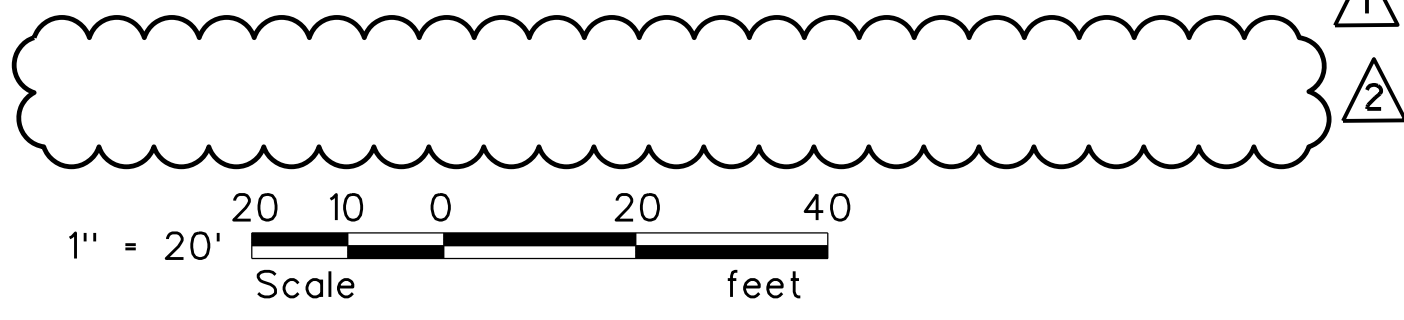
- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-108.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-108.
 4. FOR FOUNDATION DETAILS, SEE DWG. SB-108.
 5. FOR SIGNAGE PLAN, SEE DWG. T-118.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. EXISTING BIKE RACKS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK REMOVAL MUST BE PERFORMED BY THE DEPARTMENT OF TRANSPORTATION.
 8. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
 9. LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
 10. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

Second Avenue between East 60th Street and East 61st Street



NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-208.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY ¹ PAVEMENT, SEE DWG. CE-208.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-208.
5. FOR SIGNAGE PLAN, SEE DWG. T-223.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
8. LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
9. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

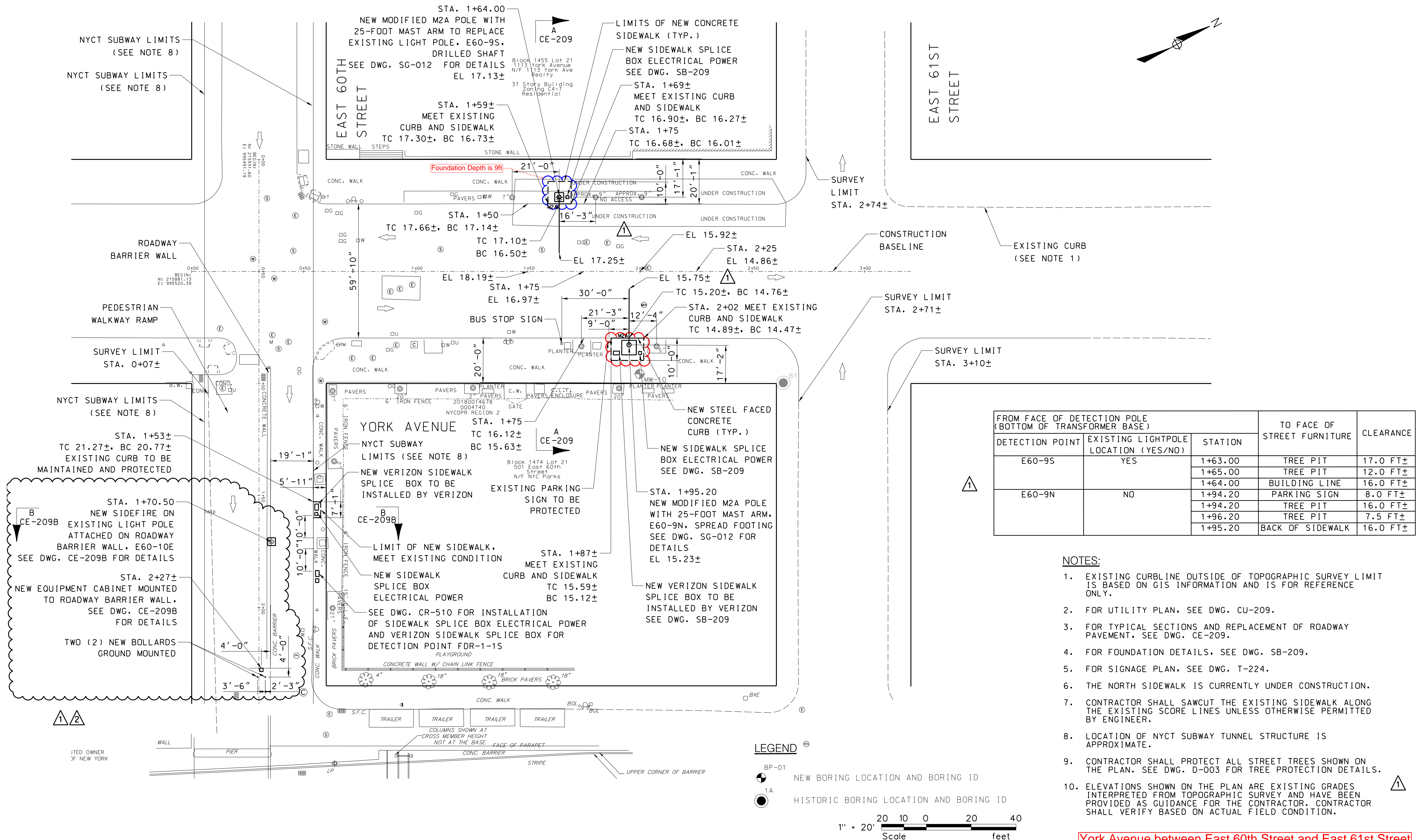


FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
E60-8NW	NO	1+36.80	TREE PIT	2.5 FT±
		1+38.80	SIGN	2.0 FT±
		1+38.80	GAS VALVE	3.0 FT±
		1+38.80	BIKE RACK	5.5 FT±
		1+38.80	TREE PIT	14.0 FT±
		1+37.80	CELLAR DOOR	7.2 FT±
		1+37.80	BUILDING LINE	12.2 FT±
E60-8NE	NO	1+32.50	TREE PIT	7.0 FT±
		1+34.50	TREE PIT	6.5 FT±
		1+33.50	BUILDING LINE	24.0 FT±

LEGEND

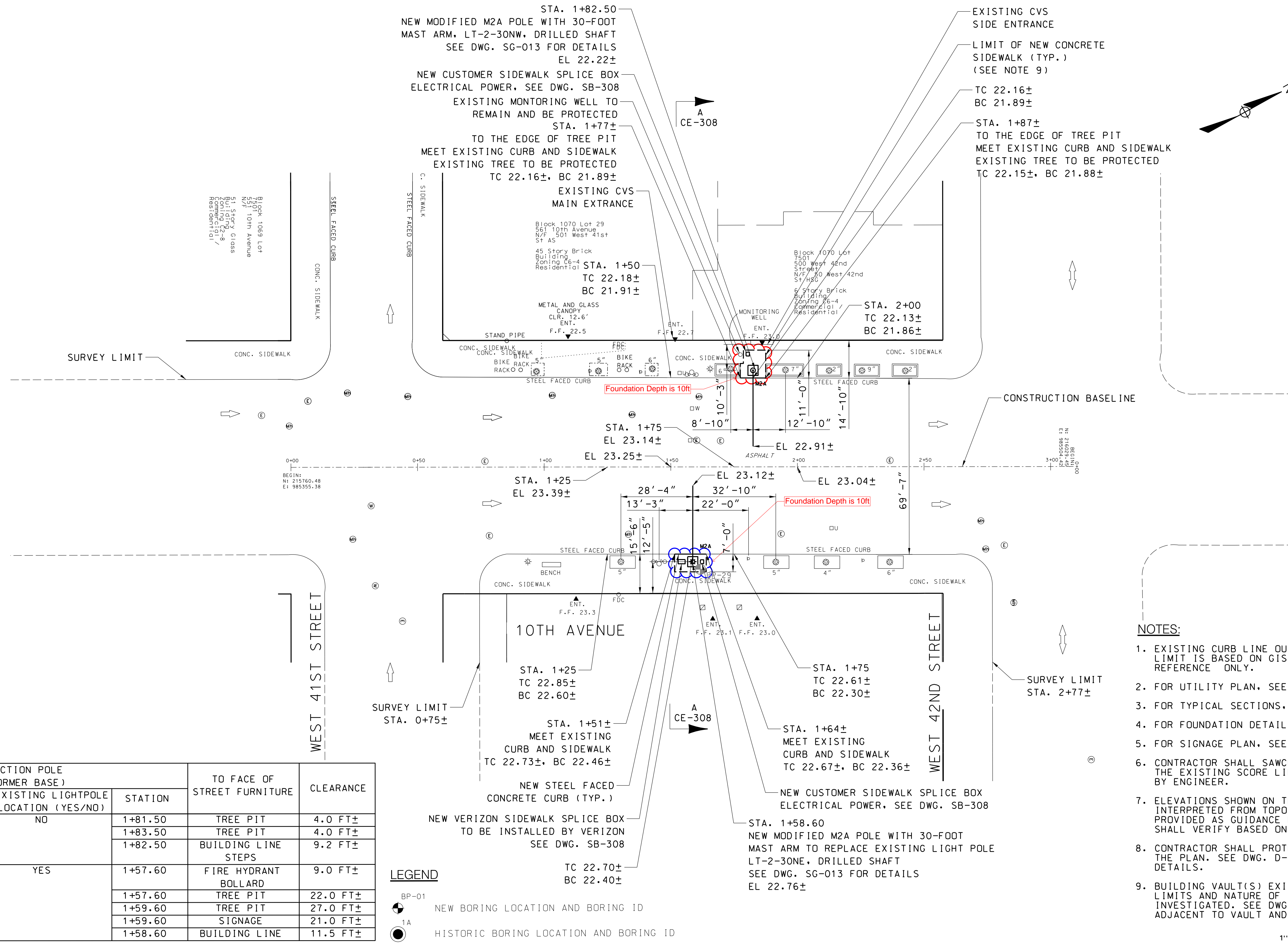
BP-01 NEW BORING LOCATION AND BORING ID

1A HISTORIC BORING LOCATION AND BORING ID



- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-209.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-209.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-209.
 - FOR SIGNAGE PLAN, SEE DWG. T-224.
 - THE NORTH SIDEWALK IS CURRENTLY UNDER CONSTRUCTION.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER.
 - LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.

York Avenue between East 60th Street and East 61st Street



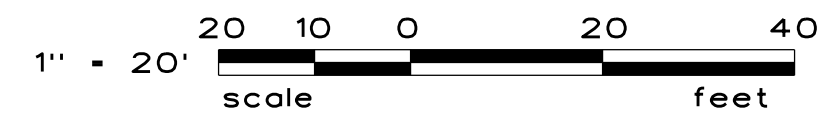
- NOTES:**
- EXISTING CURB LINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-306.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-308.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-308.
 - FOR SIGNAGE PLAN, SEE DWG. T-305.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 - BUILDING VAULT(S) EXIST FOR BLOCK 1070, LOT 7501. LIMITS AND NATURE OF THE VAULT TO BE FURTHER INVESTIGATED. SEE DWG. D-002 FOR SIDEWALK TREATMENT ADJACENT TO VAULT AND CELLAR DOOR.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-30NW	NO	1+81.50	TREE PIT	4.0 FT±
		1+83.50	TREE PIT	4.0 FT±
		1+82.50	BUILDING LINE STEPS	9.2 FT±
LT-2-30NE	YES	1+57.60	FIRE HYDRANT BOLLARD	9.0 FT±
		1+57.60	TREE PIT	22.0 FT±
		1+59.60	TREE PIT	22.0 FT±
		1+59.60	SIGNAGE	21.0 FT±
		1+58.60	BUILDING LINE	11.5 FT±

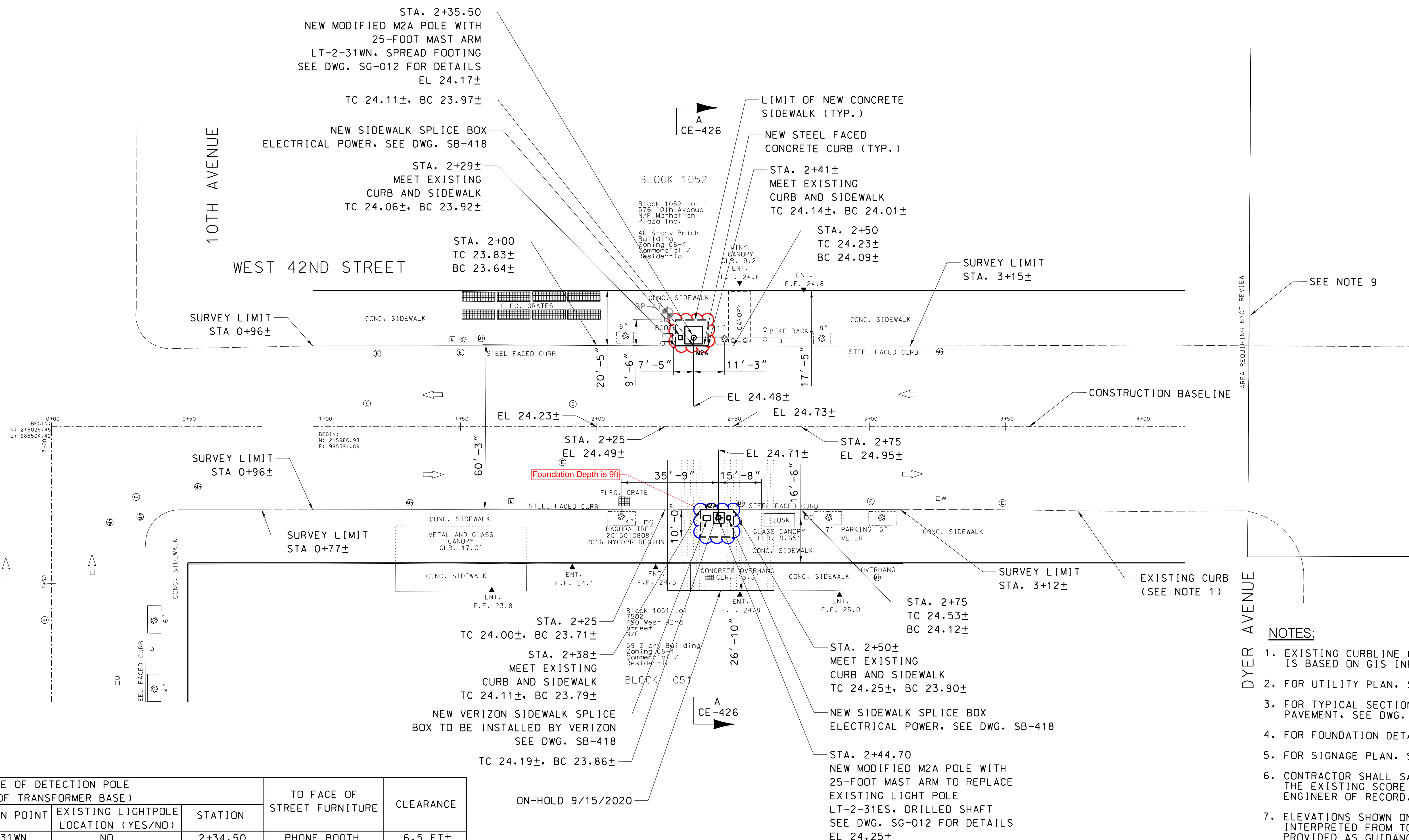
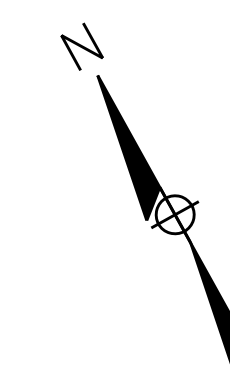
LEGEND

BP-01 NEW BORING LOCATION AND BORING ID

1A HISTORIC BORING LOCATION AND BORING ID



10th Avenue between West 41st Street and West 42nd Street



SEE NOTE 9

DYER AVENUE

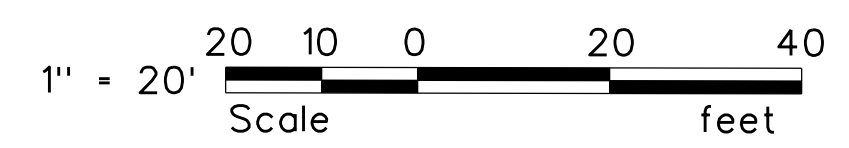
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-415.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-426.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-418.
5. FOR SIGNAGE PLAN, SEE DWG. T-422.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
9. THE AREA ON THIS PLAN IS WITHIN 200 FT BUFFER OF NYCT 7 SUBWAY LINE EXTENSION. PROPOSED CONSTRUCTION WORK REQUIRES NYCT REVIEW.

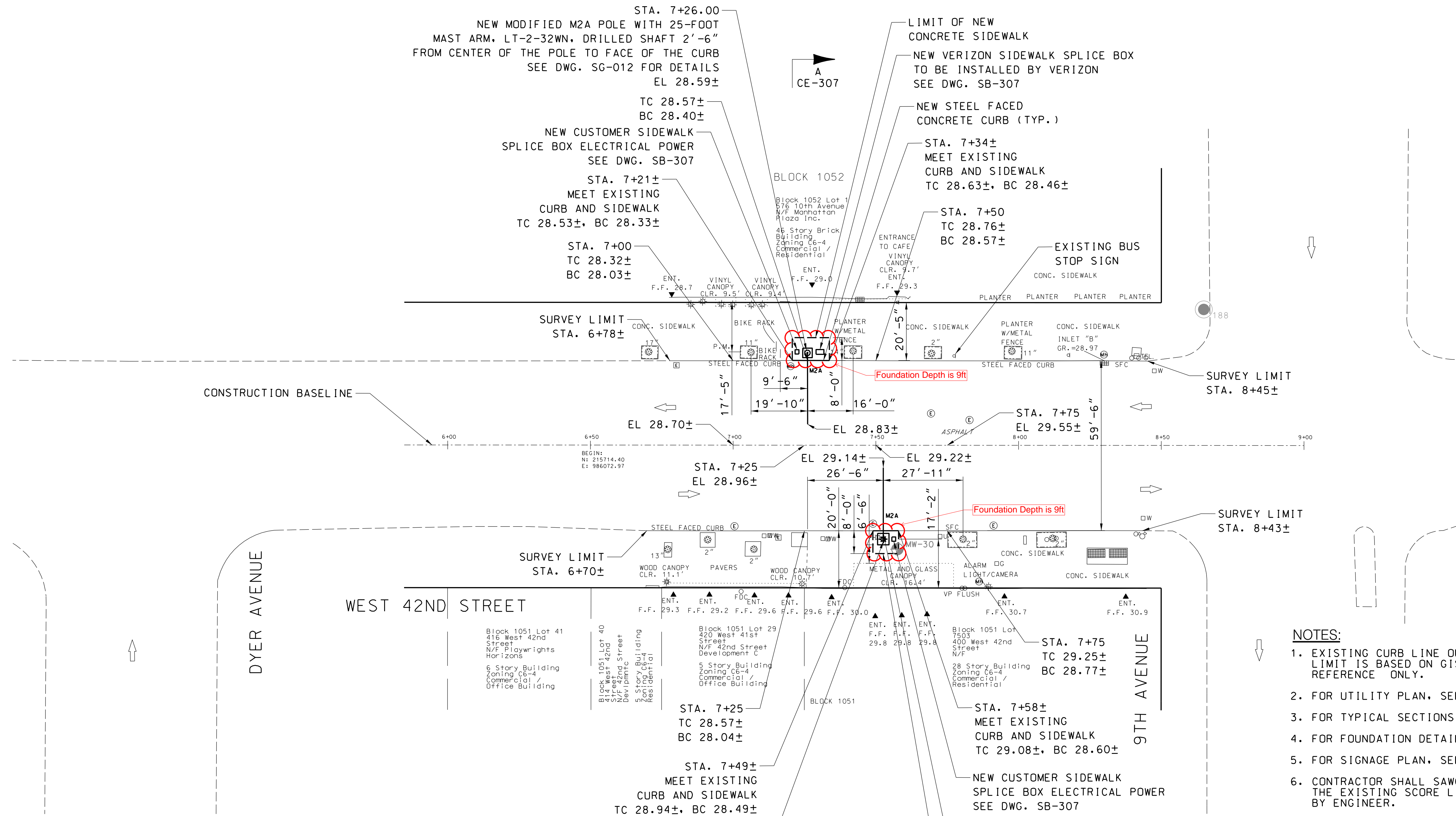
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
LT-2-31WN	NO	2+34.50	PHONE BOOTH	6.5 FT±
		2+36.50	TREE PIT	7.0 FT±
		2+35.50	BUILDING LINE	16.5 FT±
LT-2-31ES	YES	2+43.70	TREE PIT	29.5 FT±
		2+45.70	KIOSK	14.5 FT±
		2+44.70	PROPERTY LINE	15.5 FT±
		2+44.70	BUILDING LINE	25.9 FT±

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID



West 42nd Street between 10th Avenue and Dyer Avenue

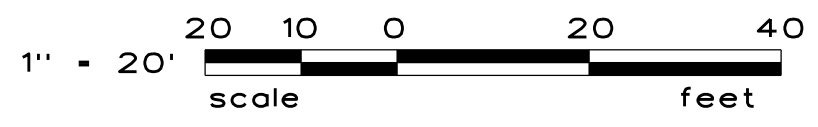


- NOTES:**
- EXISTING CURB LINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-305.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-307.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-307.
 - FOR SIGNAGE PLAN, SEE DWG. T-304.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER.
 - EXISTING BIKE RACKS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK REMOVAL MUST BE PERFORMED BY THE DEPARTMENT OF TRANSPORTATION.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

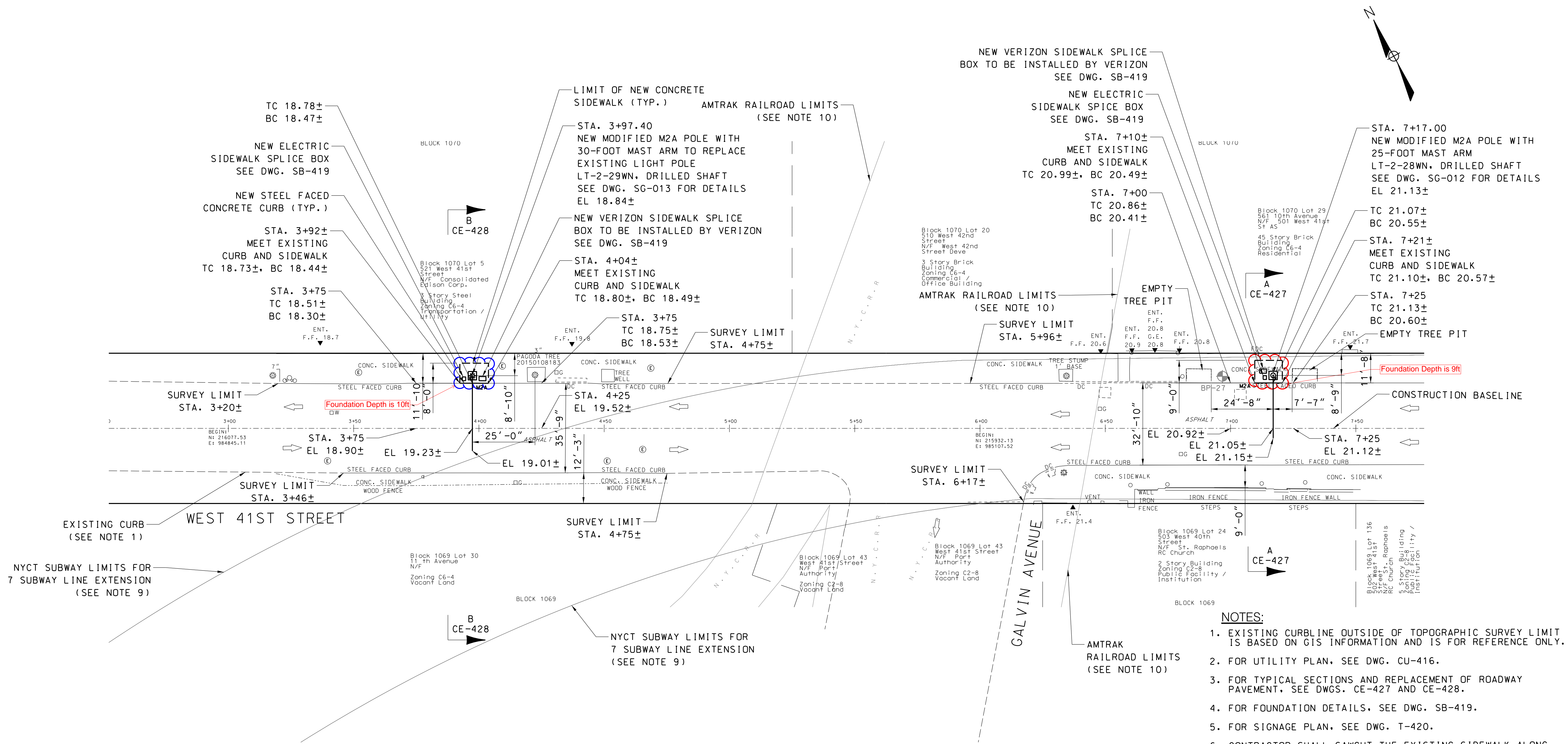
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
LT-2-32WN	NO	7+25.00	BIKE RACK	8.5 FT±
		7+25.00	TREE PIT	16.5 FT±
		7+27.00	TREE PIT	12.0 FT±
		7+26.00	BUILDING LINE	18.5 FT±
LT-2-32ES	YES	7+51.90	EMPTY TREE PIT	25.5 FT±
		7+53.30	TREE PIT	22.0 FT±
		7+52.60	BUILDING LINE	16.2 FT±
		7+52.60	CANOPY	7.5 FT±
		7+52.60	CANOPY	7.5 FT±

STA. 7+52.60
 NEW MODIFIED M2A POLE WITH 25-FOOT MAST ARM 2'± EAST OF EXISTING LIGHT POLE TO REPLACE EXISTING LIGHT POLE. LT-2-32ES, DRILLED SHAFT SEE DWG. SG-012 FOR DETAILS
 EL 29.06±

- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID



West 42nd Street between Dyer Avenue and 9th Avenue



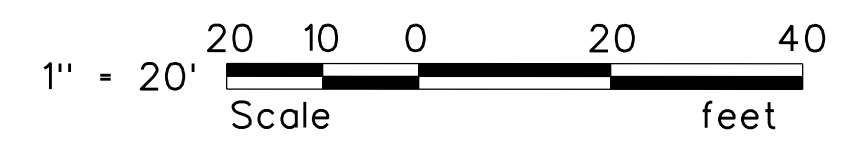
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-416.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-427 AND CE-428.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-419.
 - FOR SIGNAGE PLAN, SEE DWG. T-420.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 - LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 - LOCATION OF AMTRAK STRUCTURE IS APPROXIMATE.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-29WN	YES	3+98.40	TREE PIT	21.0 FT±
		3+97.40	BUILDING LINE	7.9 FT±
LT-2-28WN	NO	7+16.00	EMPTY TREE PIT	23.5 FT±
		7+18.00	EMPTY TREE PIT	6.5 FT±
		7+17.00	BUILDING LINE	7.8 FT±
		7+17.00	STAND PIPE	10.0 FT±

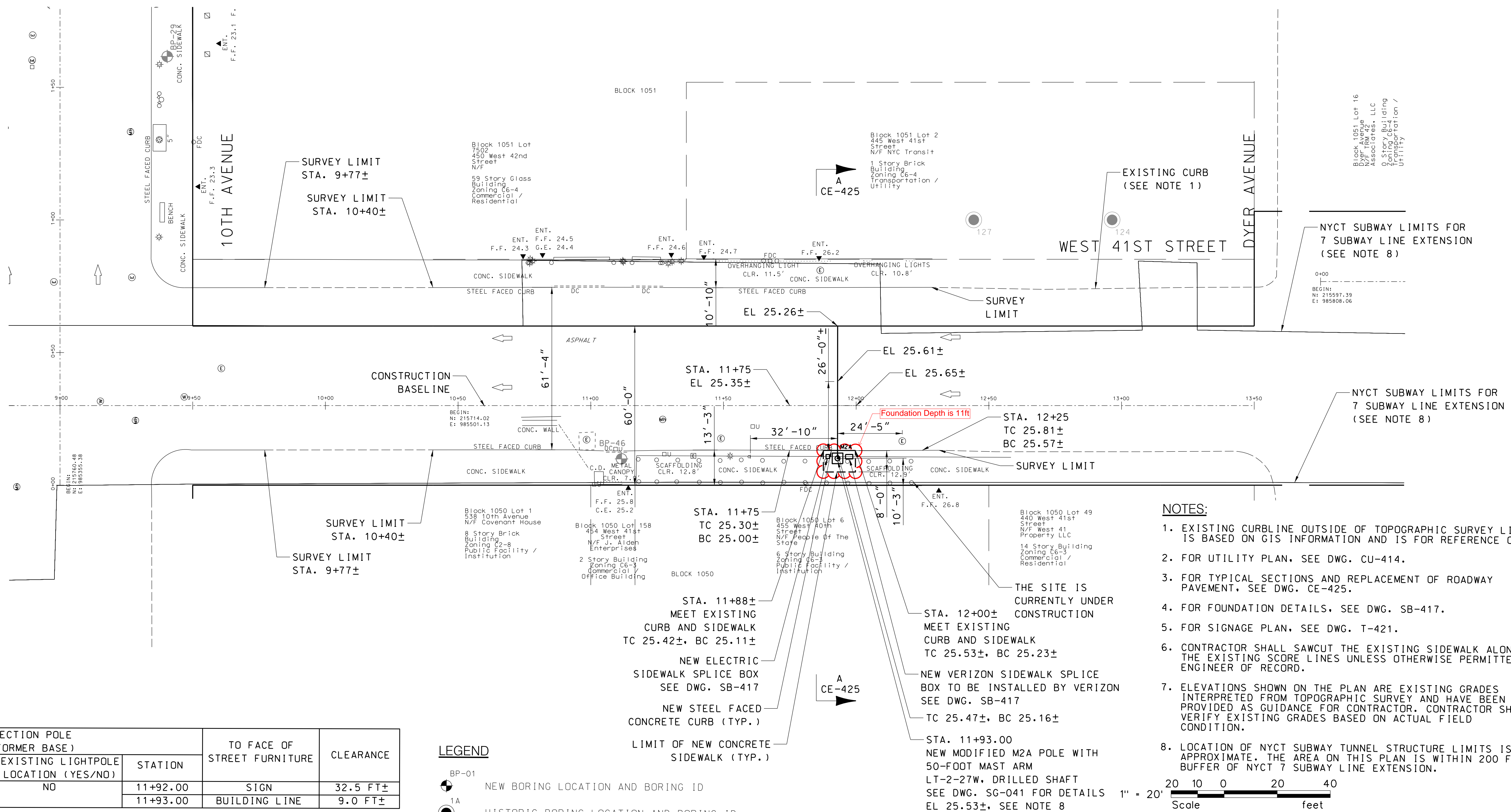
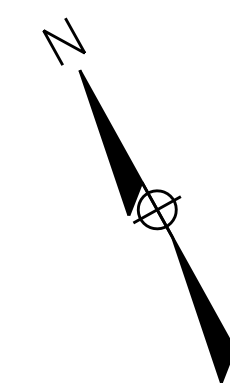
LEGEND

BP-01 NEW BORING LOCATION AND BORING ID

1A HISTORIC BORING LOCATION AND BORING ID



West 41st Street at Galvin Avenue



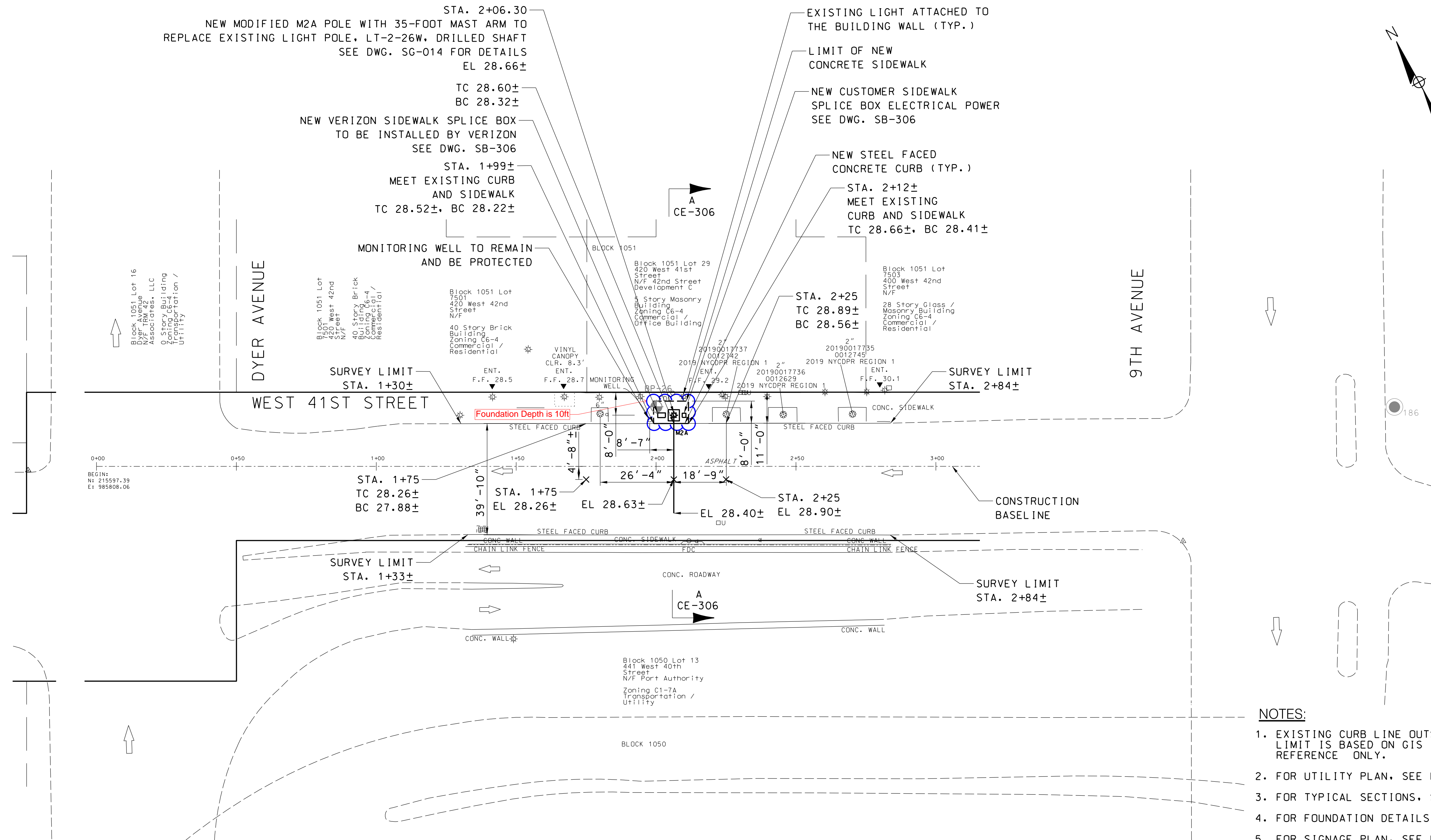
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-414.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-425.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-417.
 - FOR SIGNAGE PLAN, SEE DWG. T-421.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE LIMITS IS APPROXIMATE. THE AREA ON THIS PLAN IS WITHIN 200 FT BUFFER OF NYCT 7 SUBWAY LINE EXTENSION.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-27W	NO	11+92.00	SIGN	32.5 FT±
		11+93.00	BUILDING LINE	9.0 FT±

- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID



West 41st Street between 10th Avenue and Dyer Avenue

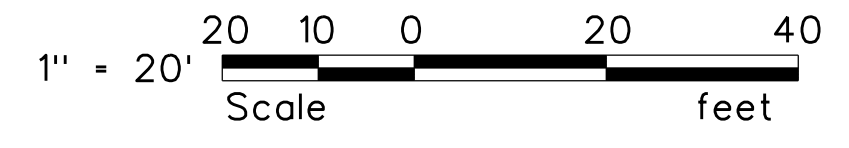


- NOTES:**
- EXISTING CURB LINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-304.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-306.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-306.
 - FOR SIGNAGE PLAN, SEE DWG. T-304.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

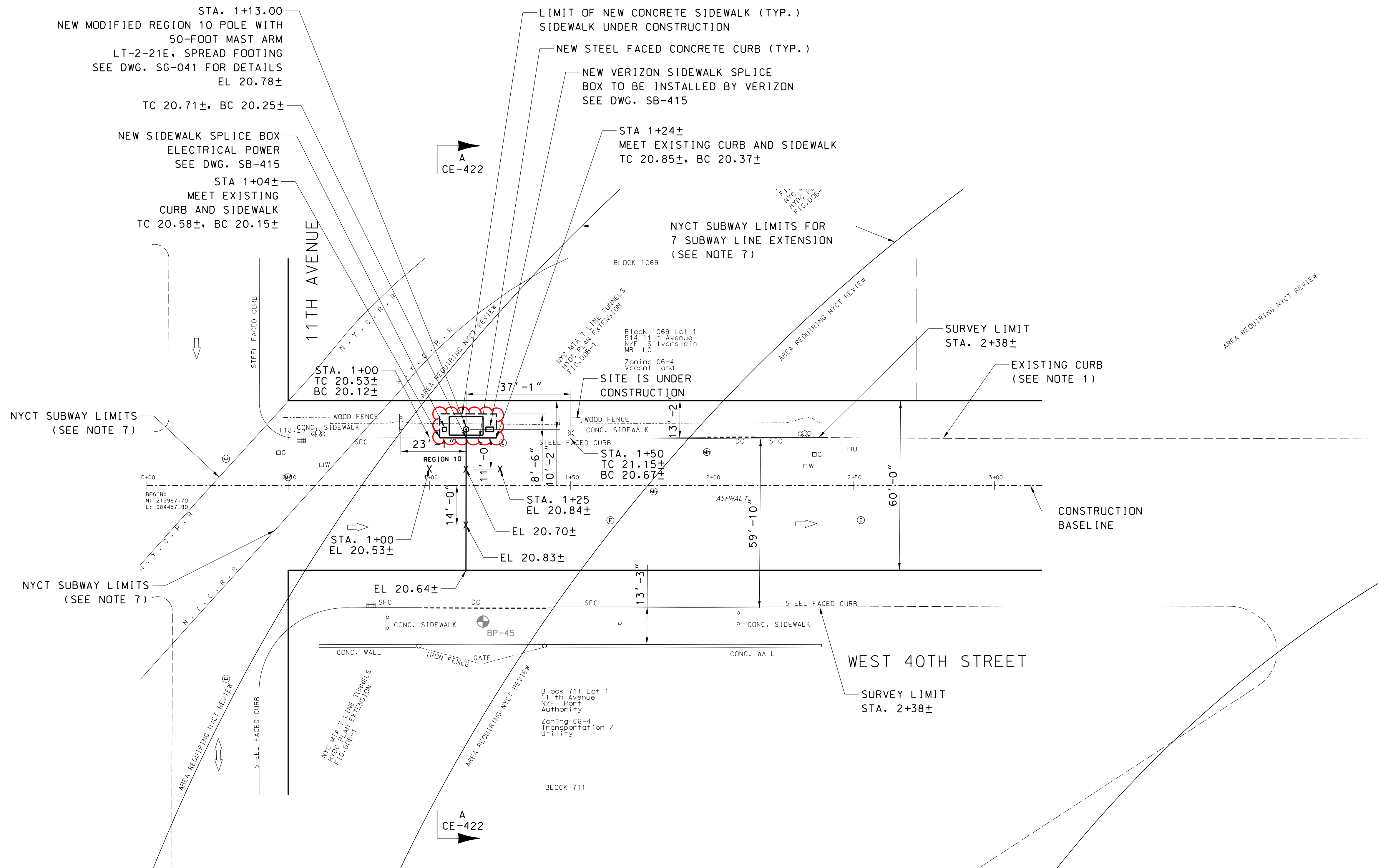
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-26W	YES	2+05.30	MONITORING WELL	7.5 FT±
		2+05.30	TREE PIT	22.5 FT±
		2+07.30	TREE PIT	13.0 FT±
		2+06.30	BUILDING LINE	7.0 FT±

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID



West 41st Street between Dyer Avenue and 9th Avenue



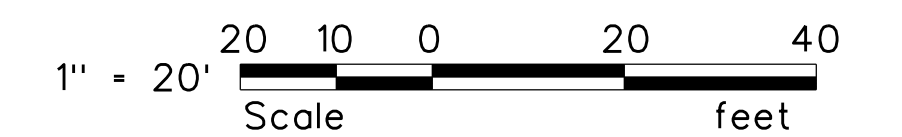
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-412.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-422.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-415.
5. FOR SIGNAGE PLAN, SEE DWG. T-417.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
8. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
9. THE NORTH SIDEWALK IS UNDER CONSTRUCTION.

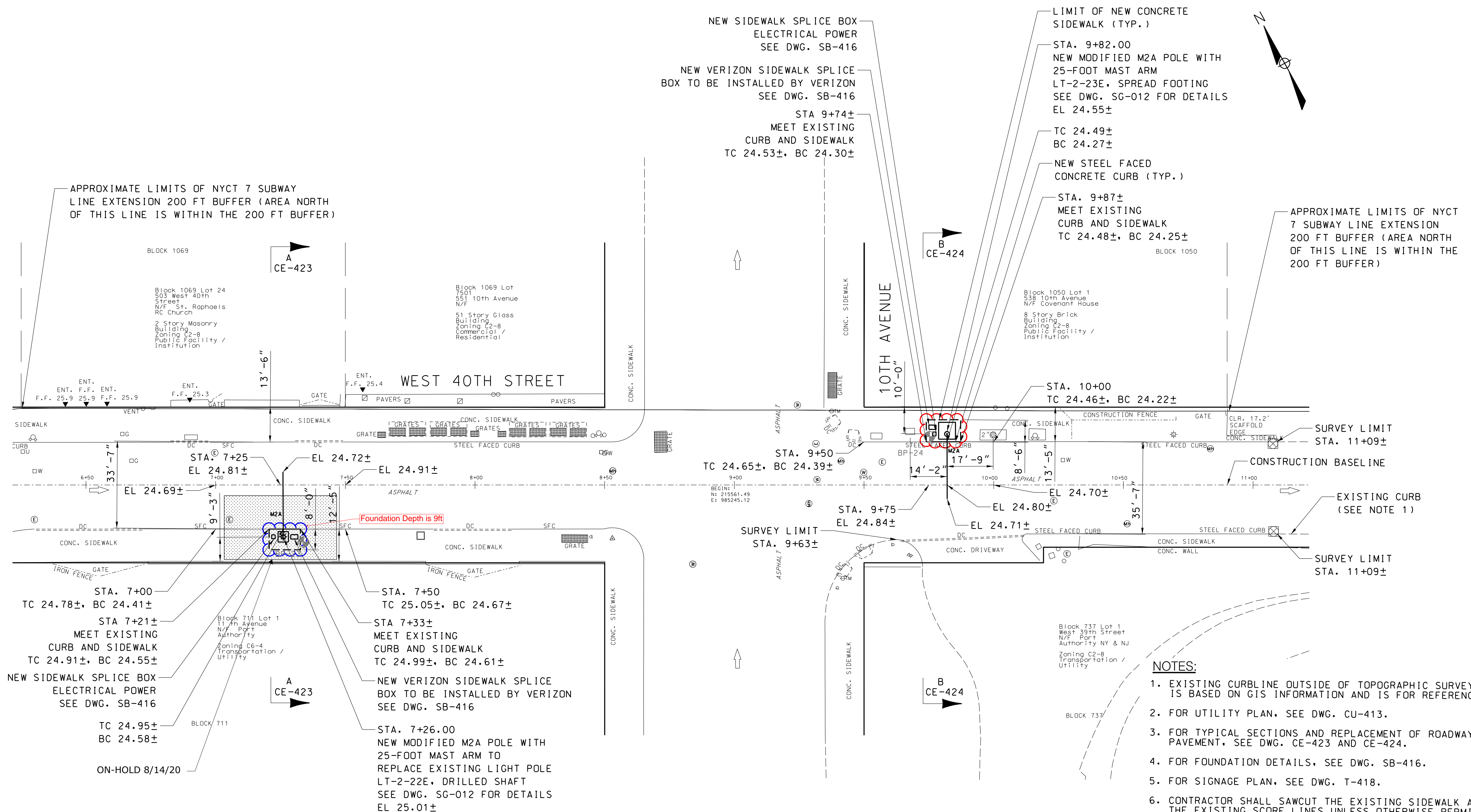
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-21E	NO	1+12.00	SIGN POST	21.5 FT±
		1+14.00	LIGHT POLE	35.0 FT±

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

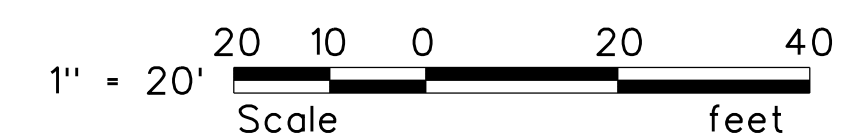
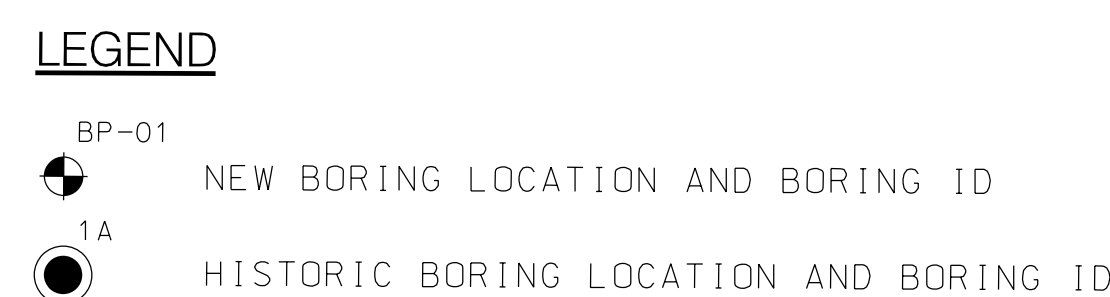


West 40th Street between 11th Avenue and Galvin Avenue

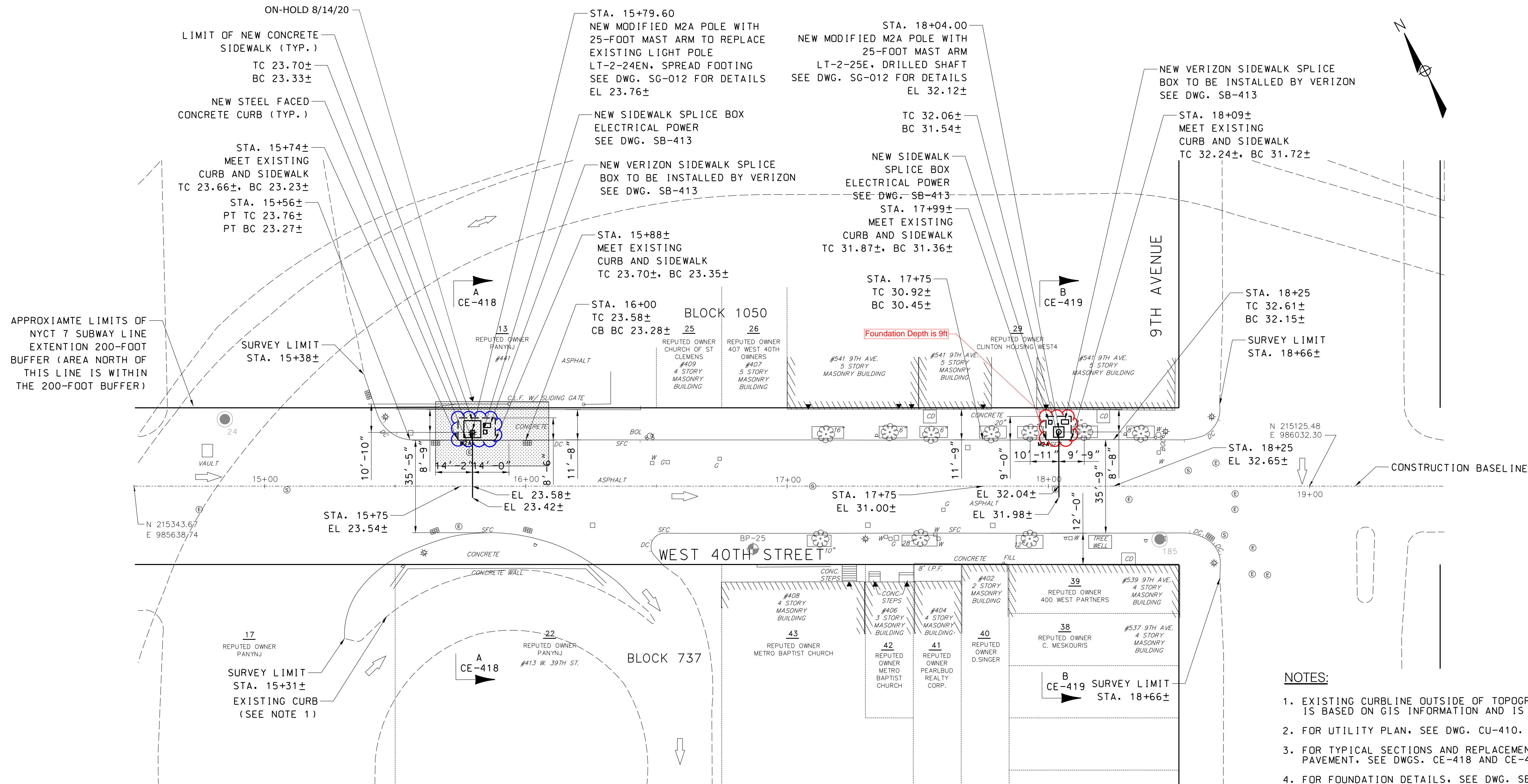


- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-413.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-423 AND CE-424.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-416.
 - FOR SIGNAGE PLAN, SEE DWG. T-418.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-22E	YES	7+26.00	FENCE BASE	8.3 FT±
LT-23E	NO	9+81.00	PHONE BOOTH	11.5 FT±
		9+83.00	TREE PIT	11.5 FT±
		9+82.00	BUILDING LINE	9.0 FT±

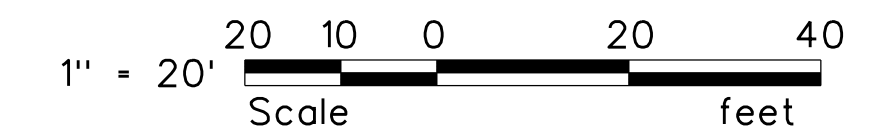
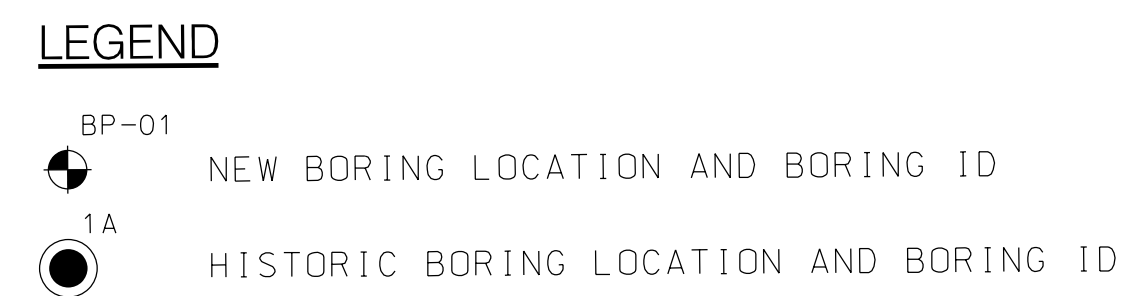


West 40th Street at 10th Avenue

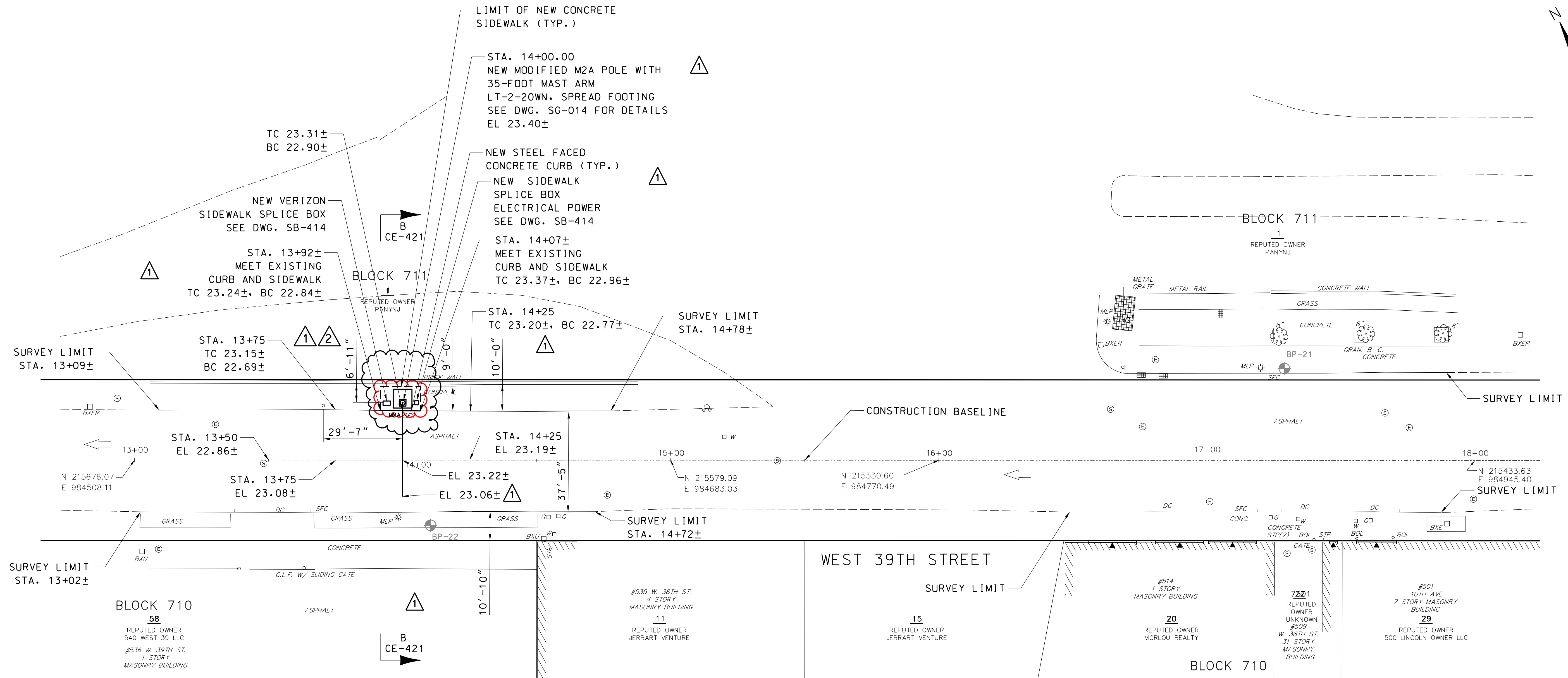
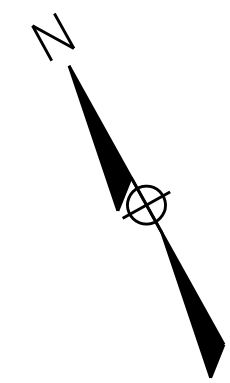


- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-410.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-418 AND CE-419.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-413.
 - FOR SIGNAGE PLAN, SEE DWG. T-419.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE		CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)				
LT-2-24EN	YES	15+78.60	CATCH BASIN	11.5 FT±	
		15+80.60	DRIVEWAY	13.0 FT±	
		15+79.60	CHAIN LINK FENCE	8.9 FT±	
LT-2-25E	NO	18+03.00	TREE PIT	5.0 FT±	
		18+05.00	TREE PIT	4.5 FT±	
		18+04.00	BUILDING LINE	7.7 FT±	



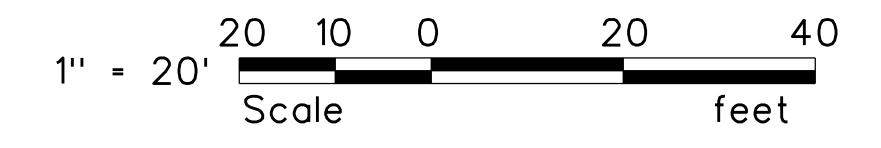
West 40th Street between 9th Avenue and Dyer Avenue



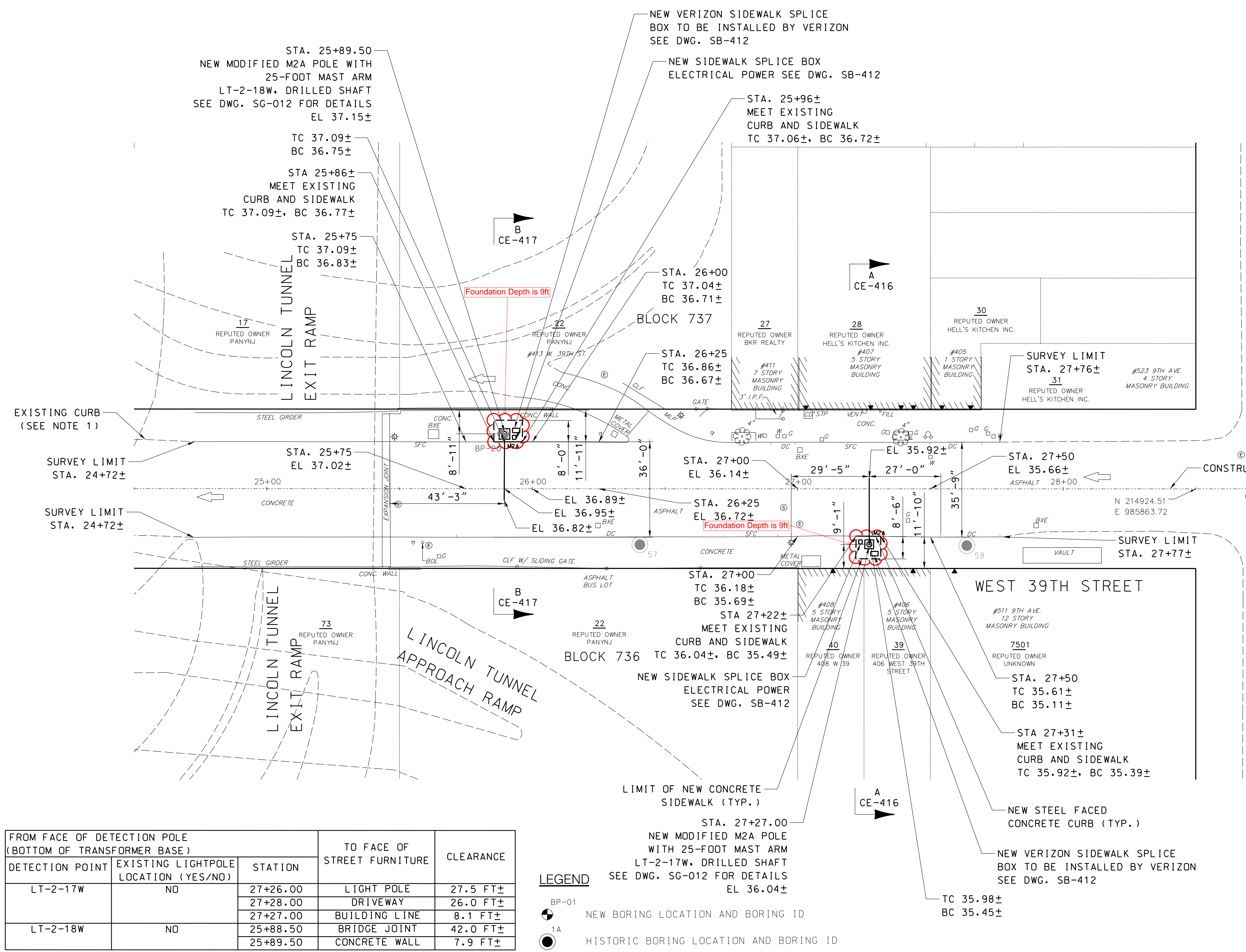
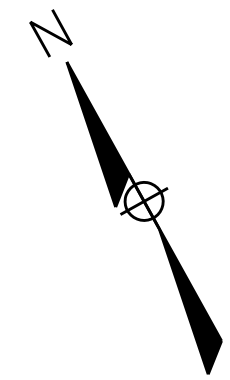
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-411.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-421.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-414.
 - FOR SIGNAGE PLAN, SEE DWG. T-414.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-20WN	NO	13+99.00	SIGN POST	28.0 FT±
	2	14+00.00	BRICK WALL	5.9 FT±

- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID



West 39th Street between 10th Avenue and 11th Avenue



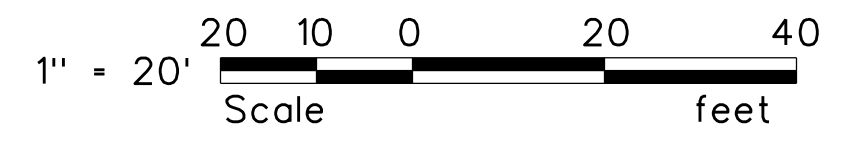
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-409.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-416 AND CE-417.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-412.
5. FOR SIGNAGE PLAN, SEE DWG. T-416.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

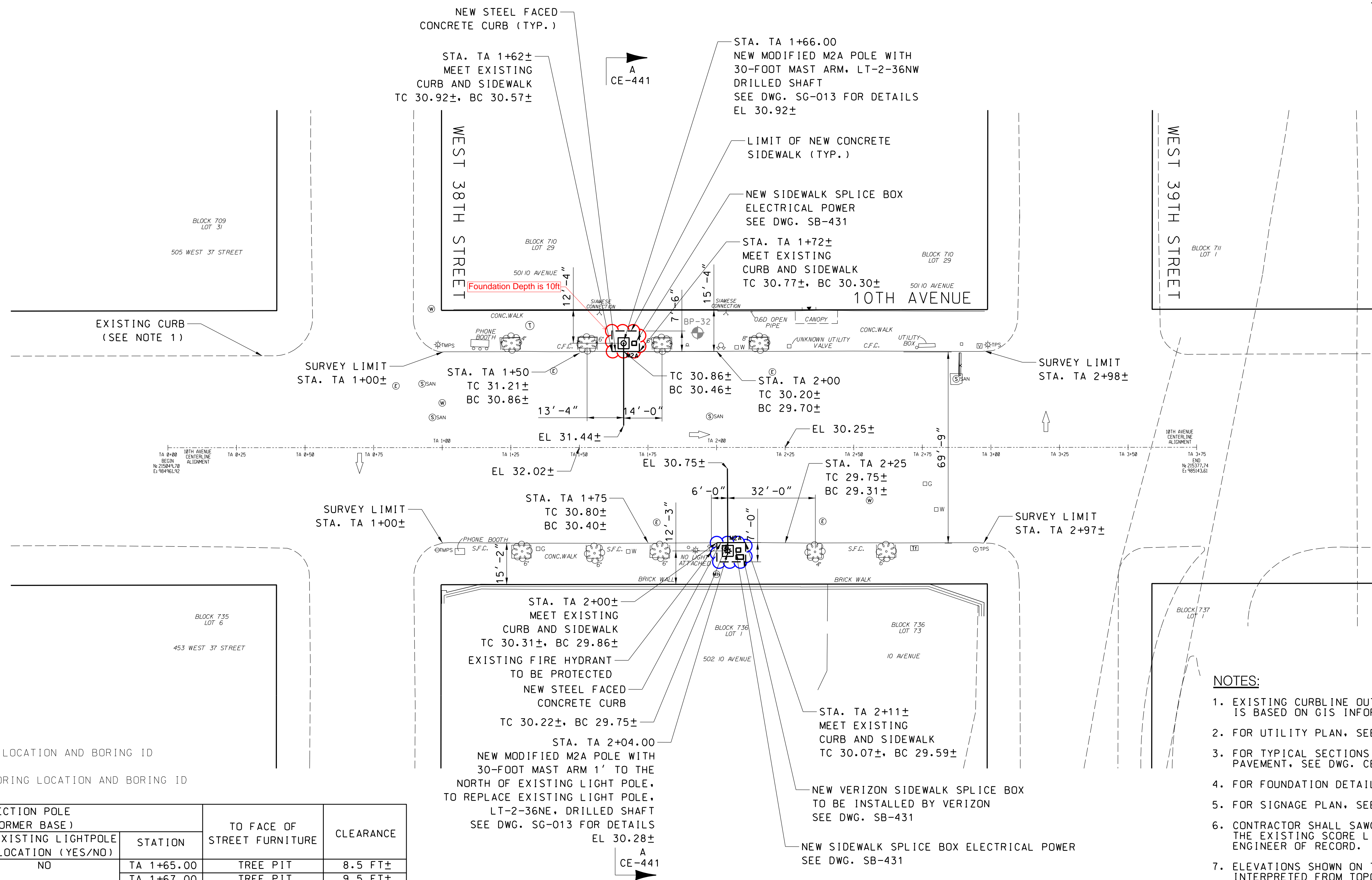
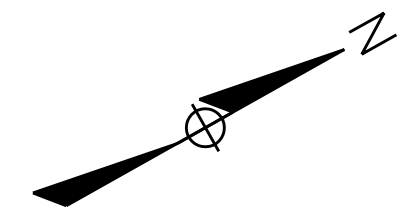
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-17W	NO	27+26.00	LIGHT POLE	27.5 FT±
		27+28.00	DRIVEWAY	26.0 FT±
		27+27.00	BUILDING LINE	8.1 FT±
LT-2-18W	NO	25+88.50	BRIDGE JOINT	42.0 FT±
		25+89.50	CONCRETE WALL	7.9 FT±

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID



West 39th Street between 9th Avenue and Dyer Avenue



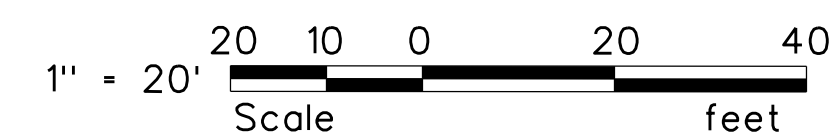
LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

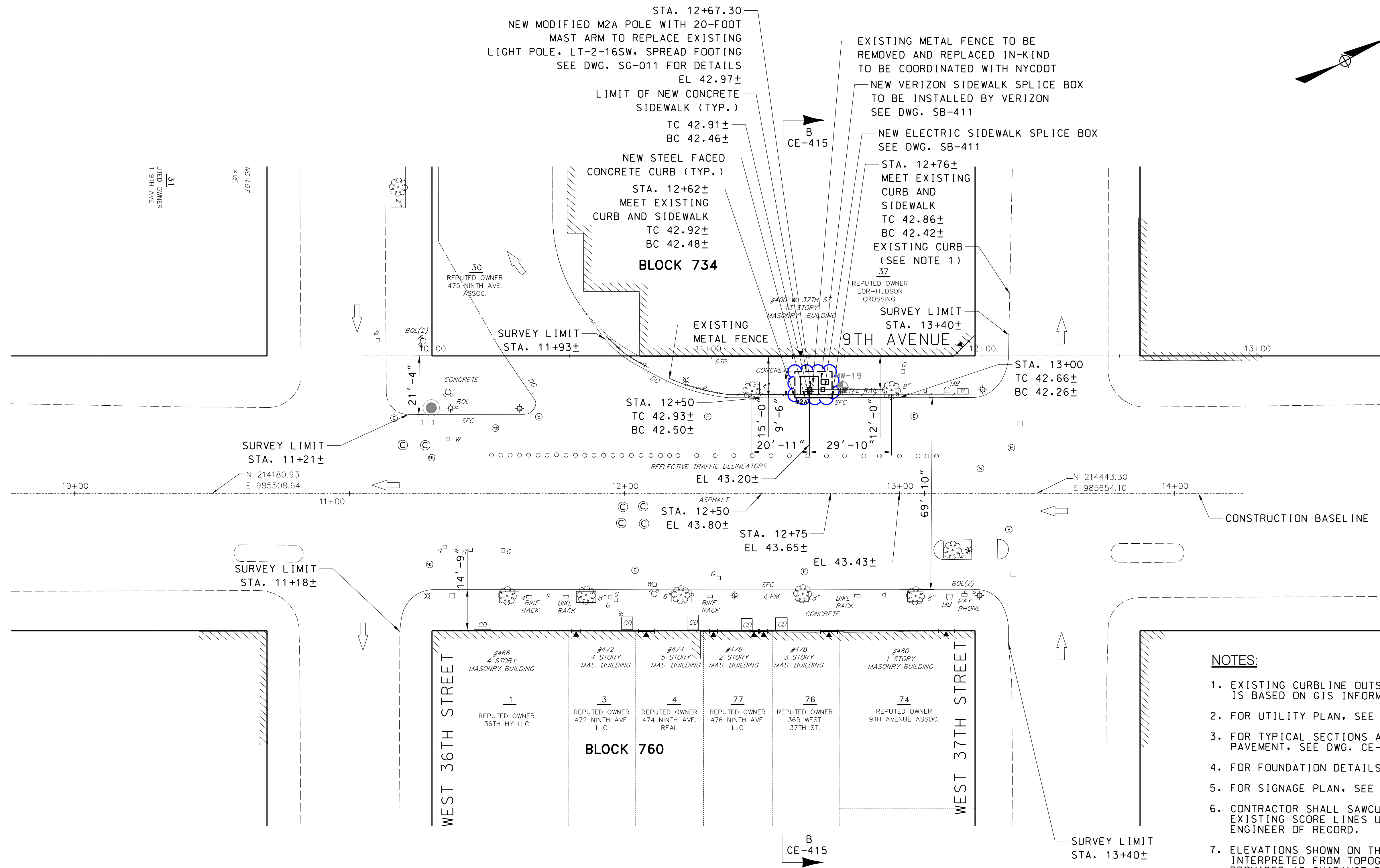
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-36NW	NO	TA 1+65.00	TREE PIT	8.5 FT±
		TA 1+67.00	TREE PIT	9.5 FT±
		TA 1+66.00	BUILDING LINE	11.3 FT±
LT-2-36NE	YES	TA 2+03.00	FIRE HYDRANT	4.0 FT±
		TA 2+05.00	TREE PIT	28.0 FT±
		TA 2+04.00	BUILDING LINE	11.2 FT±

NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-422.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-441.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-431.
5. FOR SIGNAGE PLAN, SEE DWG. T-415.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.



10th Avenue between West 38th Street and West 39th Street



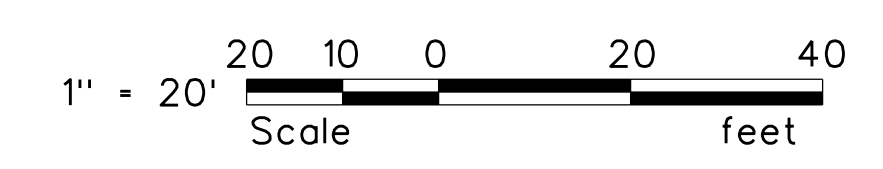
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-408.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-415.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-411.
 - FOR SIGNAGE PLAN, SEE DWG. T-413.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
LT-2-16SW	YES	12+66.30	TREE PIT	17.0 FT±
		12+68.30	TREE PIT	26.5 FT±
		12+67.30	BUILDING LINE (ENTRANCE)	11.0 FT±

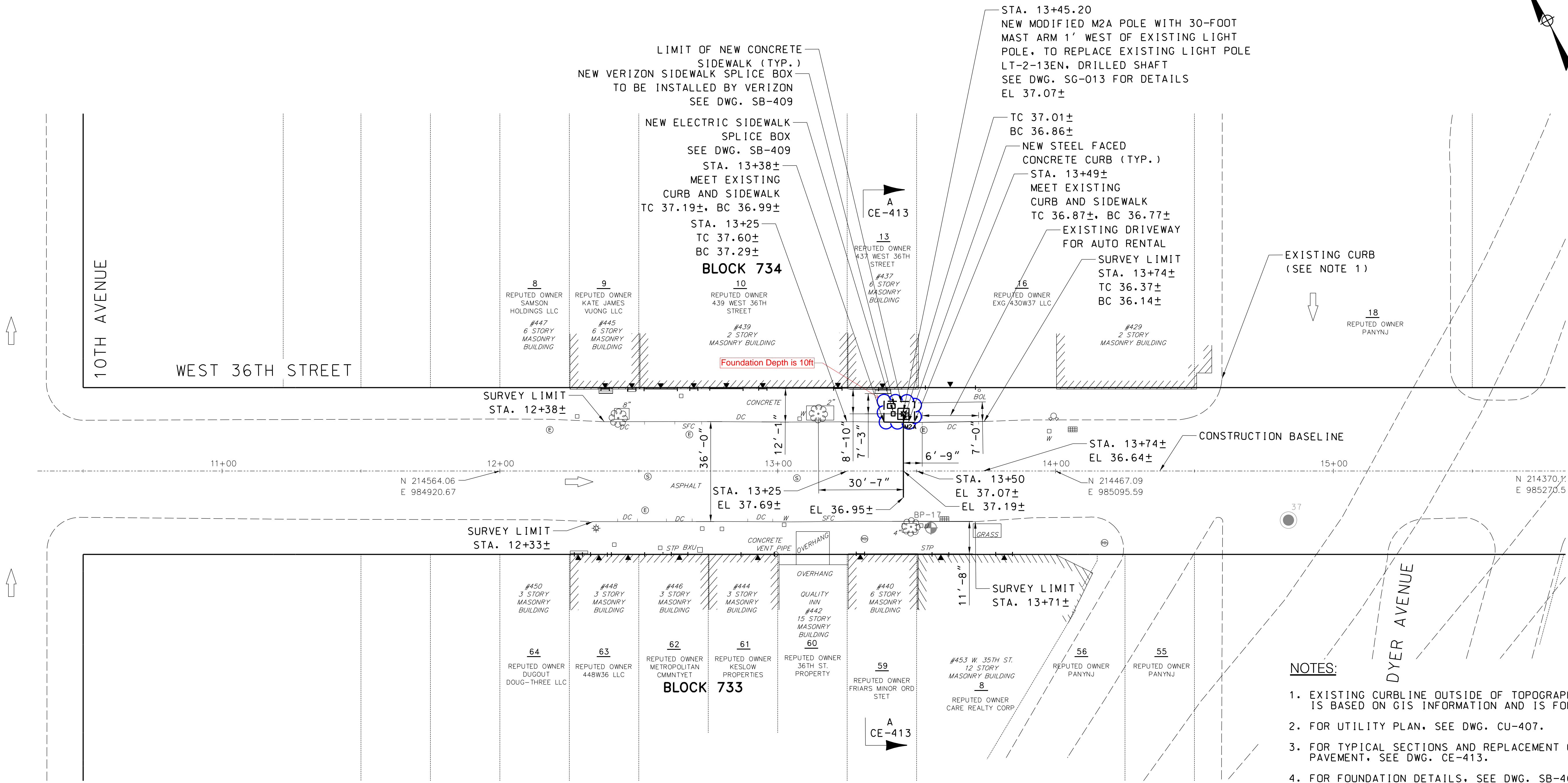
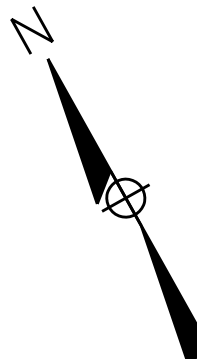
LEGEND

BP-01
 NEW BORING LOCATION AND BORING ID

1A
 HISTORIC BORING LOCATION AND BORING ID



9th Avenue between West 36th Street and West 37th Street



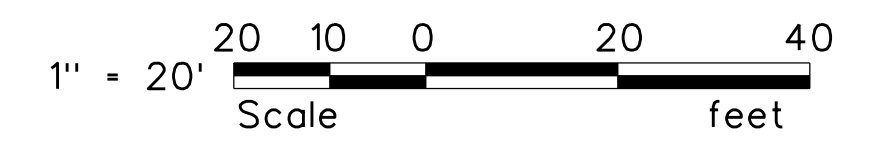
- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-407.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-413.
 4. FOR FOUNDATION DETAILS, SEE DWG. SB-409.
 5. FOR SIGNAGE PLAN, SEE DWG. T-412.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-13EN	YES	13+44.20	TREE PIT	24.0 FT±
		13+46.20	DRIVEWAY	5.8 FT±
		13+45.20	BUILDING STAIRS	6.2 FT±

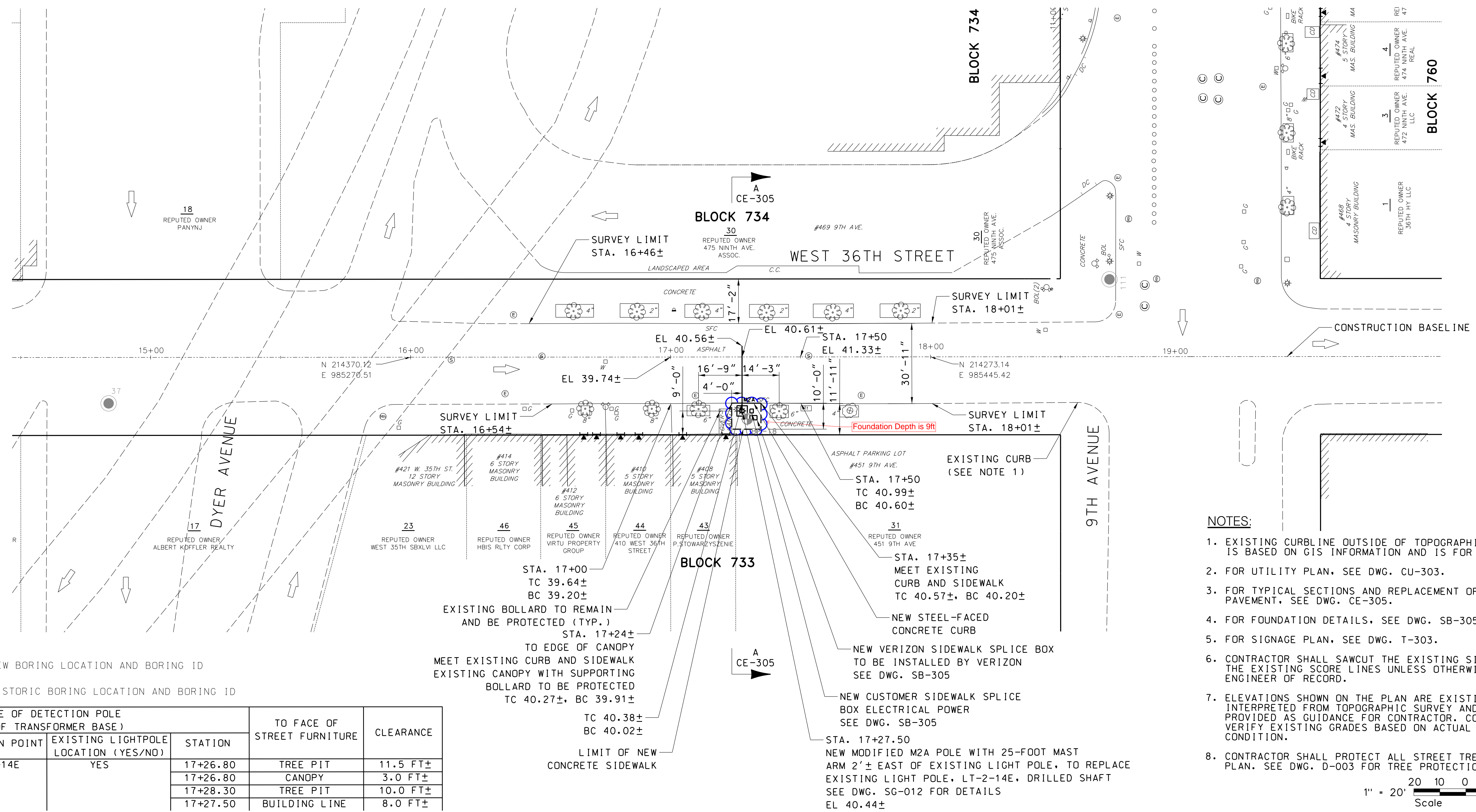
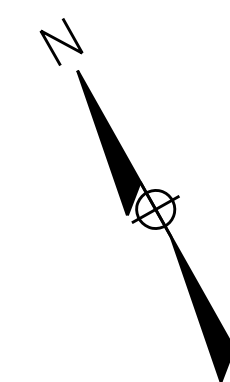
LEGEND

BP-01
 NEW BORING LOCATION AND BORING ID

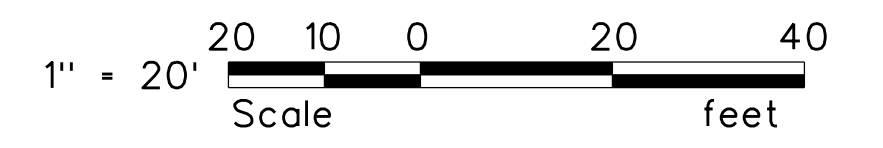
1A
 HISTORIC BORING LOCATION AND BORING ID



West 36th Street between 10th Avenue and Dyer Avenue



- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-303.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-305.
 4. FOR FOUNDATION DETAILS, SEE DWG. SB-305.
 5. FOR SIGNAGE PLAN, SEE DWG. T-303.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

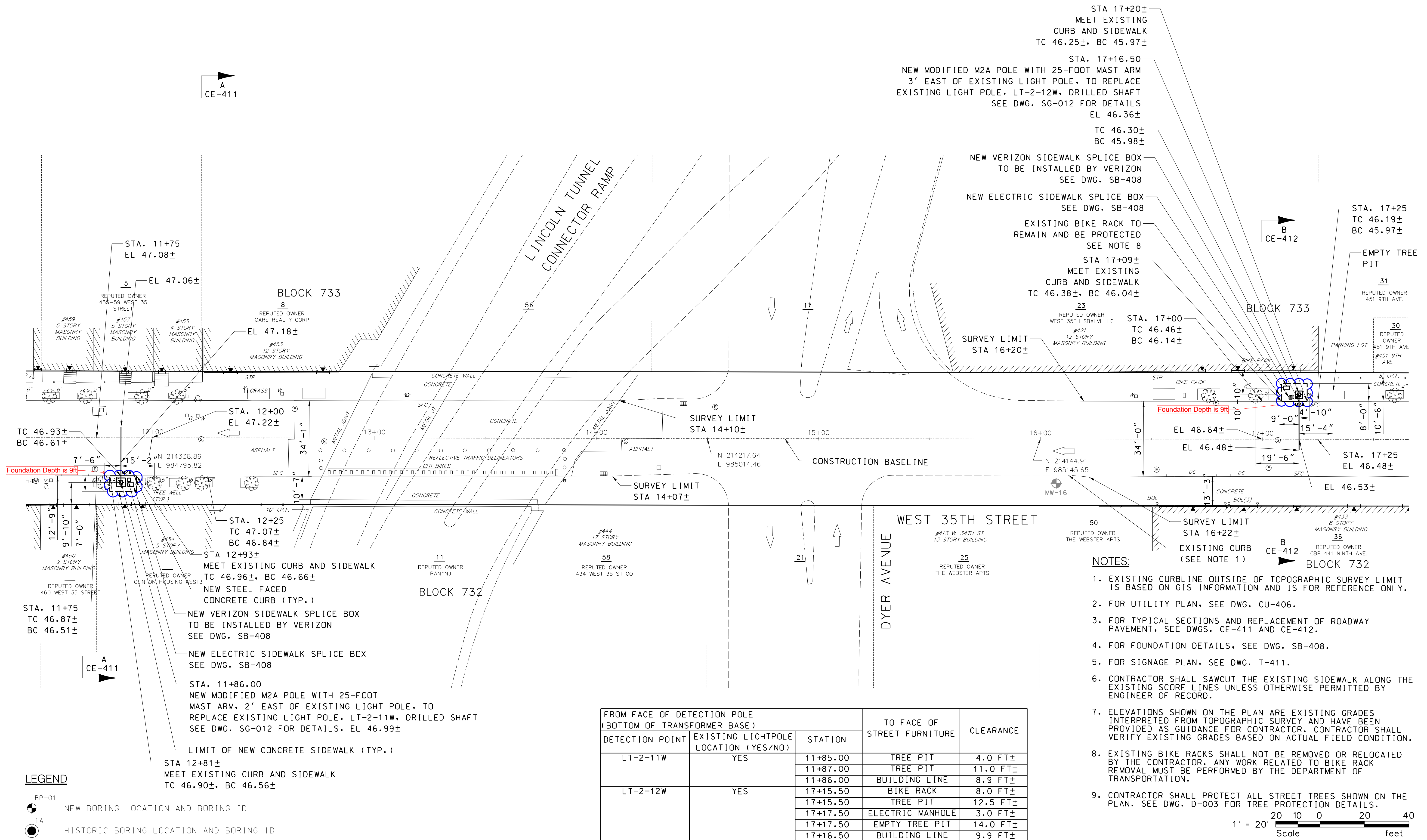


LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-14E	YES	17+26.80	TREE PIT	11.5 FT±
		17+26.80	CANOPY	3.0 FT±
		17+28.30	TREE PIT	10.0 FT±
		17+27.50	BUILDING LINE	8.0 FT±

West 36th Street between Dyer Avenue and 9th Avenue



STA 17+20±
MEET EXISTING CURB AND SIDEWALK
TC 46.25±, BC 45.97±

STA. 17+16.50
NEW MODIFIED M2A POLE WITH 25-FOOT MAST ARM
3' EAST OF EXISTING LIGHT POLE. TO REPLACE
EXISTING LIGHT POLE, LT-2-12W, DRILLED SHAFT
SEE DWG. SG-012 FOR DETAILS
EL 46.36±
TC 46.30±
BC 45.98±

NEW VERIZON SIDEWALK SPLICE BOX
TO BE INSTALLED BY VERIZON
SEE DWG. SB-408

NEW ELECTRIC SIDEWALK SPLICE BOX
SEE DWG. SB-408

EXISTING BIKE RACK TO
REMAIN AND BE PROTECTED
SEE NOTE 8

STA 17+09±
MEET EXISTING CURB AND SIDEWALK
TC 46.38±, BC 46.04±

STA. 17+00
TC 46.46±
BC 46.14±

STA. 17+25
TC 46.19±
BC 45.97±

EMPTY TREE PIT
31
REPUTED OWNER
451 9TH AVE.

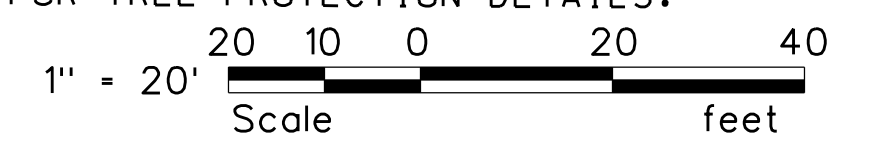
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-406.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-411 AND CE-412.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-408.
 - FOR SIGNAGE PLAN, SEE DWG. T-411.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - EXISTING BIKE RACKS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK REMOVAL MUST BE PERFORMED BY THE DEPARTMENT OF TRANSPORTATION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-11W	YES	11+85.00	TREE PIT	4.0 FT±
		11+87.00	TREE PIT	11.0 FT±
		11+86.00	BUILDING LINE	8.9 FT±
LT-2-12W	YES	17+15.50	BIKE RACK	8.0 FT±
		17+15.50	TREE PIT	12.5 FT±
		17+17.50	ELECTRIC MANHOLE	3.0 FT±
		17+17.50	EMPTY TREE PIT	14.0 FT±
		17+16.50	BUILDING LINE	9.9 FT±

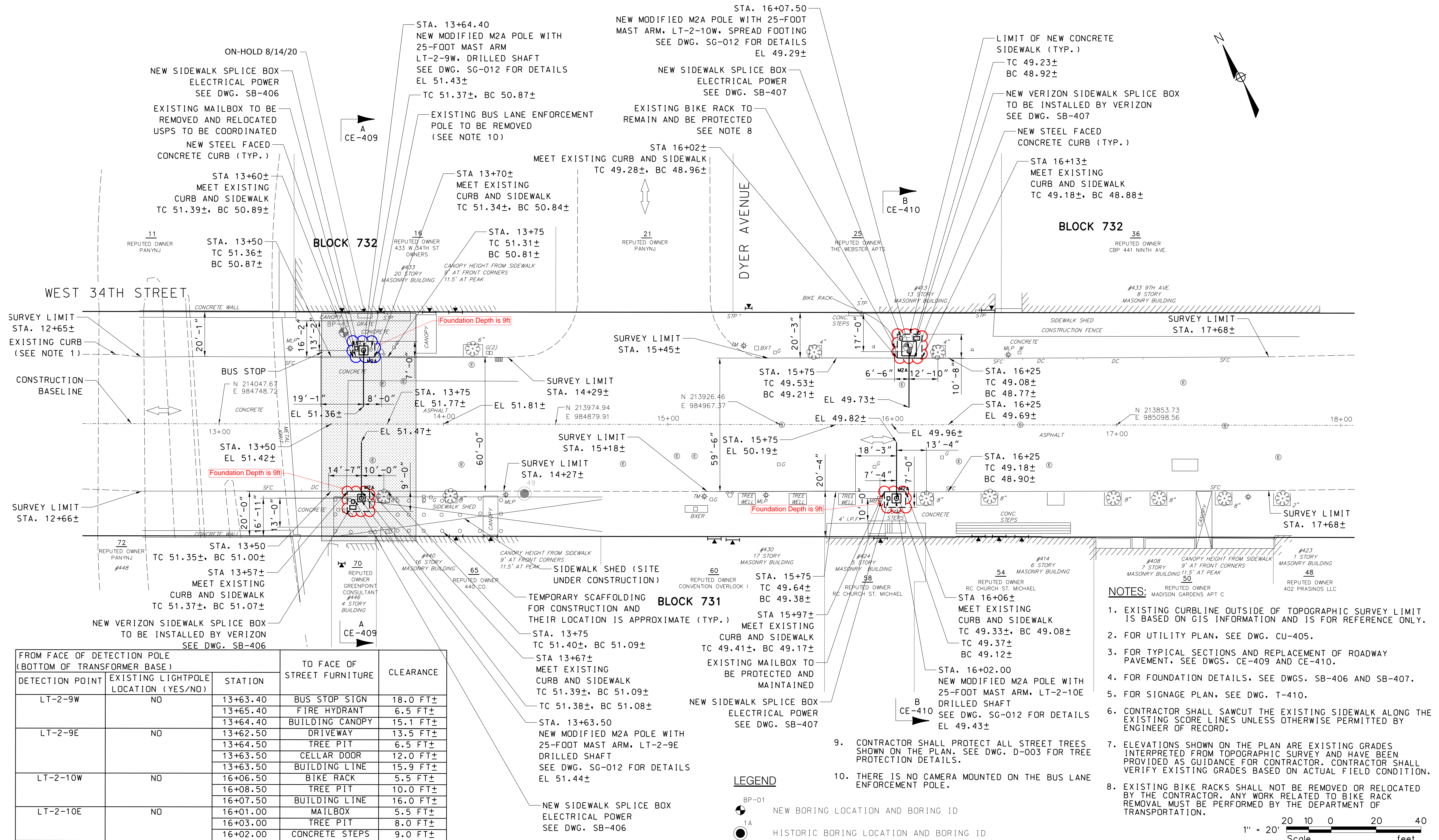
LEGEND

BP-01 NEW BORING LOCATION AND BORING ID

1A HISTORIC BORING LOCATION AND BORING ID



West 35th Street at Dyer Avenue

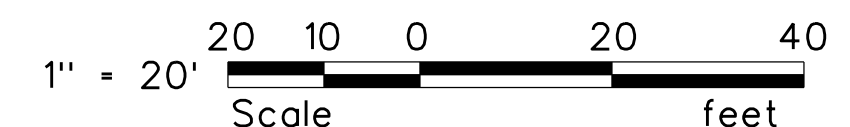


- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-405.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-409 AND CE-410.
 - FOR FOUNDATION DETAILS, SEE DWGS. SB-406 AND SB-407.
 - FOR SIGNAGE PLAN, SEE DWG. T-410.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - EXISTING BIKE RACKS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK REMOVAL MUST BE PERFORMED BY THE DEPARTMENT OF TRANSPORTATION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 - THERE IS NO CAMERA MOUNTED ON THE BUS LANE ENFORCEMENT POLE.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-9W	NO	13+63.40	BUS STOP SIGN	18.0 FT±
		13+65.40	FIRE HYDRANT	6.5 FT±
		13+64.40	BUILDING CANOPY	15.1 FT±
LT-2-9E	NO	13+62.50	DRIVEWAY	13.5 FT±
		13+64.50	TREE PIT	6.5 FT±
		13+63.50	CELLAR DOOR	12.0 FT±
		13+63.50	BUILDING LINE	15.9 FT±
LT-2-10W	NO	16+06.50	BIKE RACK	5.5 FT±
		16+08.50	TREE PIT	10.0 FT±
		16+07.50	BUILDING LINE	16.0 FT±
		16+01.00	MAILBOX	5.5 FT±
LT-2-10E	NO	16+03.00	TREE PIT	8.0 FT±
		16+02.00	CONCRETE STEPS	9.0 FT±

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

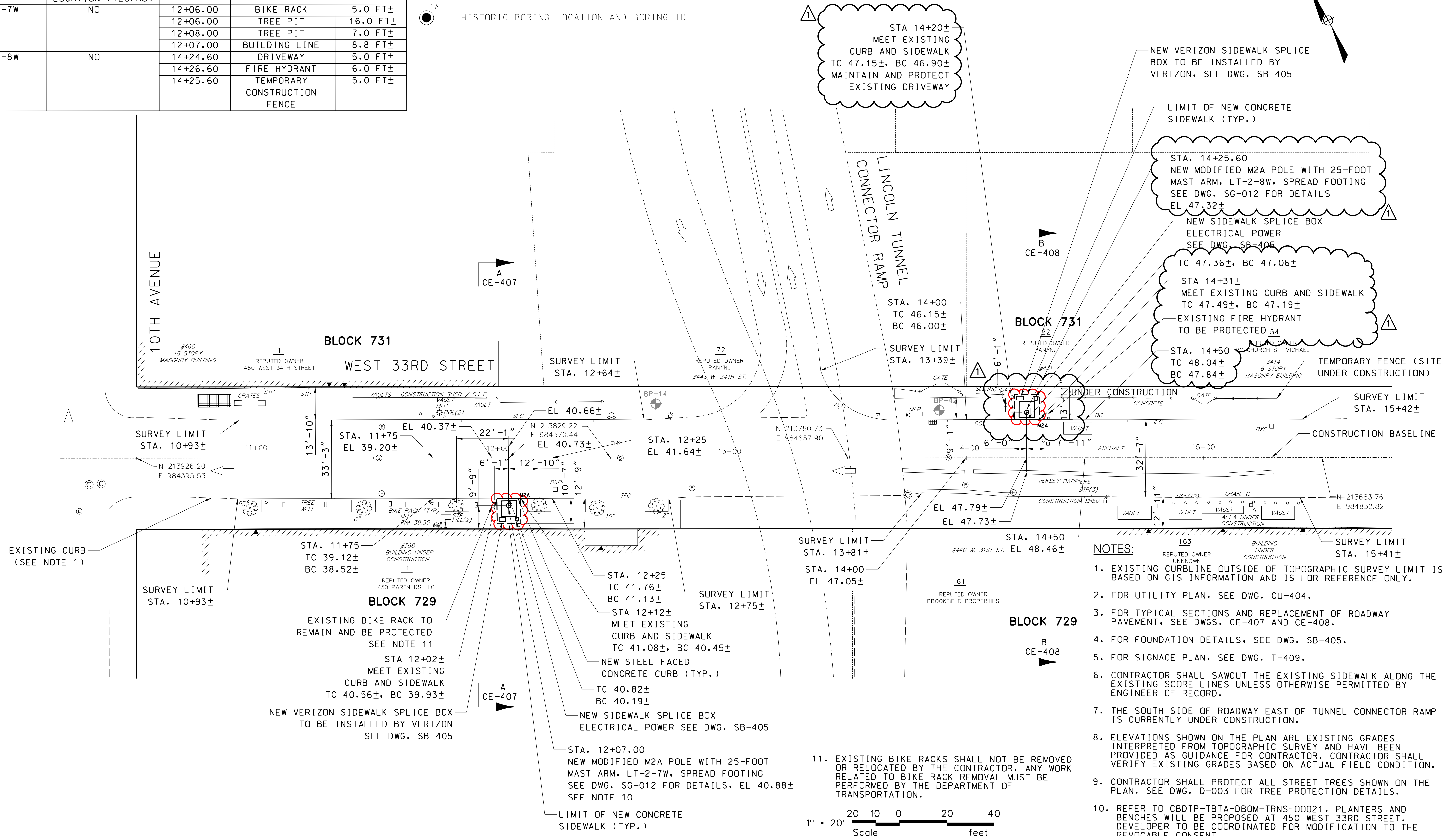


West 34th Street at Dyer Avenue

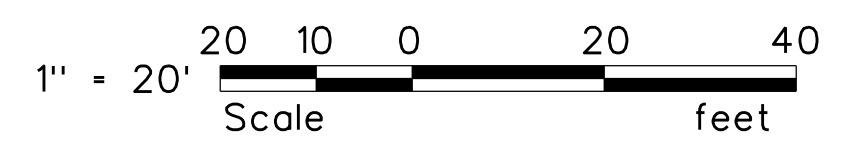
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
LT-2-7W	NO	12+06.00	BIKE RACK	5.0 FT±
		12+06.00	TREE PIT	16.0 FT±
		12+08.00	TREE PIT	7.0 FT±
		12+07.00	BUILDING LINE	8.8 FT±
LT-2-8W	NO	14+24.60	DRIVEWAY	5.0 FT±
		14+26.60	FIRE HYDRANT	6.0 FT±
		14+25.60	TEMPORARY CONSTRUCTION FENCE	5.0 FT±

LEGEND

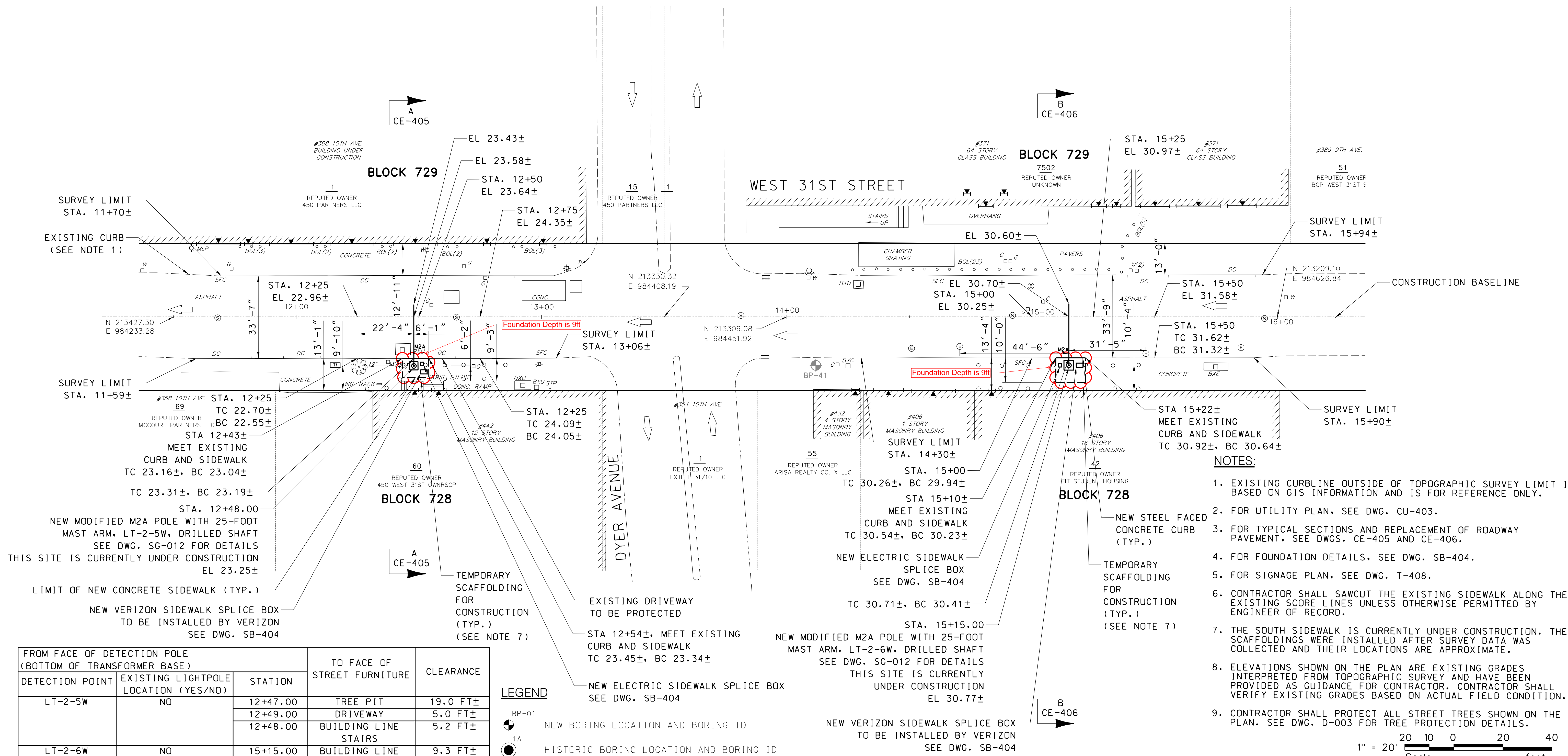
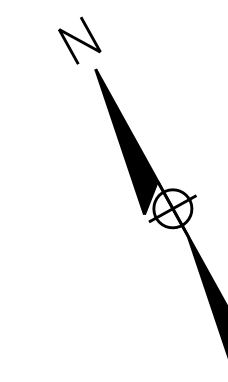
- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID



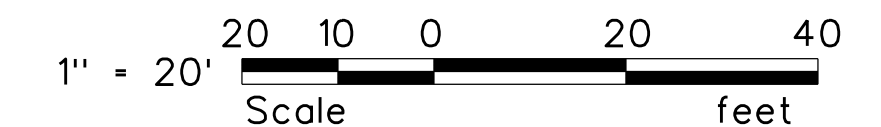
- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-404.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-407 AND CE-408.
 4. FOR FOUNDATION DETAILS, SEE DWG. SB-405.
 5. FOR SIGNAGE PLAN, SEE DWG. T-409.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. THE SOUTH SIDE OF ROADWAY EAST OF TUNNEL CONNECTOR RAMP IS CURRENTLY UNDER CONSTRUCTION.
 8. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 9. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 10. REFER TO CBDTP-TBTA-DBDM-TRNS-00021. PLANTERS AND BENCHES WILL BE PROPOSED AT 450 WEST 33RD STREET. DEVELOPER TO BE COORDINATED FOR MODIFICATION TO THE REVOCABLE CONSENT.
 11. EXISTING BIKE RACKS SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK REMOVAL MUST BE PERFORMED BY THE DEPARTMENT OF TRANSPORTATION.



West 33rd Street between 9th Avenue and 10th Avenue



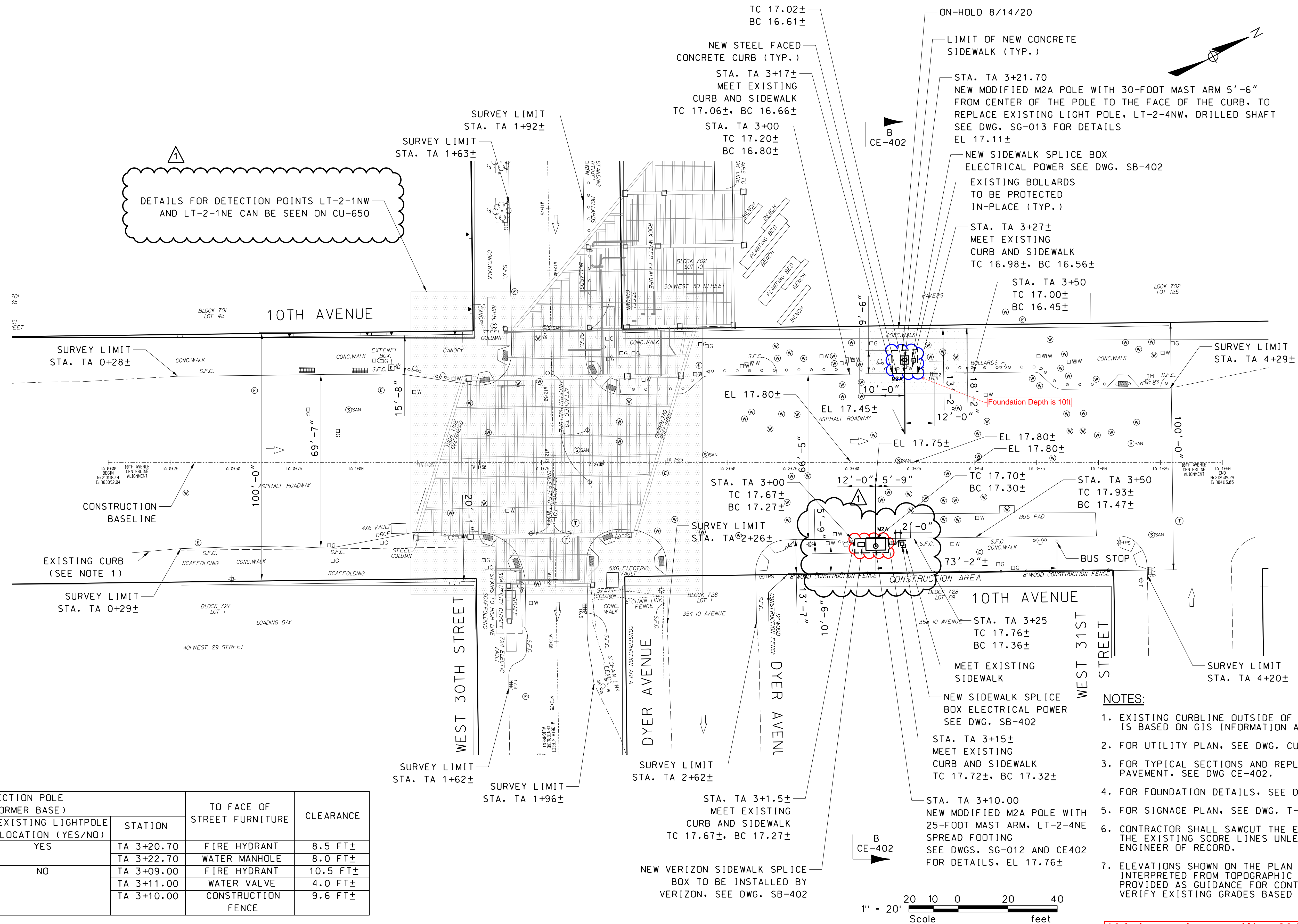
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT 1 BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-403.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-405 AND CE-406.
 - FOR FOUNDATION DETAILS, SEE DWG. SB-404.
 - FOR SIGNAGE PLAN, SEE DWG. T-408.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - THE SOUTH SIDEWALK IS CURRENTLY UNDER CONSTRUCTION. THE SCAFFOLDINGS WERE INSTALLED AFTER SURVEY DATA WAS COLLECTED AND THEIR LOCATIONS ARE APPROXIMATE.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.



FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-5W	NO	12+47.00	TREE PIT	19.0 FT±
		12+49.00	DRIVEWAY	5.0 FT±
		12+48.00	BUILDING LINE STAIRS	5.2 FT±
LT-2-6W	NO	15+15.00	BUILDING LINE	9.3 FT±

- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID

West 31st Street at Dyer Avenue



DETAILS FOR DETECTION POINTS LT-2-1NW AND LT-2-1NE CAN BE SEEN ON CU-650

SURVEY LIMIT STA. TA 0+28±

SURVEY LIMIT STA. TA 1+63±

SURVEY LIMIT STA. TA 1+92±

SURVEY LIMIT STA. TA 1+63±

TC 17.02±
BC 16.61±

NEW STEEL FACED CONCRETE CURB (TYP.)

STA. TA 3+17±

MEET EXISTING CURB AND SIDEWALK

TC 17.06±, BC 16.66±

STA. TA 3+00

TC 17.20±
BC 16.80±

ON-HOLD 8/14/20

LIMIT OF NEW CONCRETE SIDEWALK (TYP.)

STA. TA 3+21.70

NEW MODIFIED M2A POLE WITH 30-FOOT MAST ARM 5'-6" FROM CENTER OF THE POLE TO THE FACE OF THE CURB, TO REPLACE EXISTING LIGHT POLE, LT-2-4NW, DRILLED SHAFT SEE DWG. SG-013 FOR DETAILS

EL 17.11±

NEW SIDEWALK SPLICE BOX ELECTRICAL POWER SEE DWG. SB-402

EXISTING BOLLARDS TO BE PROTECTED IN-PLACE (TYP.)

STA. TA 3+27±

MEET EXISTING CURB AND SIDEWALK

TC 16.98±, BC 16.56±

STA. TA 3+50

TC 17.00±
BC 16.45±

SURVEY LIMIT STA. TA 0+28±

SURVEY LIMIT STA. TA 4+29±

STA. TA 3+00

TC 17.67±
BC 17.27±

SURVEY LIMIT STA. TA 2+26±

STA. TA 3+50

TC 17.70±
BC 17.30±

STA. TA 3+50

TC 17.93±
BC 17.47±

SURVEY LIMIT STA. TA 0+29±

SURVEY LIMIT STA. TA 1+62±

SURVEY LIMIT STA. TA 1+96±

SURVEY LIMIT STA. TA 2+62±

STA. TA 3+1.5±

MEET EXISTING CURB AND SIDEWALK

TC 17.67±, BC 17.27±

NEW VERIZON SIDEWALK SPLICE BOX TO BE INSTALLED BY VERIZON, SEE DWG. SB-402

STA. TA 3+10.00

NEW MODIFIED M2A POLE WITH 25-FOOT MAST ARM, LT-2-4NE SPREAD FOOTING

SEE DWGS. SG-012 AND CE402 FOR DETAILS, EL 17.76±

MEET EXISTING SIDEWALK

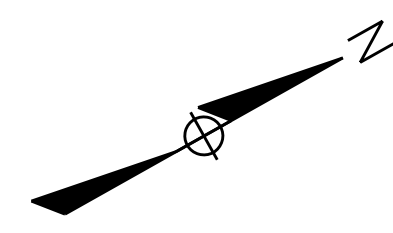
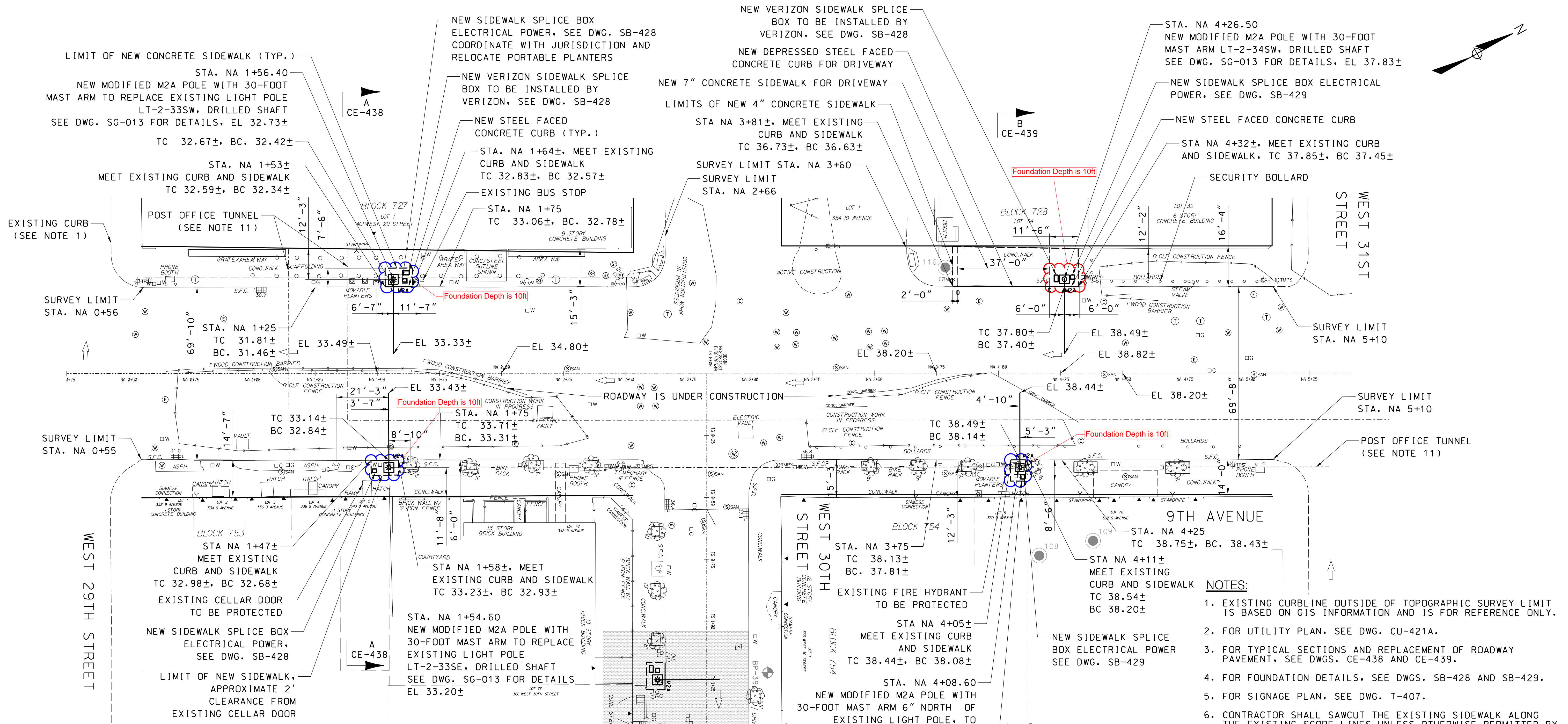
NEW SIDEWALK SPLICE BOX ELECTRICAL POWER SEE DWG. SB-402

NOTES:

- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
- FOR UTILITY PLAN, SEE DWG. CU-401.
- FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG CE-402.
- FOR FOUNDATION DETAILS, SEE DWG SB-402.
- FOR SIGNAGE PLAN, SEE DWG. T-405.
- CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
- ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE		CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)				
LT-2-4NW	YES	TA 3+20.70	FIRE HYDRANT	8.5 FT±	
		TA 3+22.70	WATER MANHOLE	8.0 FT±	
LT-2-4NE	NO	TA 3+09.00	FIRE HYDRANT	10.5 FT±	
		TA 3+11.00	WATER VALVE	4.0 FT±	
		TA 3+10.00	CONSTRUCTION FENCE	9.6 FT±	

10th Avenue between West 29th Street and West 31st Street

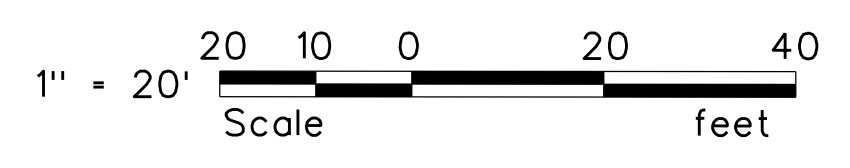


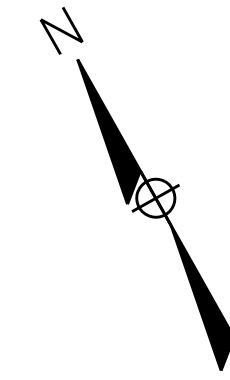
- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-421A.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-438 AND CE-439.
 - FOR FOUNDATION DETAILS, SEE DWGS. SB-428 AND SB-429.
 - FOR SIGNAGE PLAN, SEE DWG. T-407.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - THE EAST SIDE OF 9TH AVENUE IS CURRENTLY UNDER CONSTRUCTION. CONTRACTOR TO VERIFY ROADWAY ALIGNMENT AND GRADES BASED ON FIELD CONDITION.
 - THE WEST SIDE OF 9TH AVENUE IS CURRENTLY UNDER CONSTRUCTION. THE LOCATIONS FOR SCAFFOLDING IS APPROXIMATE AND FOR REFERENCE ONLY.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 - LOCATION OF POST OFFICE TUNNEL (THE FARLEY - ORGAN POSTAL TUNNEL) IS APPROXIMATE, BASED ON CON EDISON CONDUIT PLATES M22E-4 AND M23E-3.

FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
LT-2-33SW	YES	NA 1+55.40	TRAFFIC VAULT	4.5 FT±
		NA 1+57.40	BUS STOP SIGN	10.5 FT±
		NA 1+56.40	BUILDING LINE	11.2 FT±
LT-2-33SE	YES	NA 1+53.60	WATER VALVE	2.0 FT±
		NA 1+55.60	TREE PIT	3.0 FT±
		NA 1+54.60	BUILDING LINE	10.5 FT±
		NA 4+25.50	EDGE OF NEW DRIVEWAY	5.0 FT±
LT-2-34SW	NO	NA 4+27.50	FIRE HYDRANT	5.0 FT±
		NA 4+26.50	BACK OF SIDEWALK	11.5 FT±
		NA 4+07.60	FIRE HYDRANT	2.5 FT±
LT-2-34SE	YES	NA 4+09.60	TREE PIT	2.0 FT±
		NA 4+08.60	BUILDING LINE	11.2 FT±

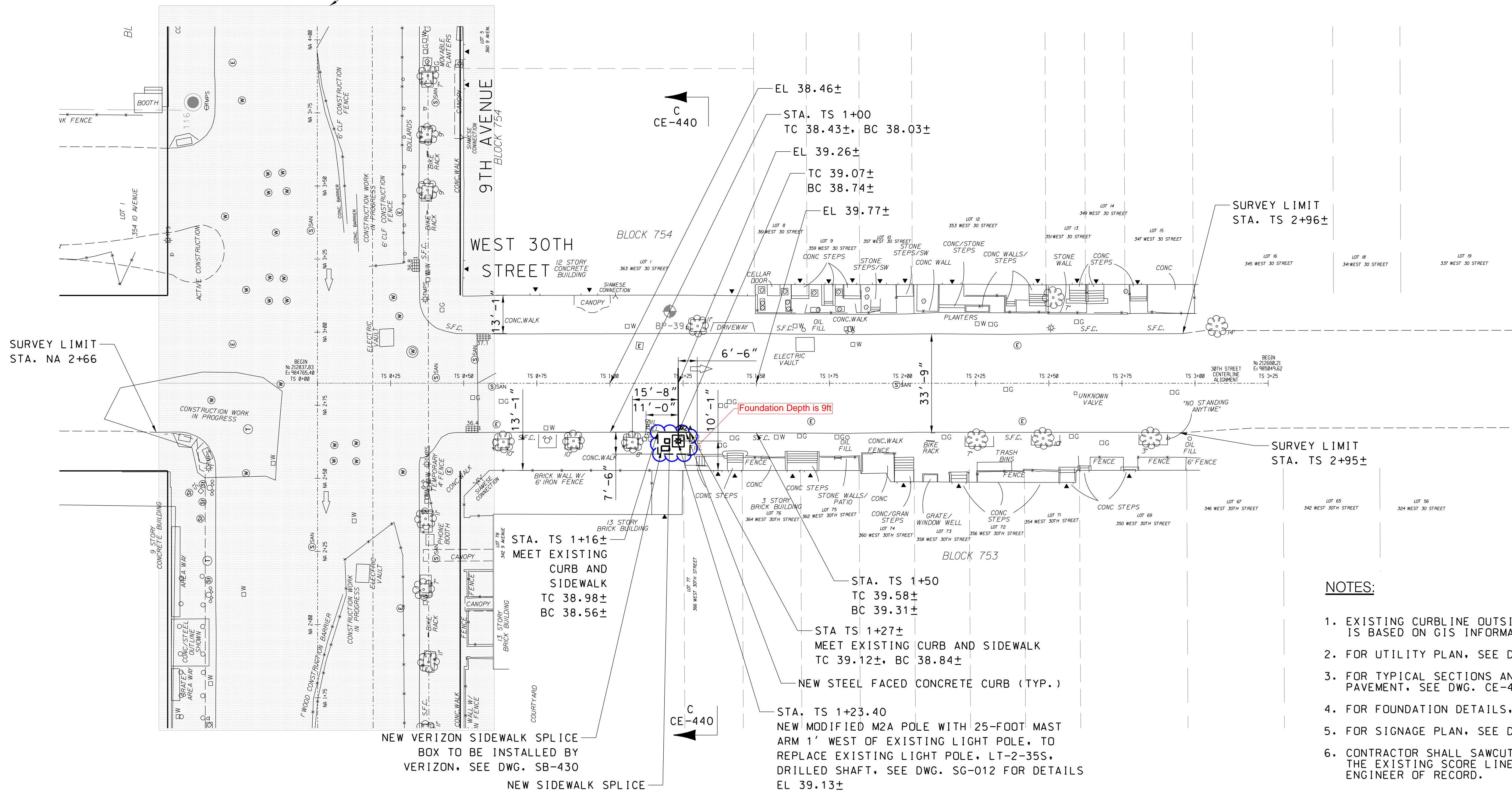
LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID





DETAILS FOR DETECTION POINTS
 LT-2-33SE, LT-2-33SW, LT-2-34SE, AND
 LT-2-34SW CAN BE SEEN ON CR-421A



SURVEY LIMIT
 STA. NA 2+66

SURVEY LIMIT
 STA. TS 2+96±

SURVEY LIMIT
 STA. TS 2+95±

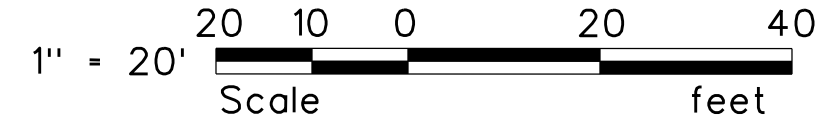
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-421B.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-440.
4. FOR FOUNDATION DETAILS, SEE DWG. AND SB-430.
5. FOR SIGNAGE PLAN, SEE DWG. T-407.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

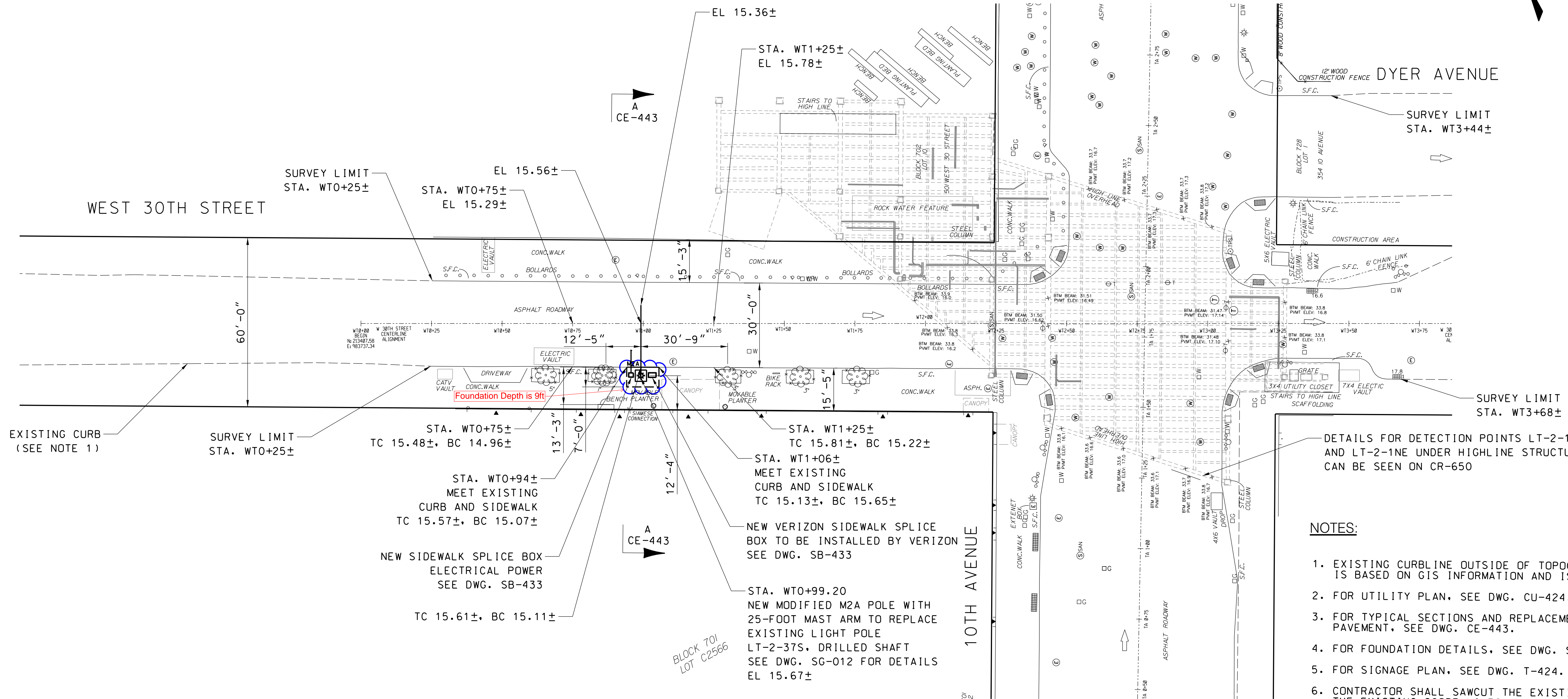
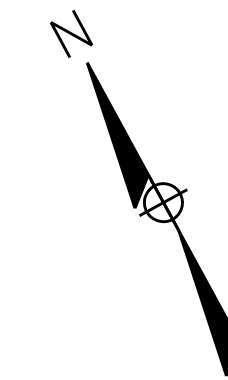
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
LT-2-35S	YES	TS 1+22.40	OIL FILL	9.5 FT±
		TS 1+22.40	TREE PIT	12.5 FT±
		TS 1+24.40	OIL FILL	5.0 FT±
		TS 1+23.40	IRON FENCE	4.5 FT±

LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID



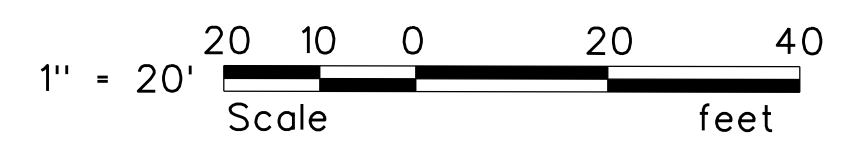
West 30th Street between 8th Avenue and 9th Avenue



DETAILS FOR DETECTION POINTS LT-2-1NW AND LT-2-1NE UNDER HIGH LINE STRUCTURE CAN BE SEEN ON CR-650

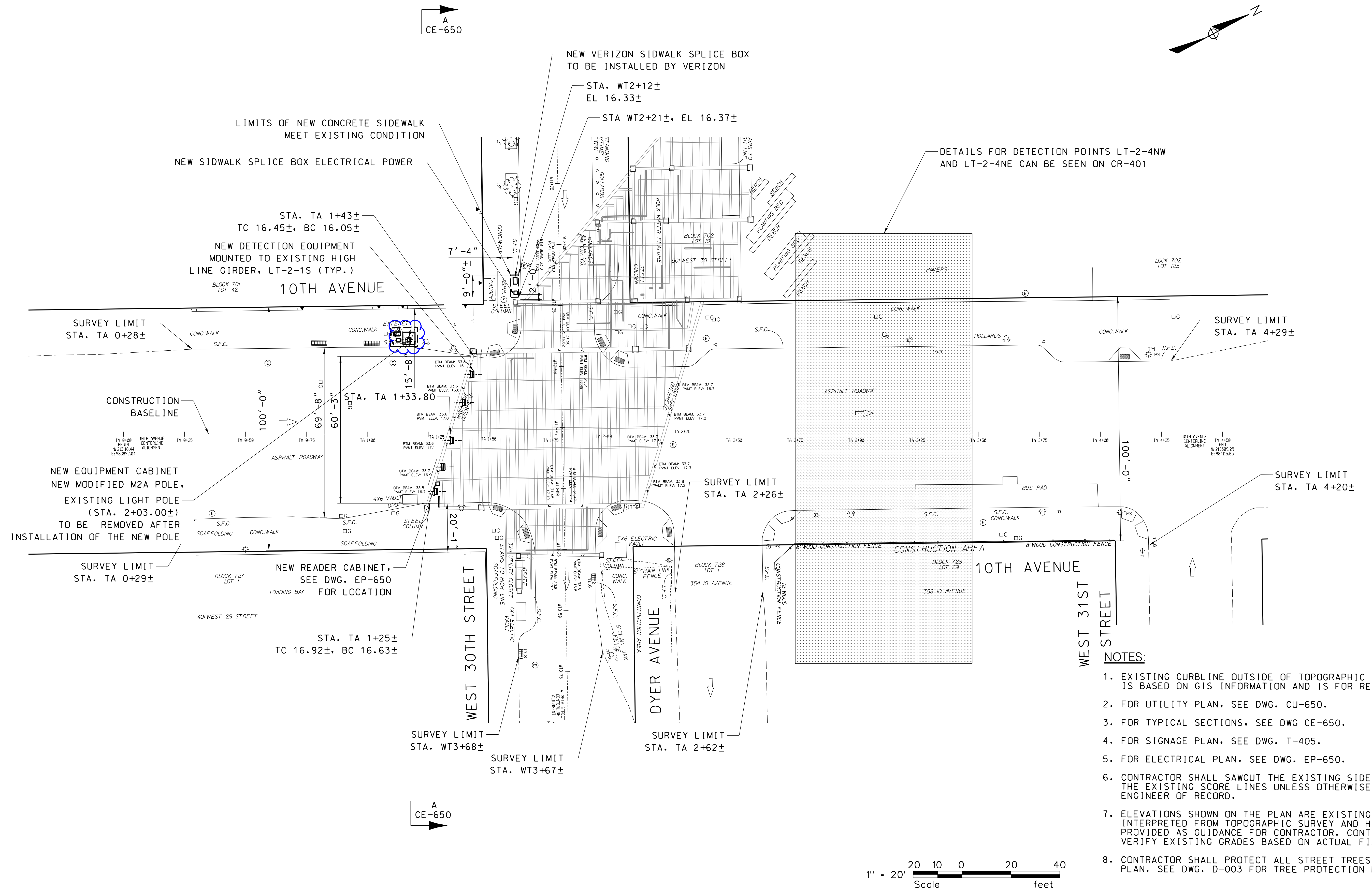
NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-424.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-443.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-433.
5. FOR SIGNAGE PLAN, SEE DWG. T-424.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.



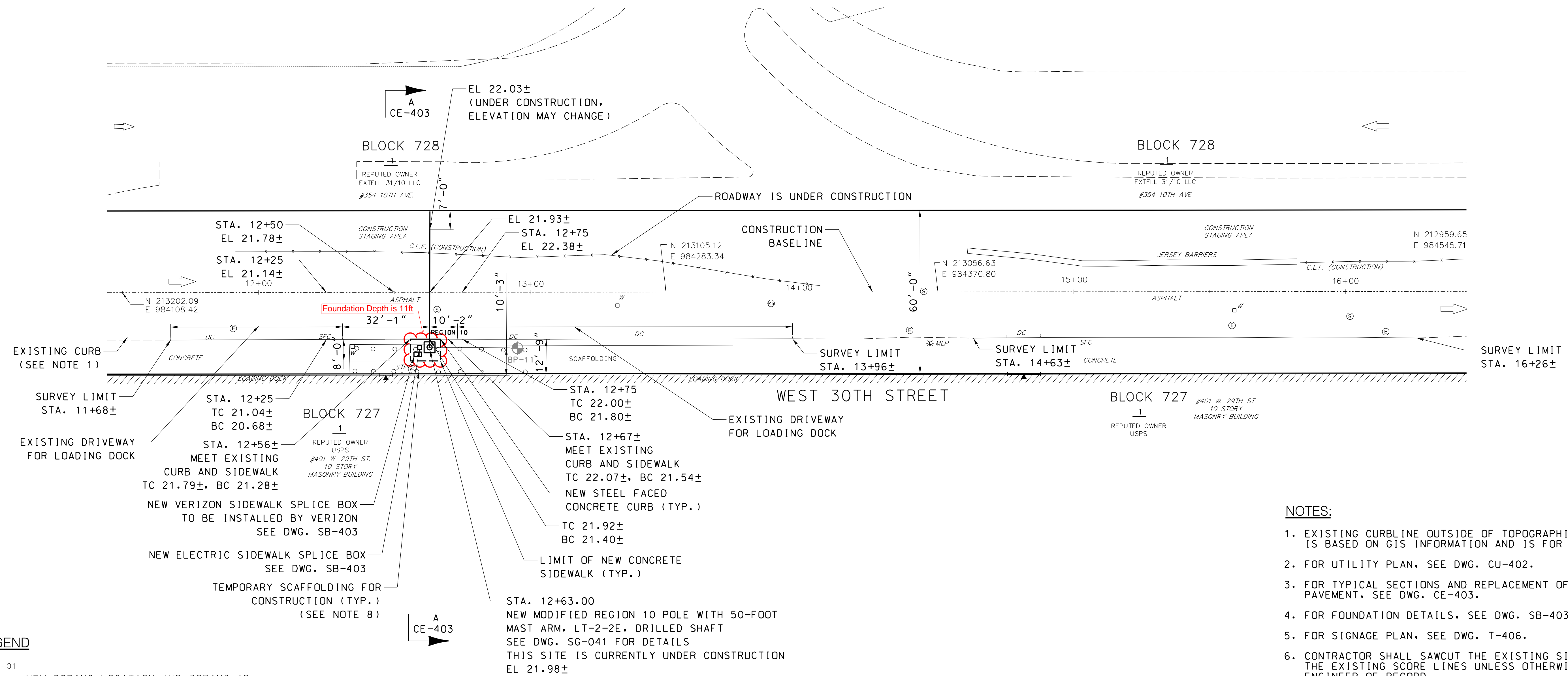
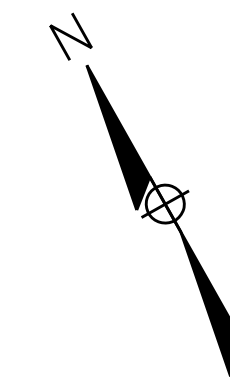
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-37S	YES	WT 0+98.20	TREE PIT	8.0 FT±
		WT 1+00.20	CANOPY	6.5 FT±
		WT 1+00.20	TREE PIT	25.5 FT±
		WT 0+99.20	SIAMESE CONNECTION	10.5 FT±
		WT 0+99.20	BUILDING LINE	11.5 FT±

West 30th Street between 10th Avenue and 11th Avenue



- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-650.
 3. FOR TYPICAL SECTIONS, SEE DWG. CE-650.
 4. FOR SIGNAGE PLAN, SEE DWG. T-405.
 5. FOR ELECTRICAL PLAN, SEE DWG. EP-650.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

10th Avenue between West 29th Street and West 31st Street



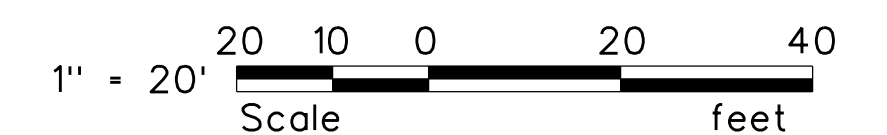
LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

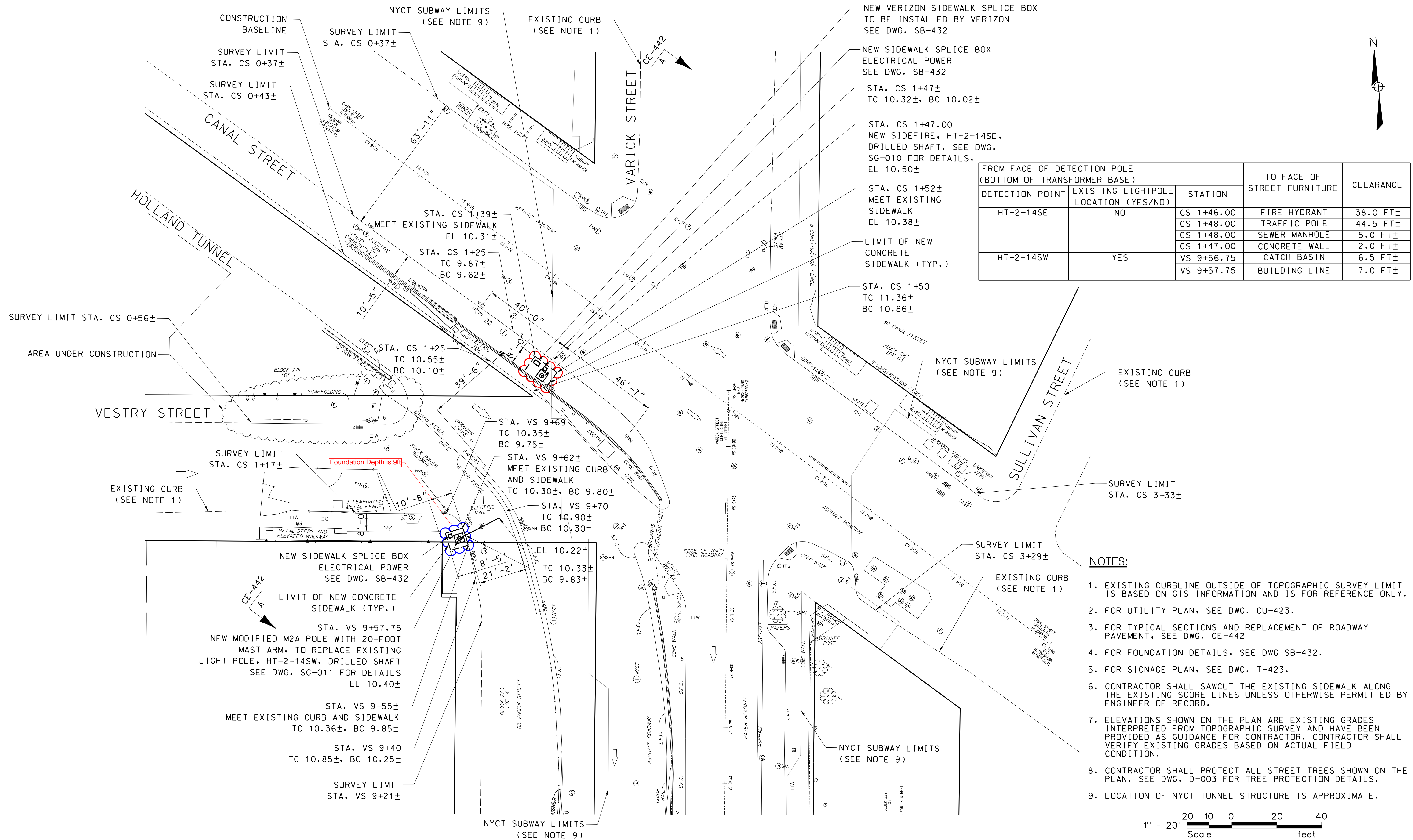
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
LT-2-2E	NO	12+53.75	DRIVEWAY	23.0 FT±
		12+56.25	DRIVEWAY	17.0 FT±
		12+55.00	STANDPIPE	10.0 FT±
		12+55.00	BUILDING LINE	9.0 FT±

NOTES:

1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-402.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-403.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-403.
5. FOR SIGNAGE PLAN, SEE DWG. T-406.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
7. THE NORTH SIDE OF ROADWAY IS CURRENTLY UNDER CONSTRUCTION.
8. THE SOUTH SIDEWALK IS CURRENTLY UNDER CONSTRUCTION. THE SCAFFOLDINGS WERE INSTALLED AFTER SURVEY DATA WAS COLLECTED AND THEIR LOCATIONS ARE APPROXIMATE.
9. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.

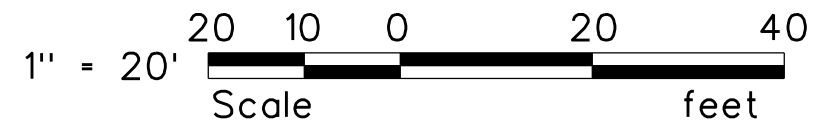


West 30th Street between 9th Avenue and 10th Avenue

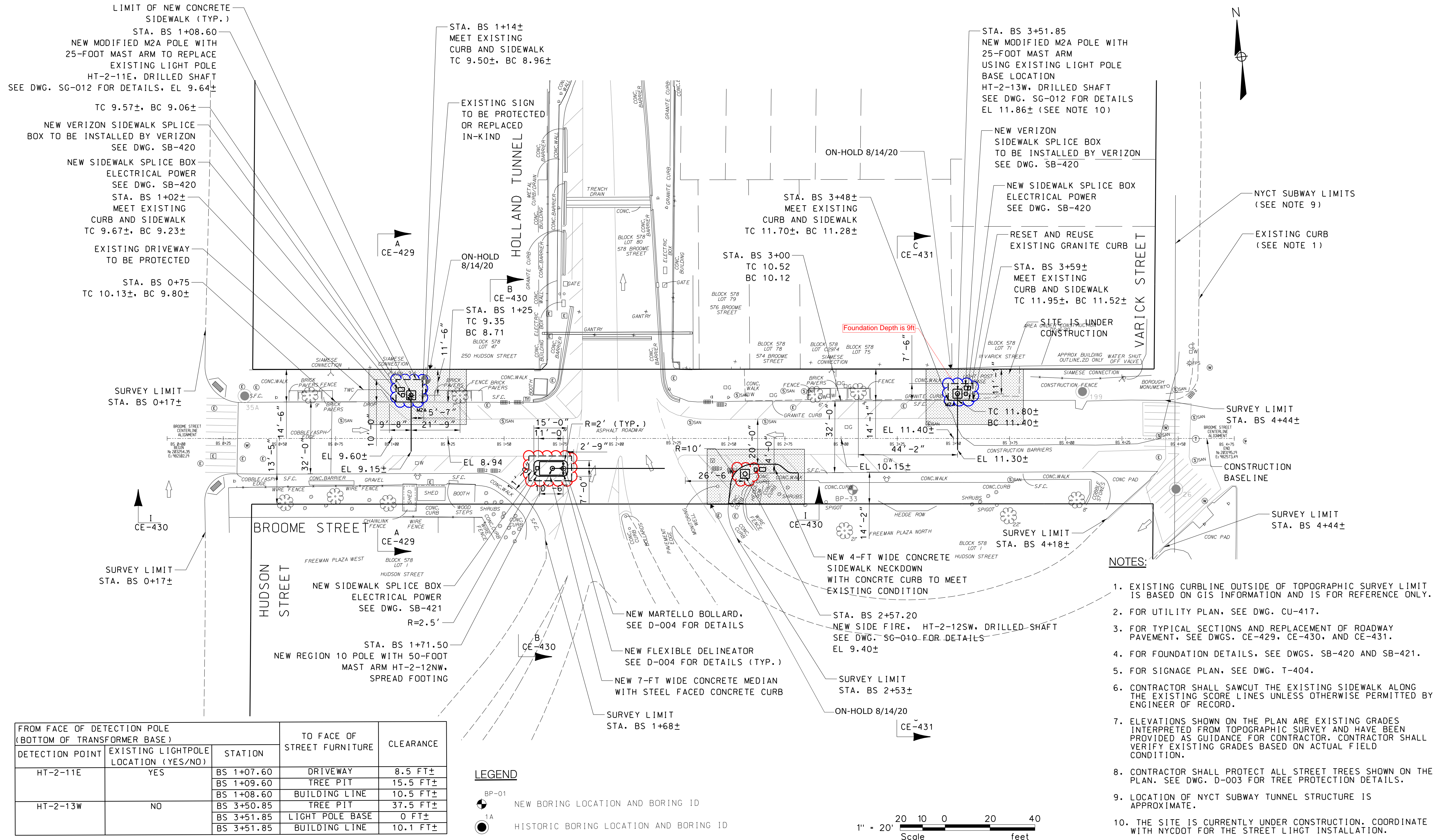


FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)			TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)	STATION		
HT-2-14SE	NO	CS 1+46.00	FIRE HYDRANT	38.0 FT±
		CS 1+48.00	TRAFFIC POLE	44.5 FT±
		CS 1+48.00	SEWER MANHOLE	5.0 FT±
HT-2-14SW	YES	CS 1+47.00	CONCRETE WALL	2.0 FT±
		VS 9+56.75	CATCH BASIN	6.5 FT±
		VS 9+57.75	BUILDING LINE	7.0 FT±

- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-423.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-442
 - FOR FOUNDATION DETAILS, SEE DWG SB-432.
 - FOR SIGNAGE PLAN, SEE DWG. T-423.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 - LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.



Vestry Street and Holland Tunnel Exit by Canal Street and Varick Street

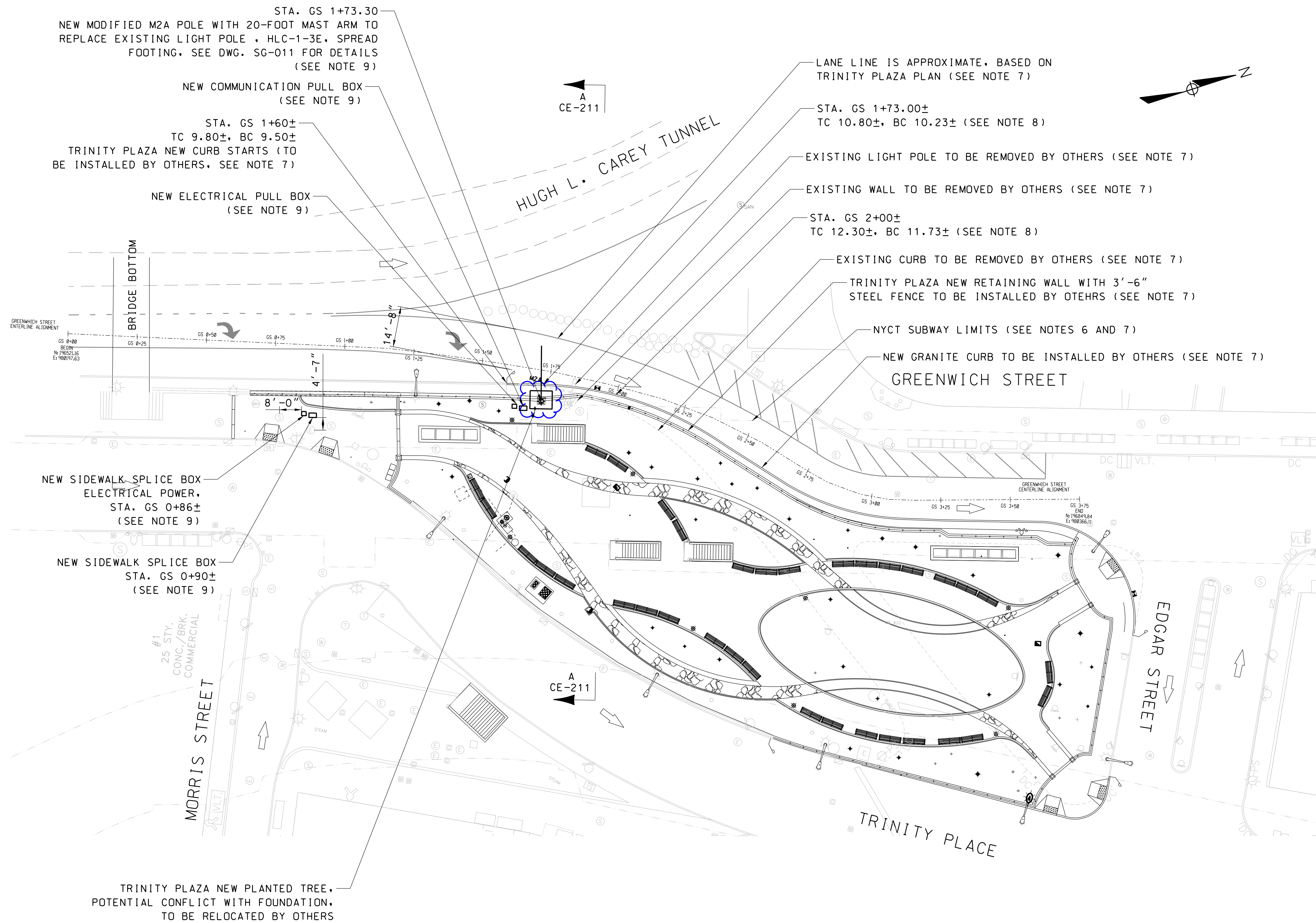


FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
DETECTION POINT	EXISTING LIGHTPOLE LOCATION (YES/NO)			
HT-2-11E	YES	BS 1+07.60	DRIVEWAY	8.5 FT±
		BS 1+09.60	TREE PIT	15.5 FT±
		BS 1+08.60	BUILDING LINE	10.5 FT±
HT-2-13W	NO	BS 3+50.85	TREE PIT	37.5 FT±
		BS 3+51.85	LIGHT POLE BASE	0 FT±
		BS 3+51.85	BUILDING LINE	10.1 FT±

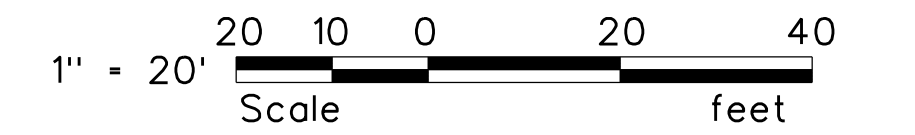
- LEGEND**
- BP-01 NEW BORING LOCATION AND BORING ID
 - 1A HISTORIC BORING LOCATION AND BORING ID

- NOTES:**
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-417.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWGS. CE-429, CE-430, AND CE-431.
 4. FOR FOUNDATION DETAILS, SEE DWGS. SB-420 AND SB-421.
 5. FOR SIGNAGE PLAN, SEE DWG. T-404.
 6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 9. LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 10. THE SITE IS CURRENTLY UNDER CONSTRUCTION. COORDINATE WITH NYCDOT FOR THE STREET LIGHT INSTALLATION.

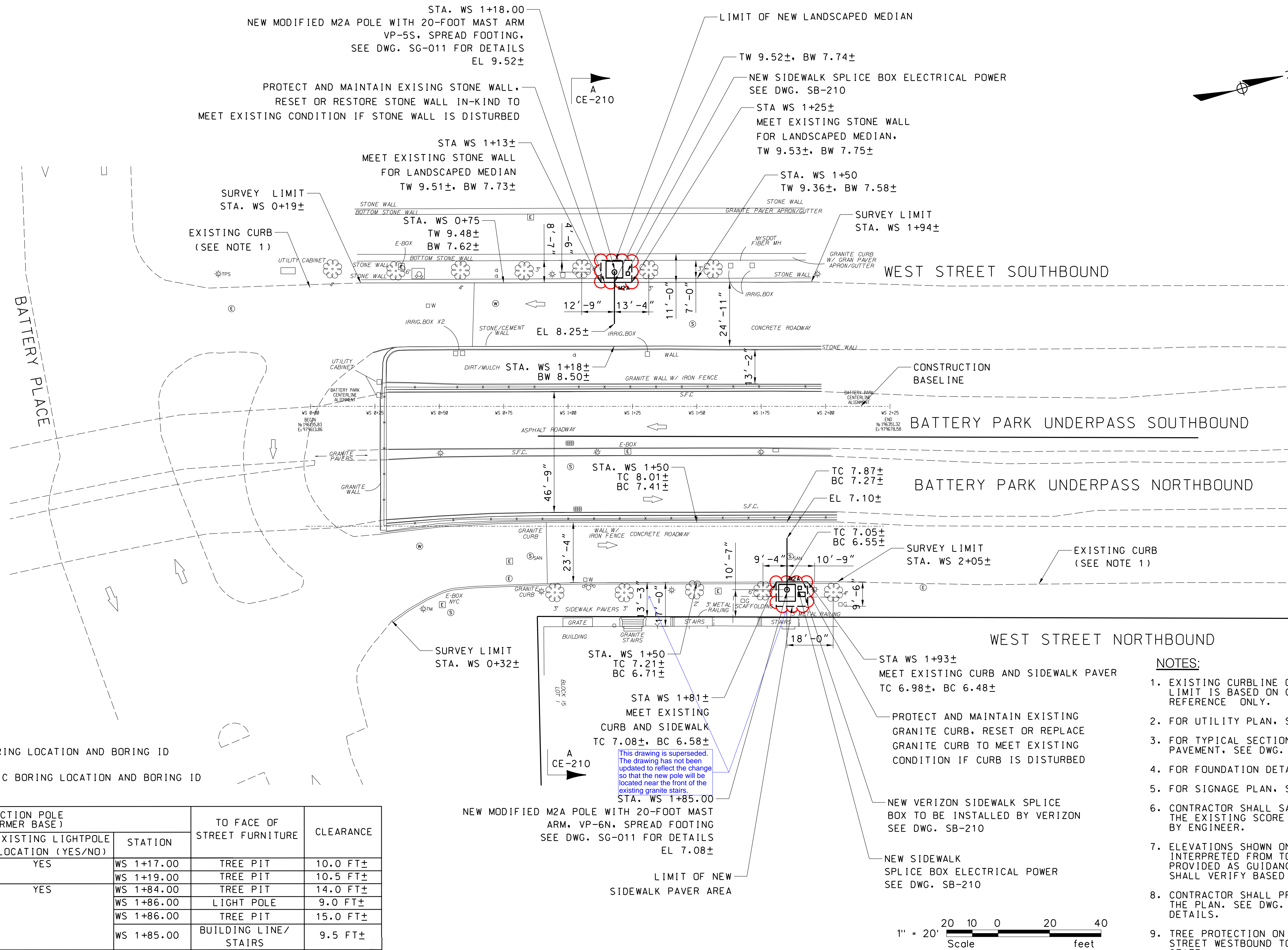
Broome Street between Hudson Street and Varick Street



- NOTES:**
- EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-211.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-211.
 - FOR FOUNDATION PLAN, SEE DWG. SB-211.
 - FOR SIGNAGE PLAN, SEE DWG. T-511.
 - THE LOCATION OF NYCT SUBWAY TUNNEL IS APPROXIMATE.
 - TOPOGRAPHIC SURVEY AND PLAZA DESIGN ARE FROM THE CONSTRUCTION OF ELIZABETH H. BERGER PLAZA LOCATED BETWEEN TRINITY PLACE, GREENWICH STREET, MORRIS STREET AND EDGAR STREET, CONTRACT NO. MG-41300-114M (TRINITY PLAZA), CITY OF NEW YORK PARKS AND RECREATION DATED 2/9/18. REFER TO TRINITY PLAZA PLANS FOR DETAIL OF ADJACENT PLAZA CONSTRUCTION.
 - ELEVATIONS SHOWN ON THE PLAN ARE GRADES INTERPRETED FROM TRINITY PLAZA GRADING PLAN AND HAVE BEEN PROVIDED AS GUIDANCE FOR CONTRACTOR. CONTRACTOR SHALL VERIFY EXISTING GRADES BASED ON ACTUAL FIELD CONDITION.
 - FOUNDATION FOR THE DETECTION POLE, SIDEWALK SPLICE BOXES, PULL BOXES, AND CONDUITS HAVE BEEN PREVIOUSLY INSTALLED.



Greenwich Street Exit from HLC Tunnel



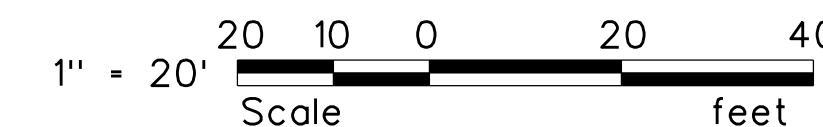
LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

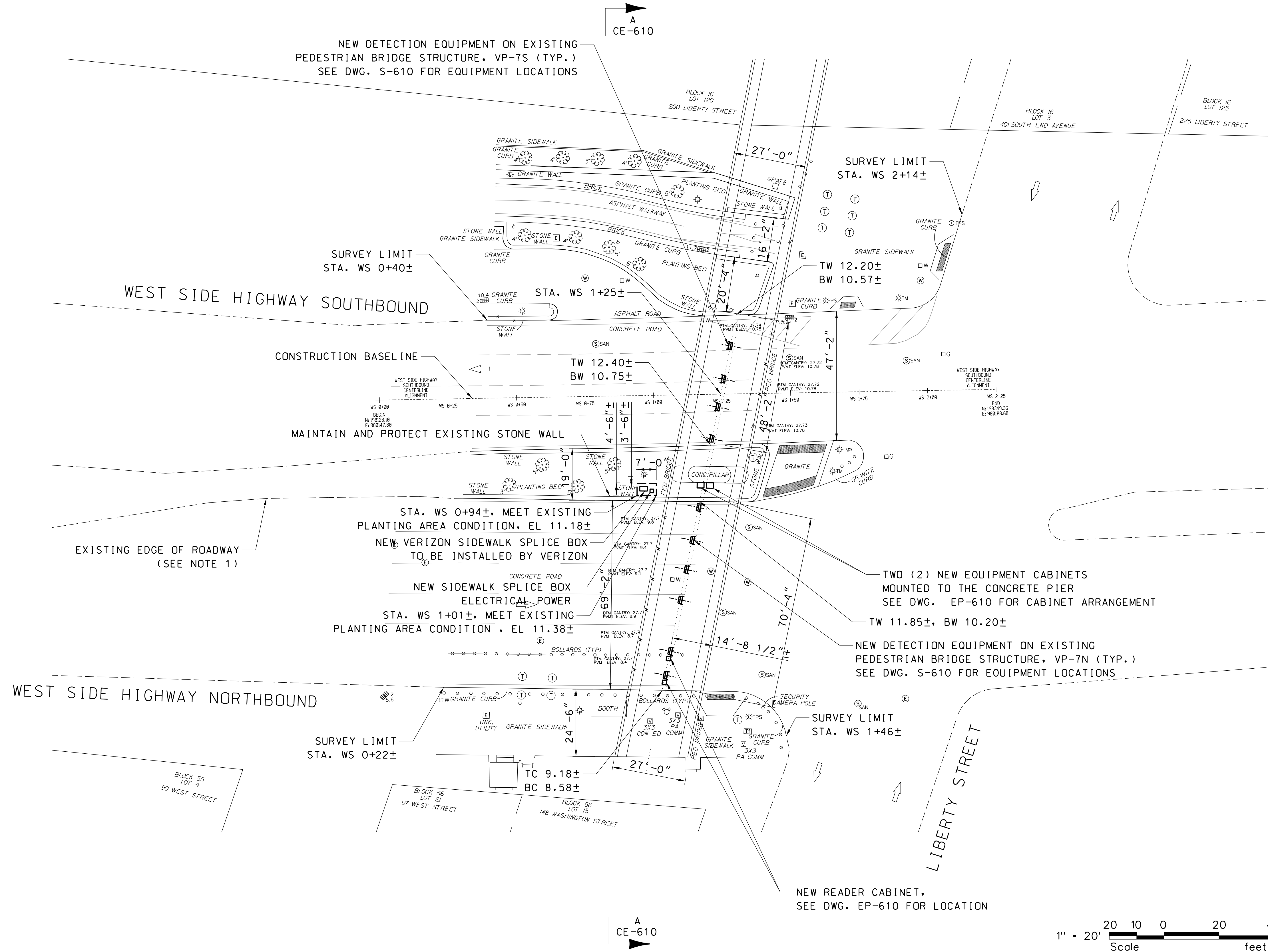
FROM FACE OF DETECTION POLE (BOTTOM OF TRANSFORMER BASE)		STATION	TO FACE OF STREET FURNITURE	CLEARANCE
VP-5S	YES	WS 1+17.00	TREE PIT	10.0 FT±
		WS 1+19.00	TREE PIT	10.5 FT±
VP-6N	YES	WS 1+84.00	TREE PIT	14.0 FT±
		WS 1+86.00	LIGHT POLE	9.0 FT±
		WS 1+86.00	TREE PIT	15.0 FT±
		WS 1+85.00	BUILDING LINE/STAIRS	9.5 FT±

NOTES:

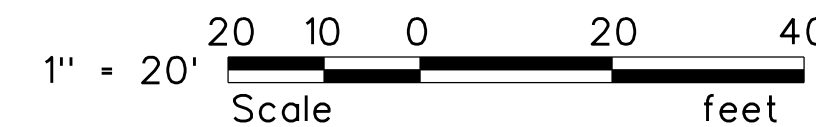
1. EXISTING CURBLINE OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-210.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY PAVEMENT, SEE DWG. CE-210.
4. FOR FOUNDATION DETAILS, SEE DWG. SB-210.
5. FOR SIGNAGE PLAN, SEE DWG. T-542.
6. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
9. TREE PROTECTION ON THE PLANTED MEDIAN ALONG WEST STREET WESTBOUND TO BE COORDINATED WITH NEW YORK STATE.

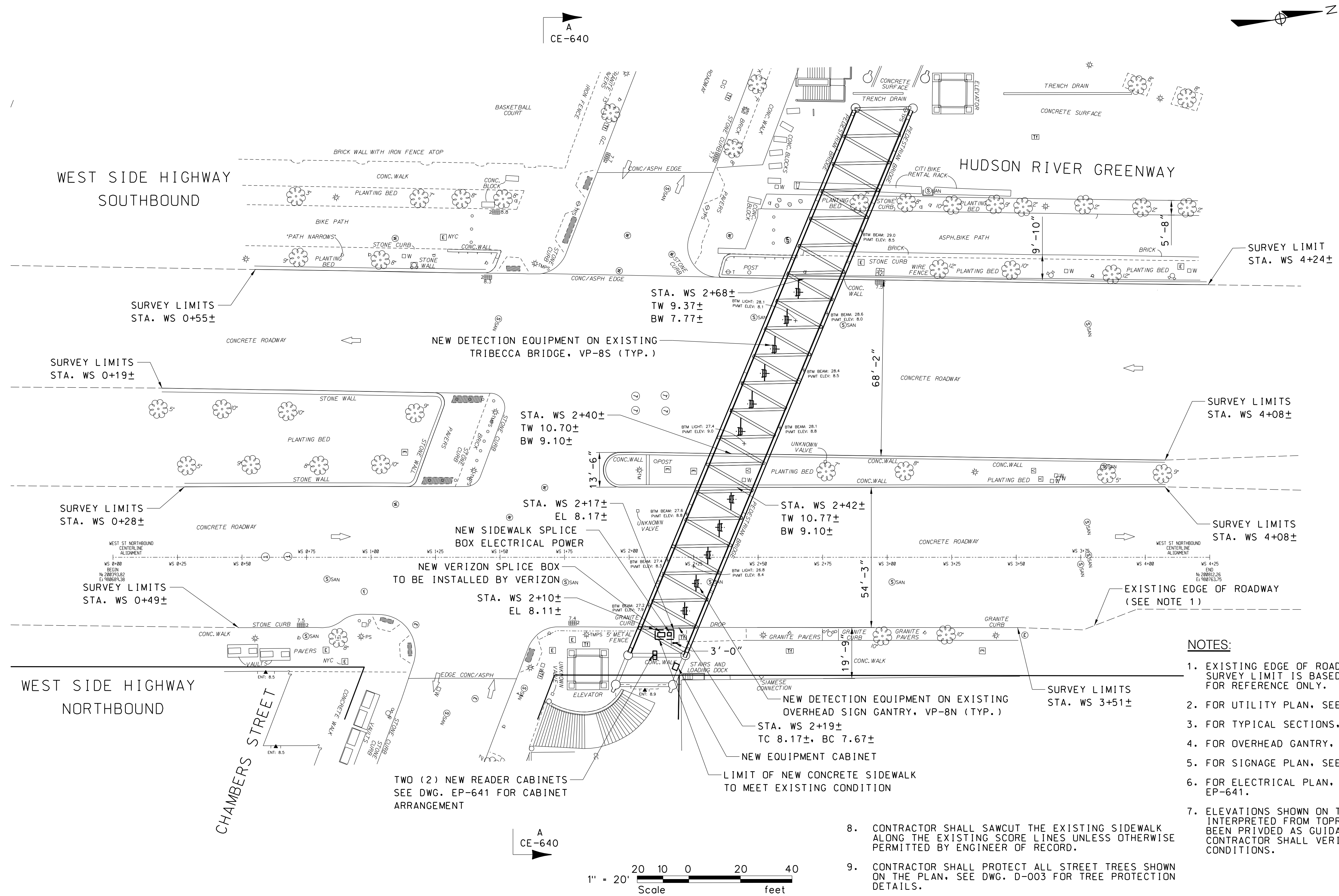


This drawing is superseded. The drawing has not been updated to reflect the change so that the new pole will be located near the front of the existing granite stairs.



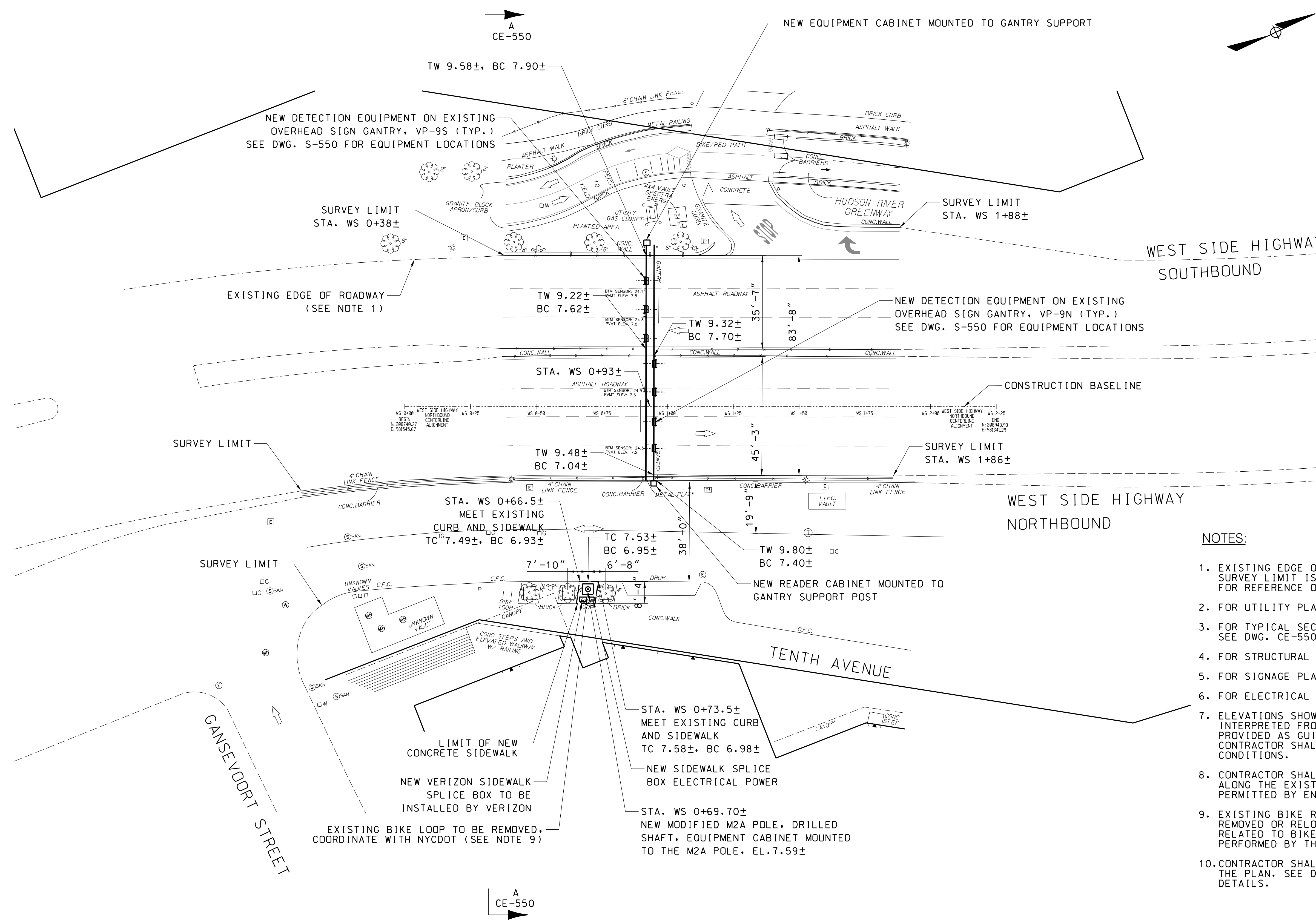
- NOTES:**
- EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-610.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-610.
 - FOR STRUCTURAL PLAN AND DETAILS, SEE DWGS. S-610 TO S-612.
 - FOR SIGNAGE PLAN, SEE DWG. T-546.
 - FOR ELECTRICAL PLAN, SEE DWG. EP-610.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.





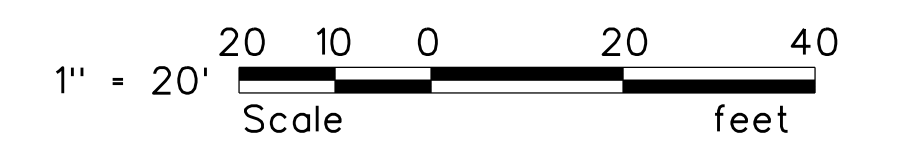
- NOTES:**
- EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-640.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-640.
 - FOR OVERHEAD GANTRY, SEE DWG. S-640.
 - FOR SIGNAGE PLAN, SEE DWGS. T-549.
 - FOR ELECTRICAL PLAN, SEE DWGS. EP-640 AND EP-641.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN, SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

West Side Highway Northbound and Southbound North at Chambers Street

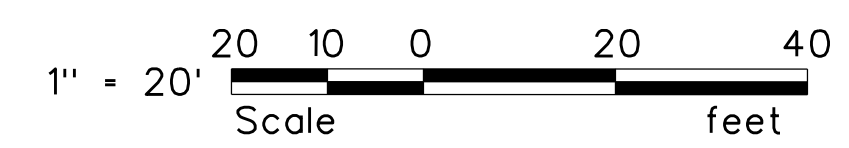
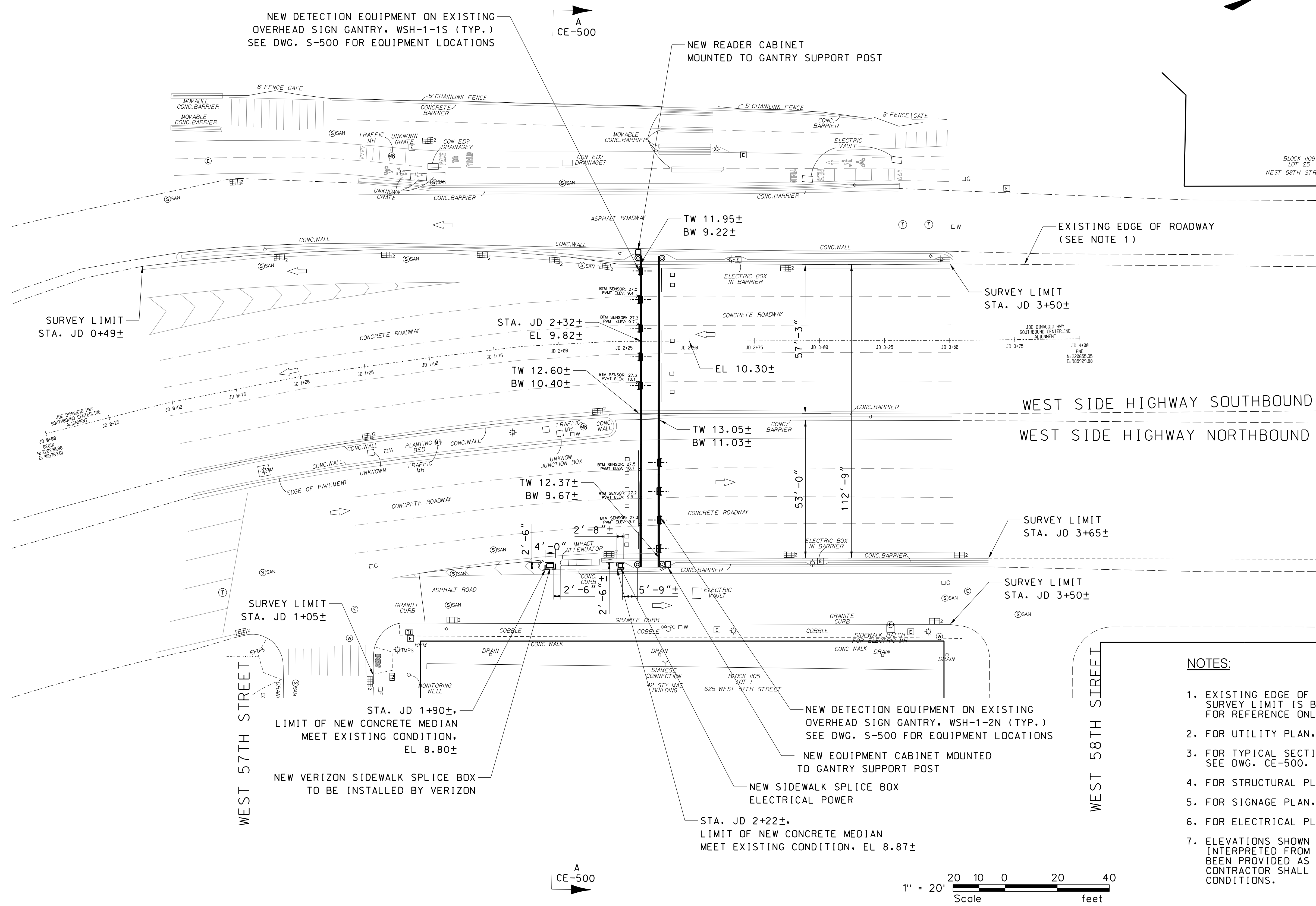
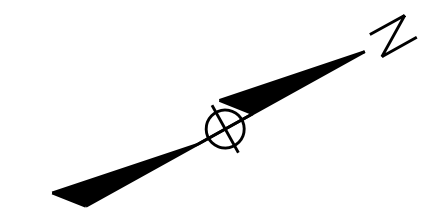


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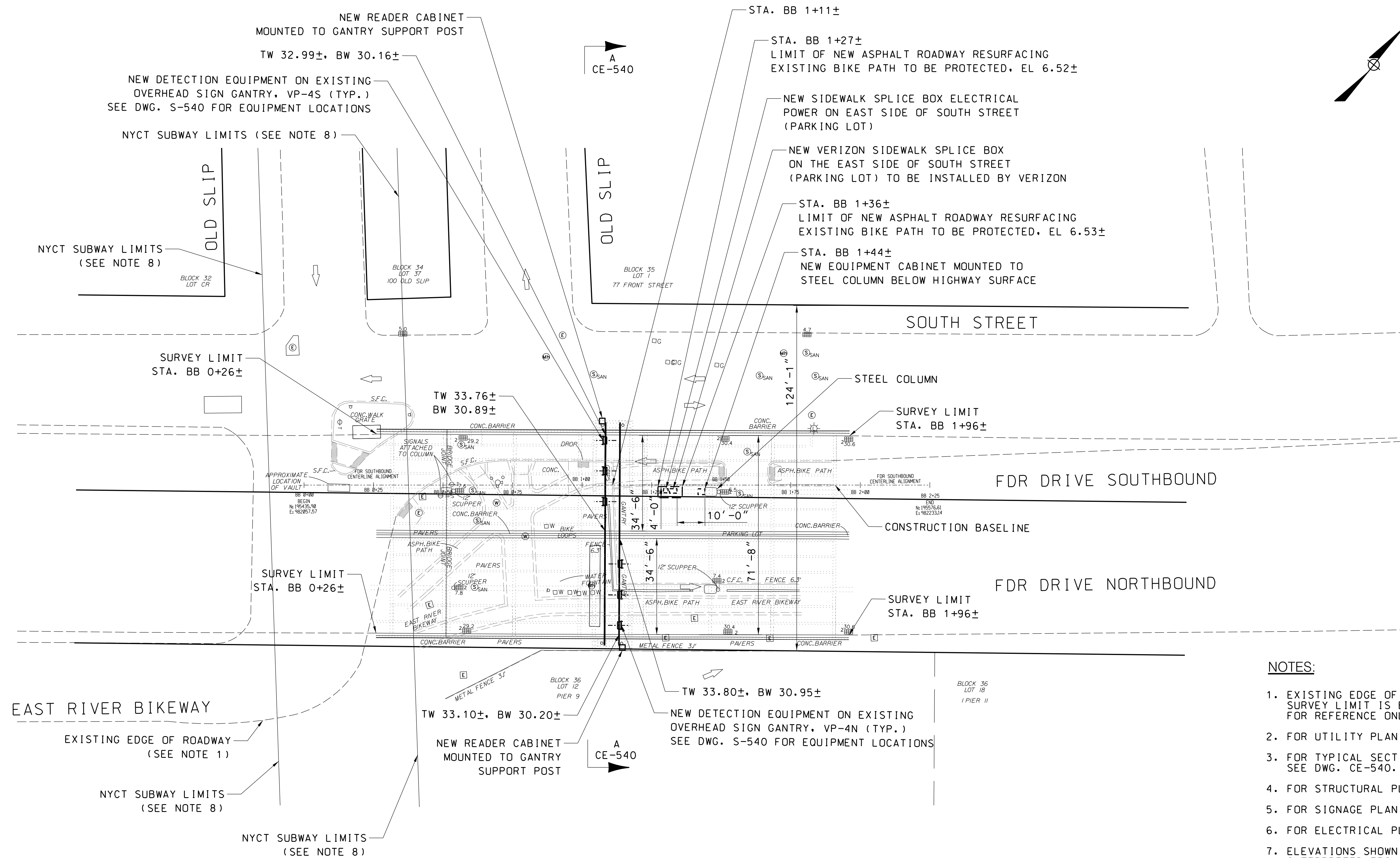
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-550.
3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-550.
4. FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-550.
5. FOR SIGNAGE PLAN, SEE DWG. T-562.
6. FOR ELECTRICAL PLAN, SEE DWG. EP-550.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
8. CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
9. EXISTING BIKE RACK AND BIKE LOOP SHALL NOT BE REMOVED OR RELOCATED BY THE CONTRACTOR. ANY WORK RELATED TO BIKE RACK AND BIKE LOOP REMOVAL MUST BE PERFORMED BY THE DEPARTMENT OF TRANSPORTATION.
10. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.



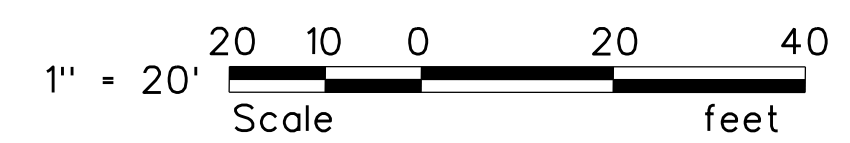
West Side Highway Northbound and Southbound North at Gansevoort Street



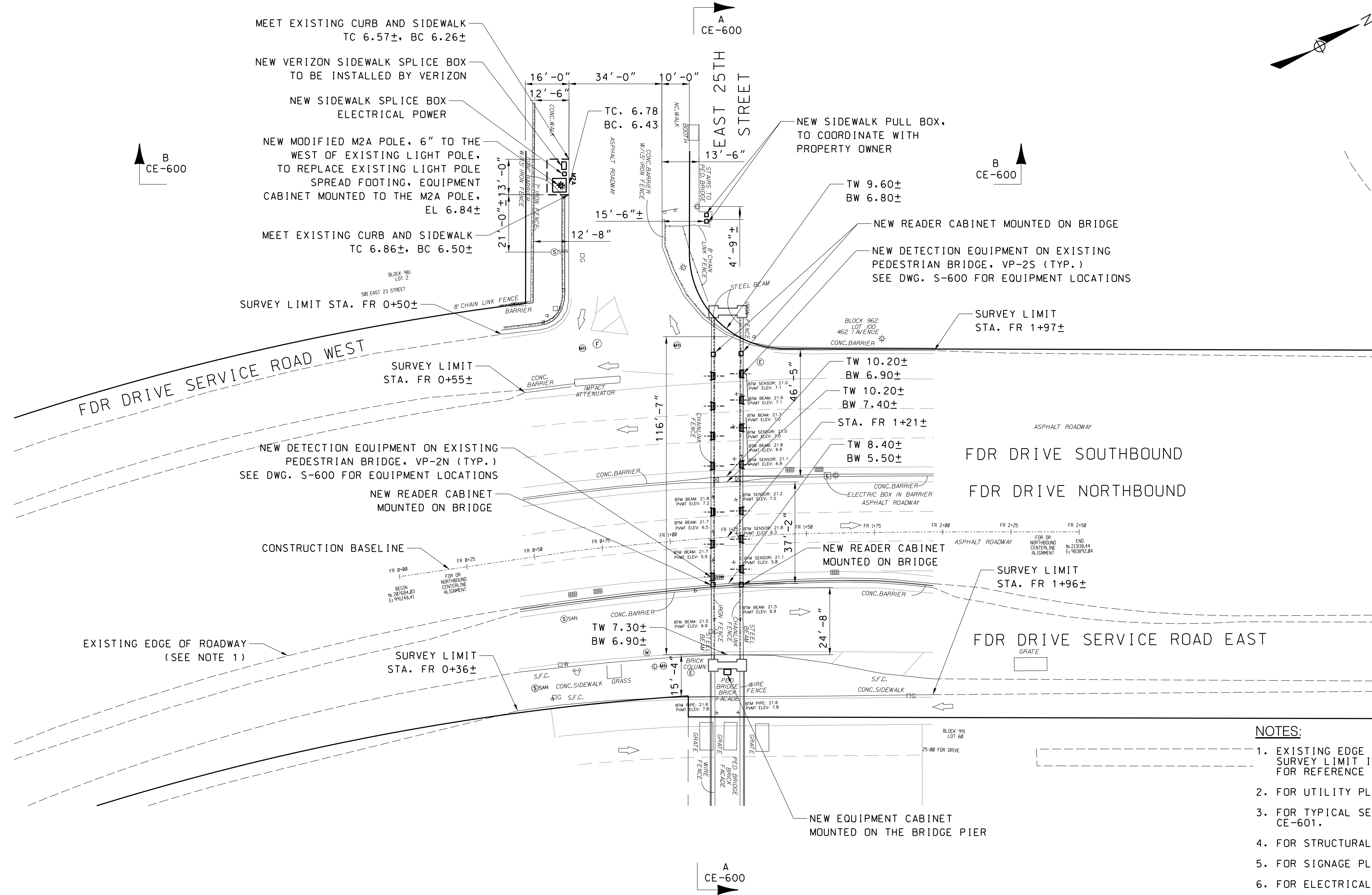
West Side Highway Northbound and Southbound North at West 57th Street



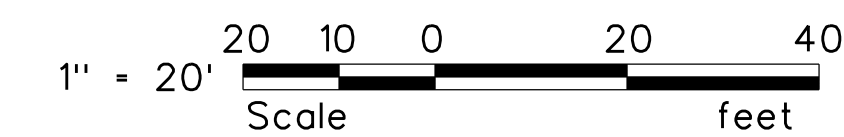
- NOTES:**
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-540.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-540.
 4. FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-540.
 5. FOR SIGNAGE PLAN, SEE DWG. T-513.
 6. FOR ELECTRICAL PLAN, SEE DWG. EP-540.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
 8. LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.



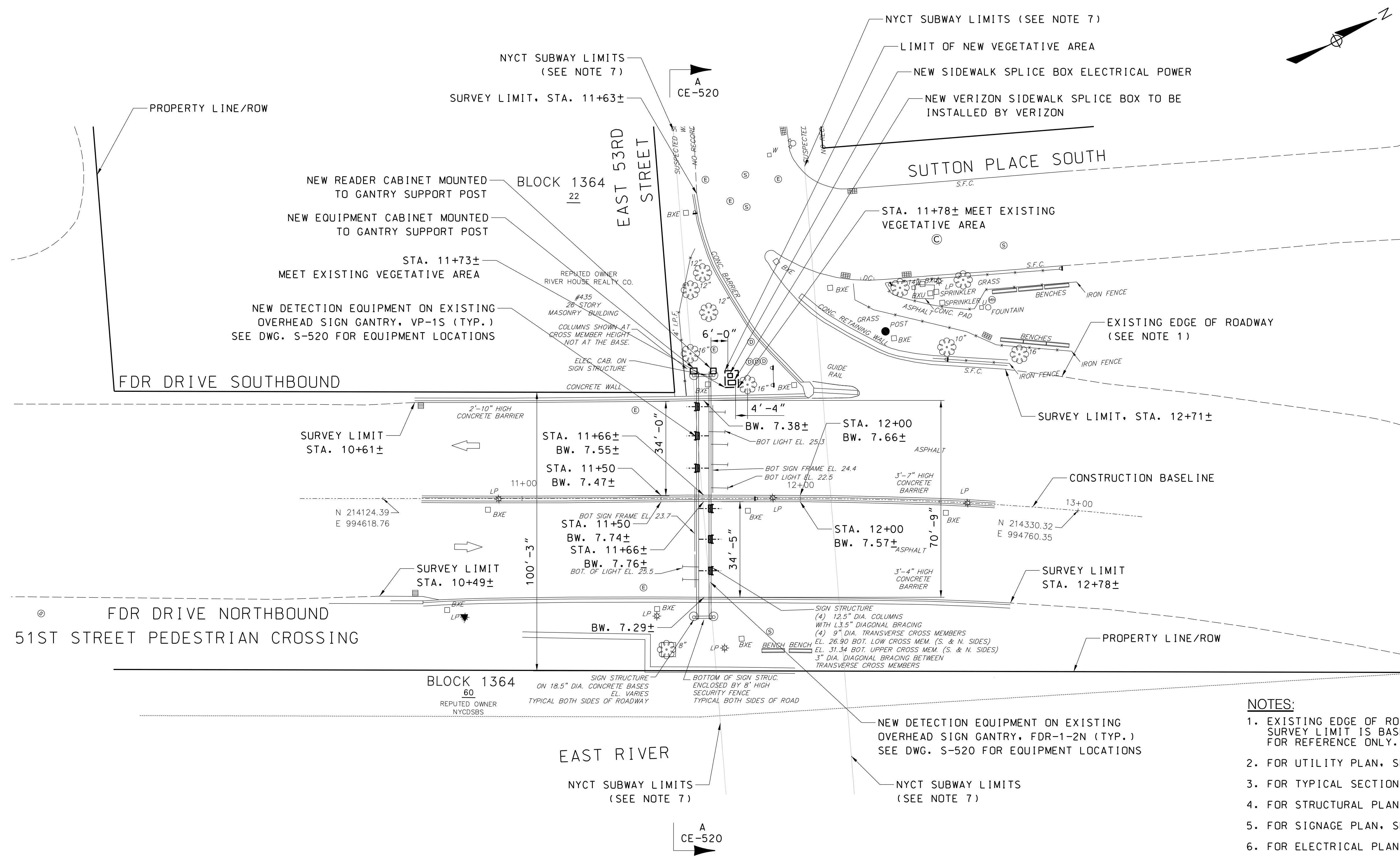
FDR Drive Northbound and Southbound at Old Slip



- NOTES:**
- EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-600.
 - FOR TYPICAL SECTIONS, SEE DWGS. CE-600 AND CE-601.
 - FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-600.
 - FOR SIGNAGE PLAN, SEE DWG. T-527.
 - FOR ELECTRICAL PLAN, SEE EP-600.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.

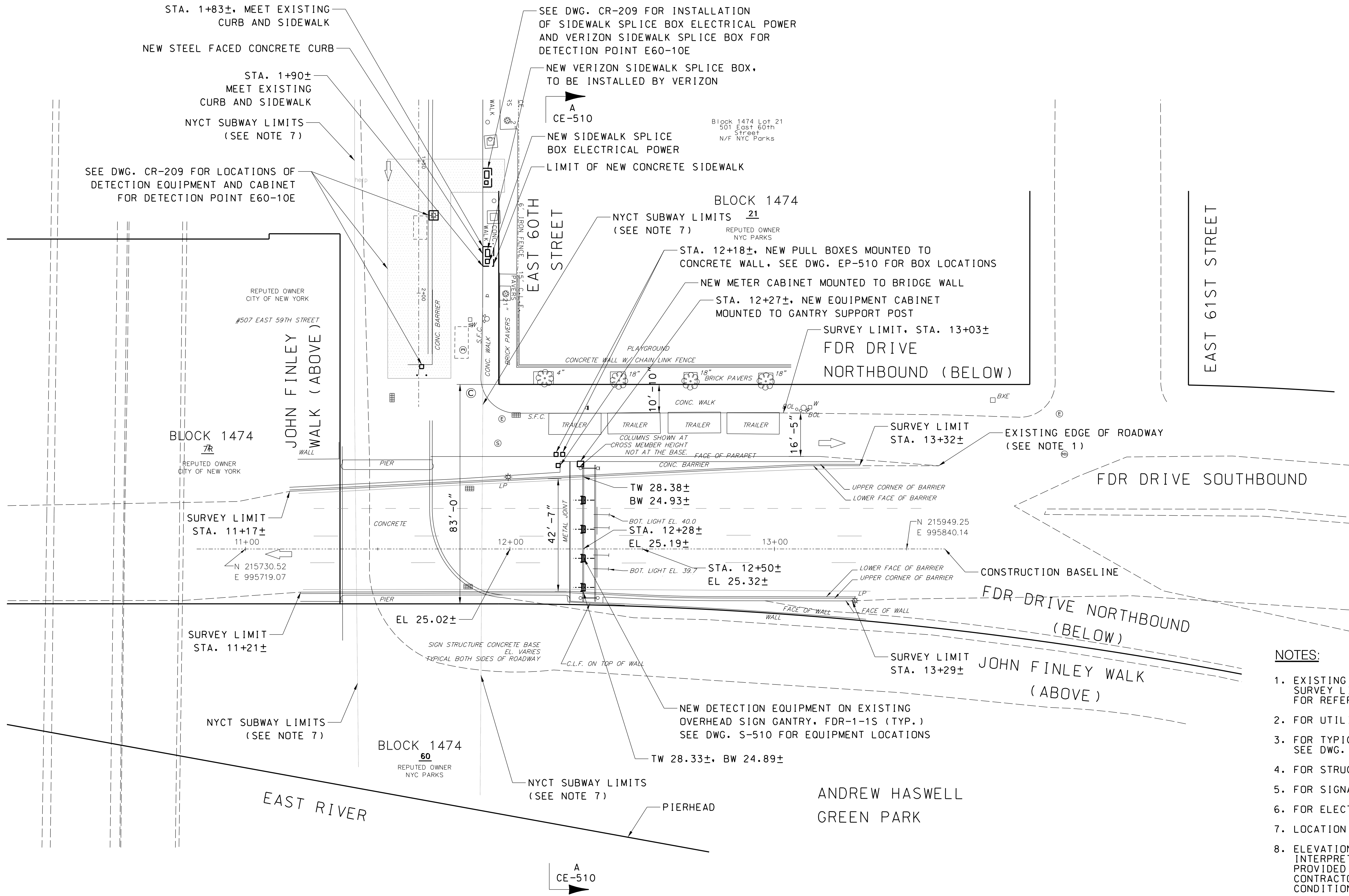
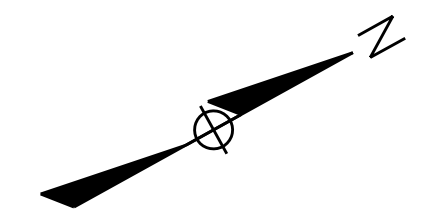


FDR Drive at East 25th Street

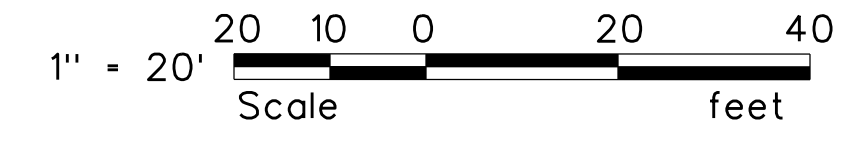


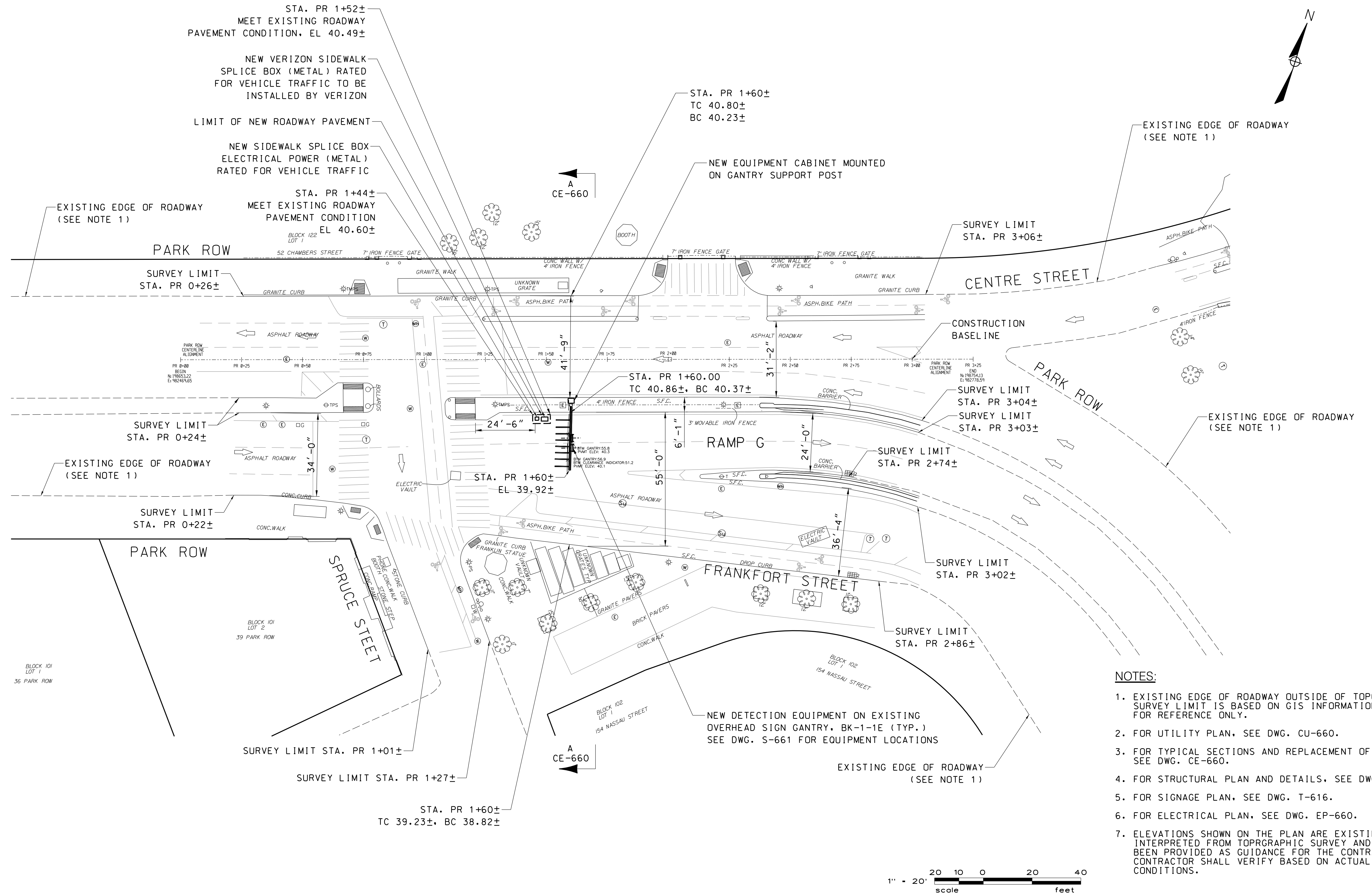
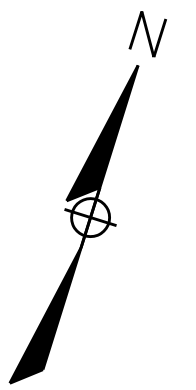
- NOTES:**
- EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-520.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-520.
 - FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-520.
 - FOR SIGNAGE PLAN, SEE DWG. T-534.
 - FOR ELECTRICAL PLAN, SEE DWG. EP-520.
 - LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.

FDR Drive Northbound and Southbound at East 53rd Street

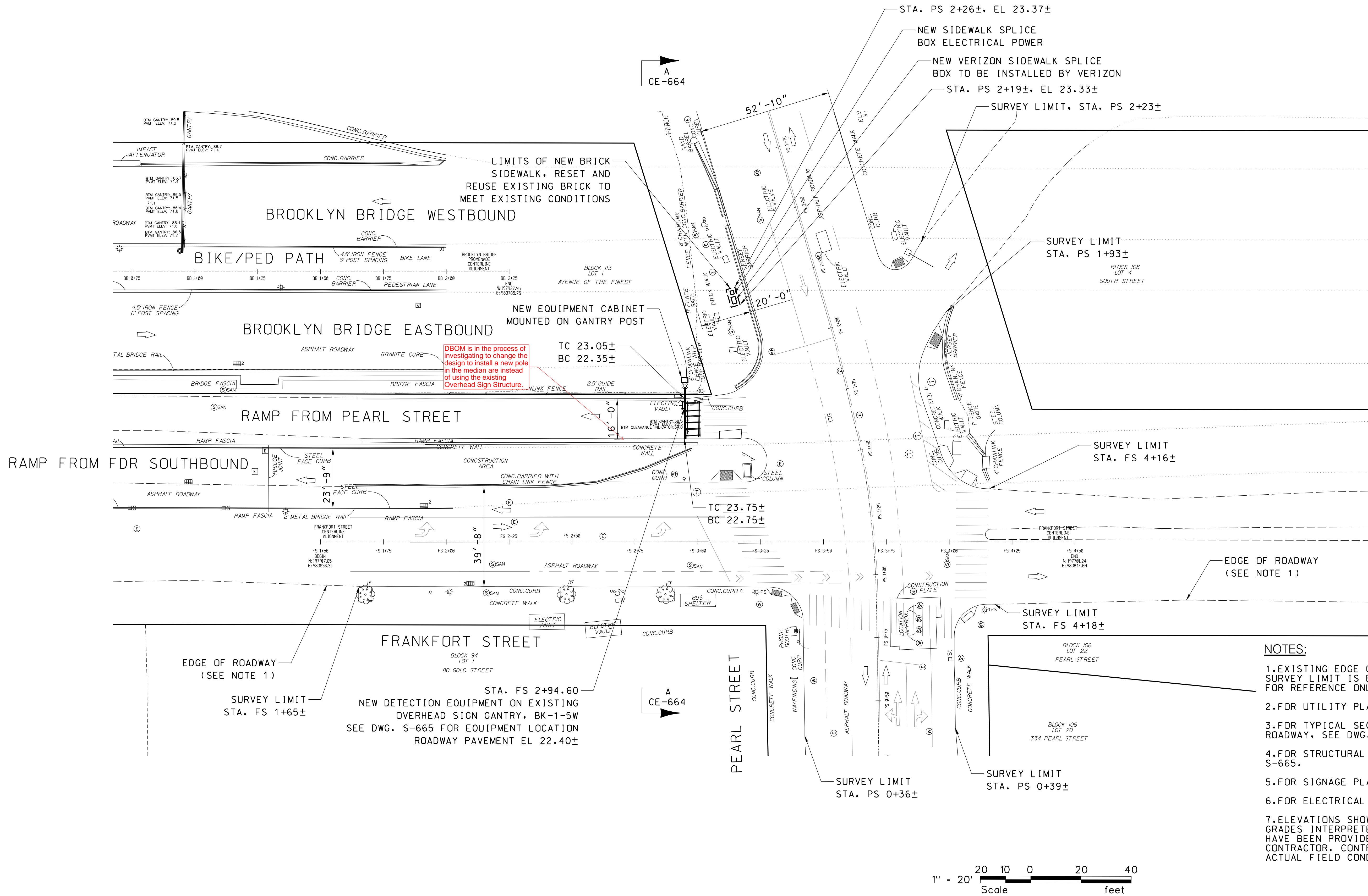
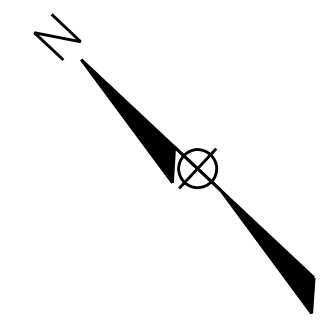


- NOTES:**
- EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-510.
 - FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-510.
 - FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-510.
 - FOR SIGNAGE PLAN, SEE DWG. T-535.
 - FOR ELECTRICAL PLAN, SEE DWG. EP-510.
 - LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.





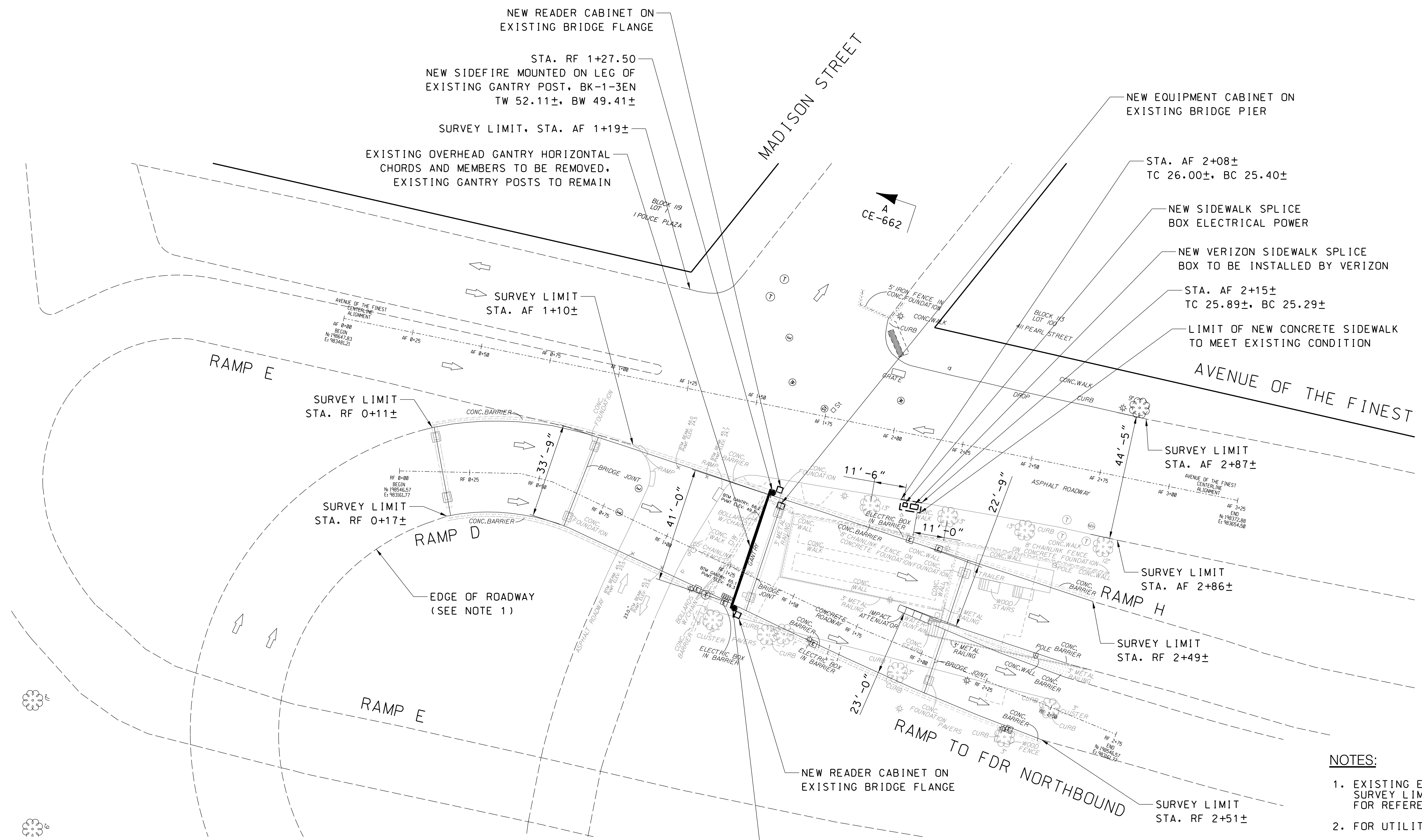
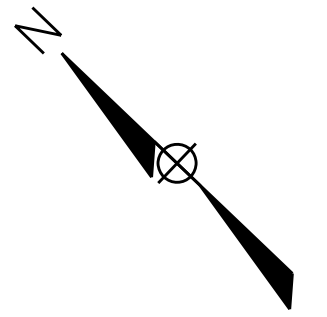
- NOTES:**
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-660.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-660.
 4. FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-661.
 5. FOR SIGNAGE PLAN, SEE DWG. T-616.
 6. FOR ELECTRICAL PLAN, SEE DWG. EP-660.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.



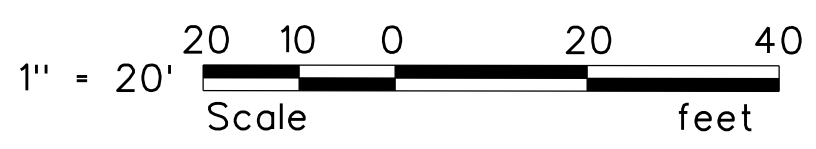
DBOM is in the process of investigating to change the design to install a new pole in the median area instead of using the existing Overhead Sign Structure.

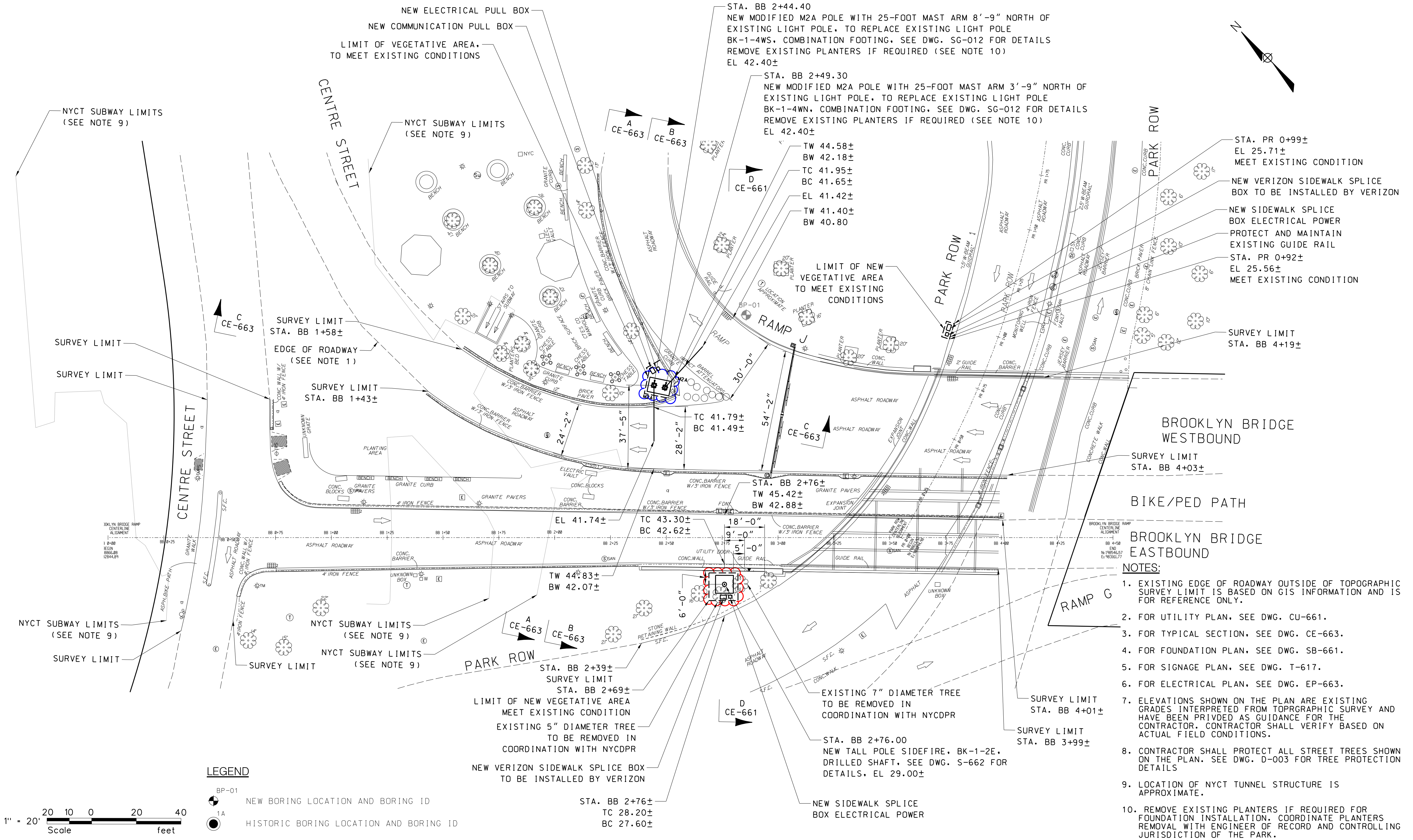
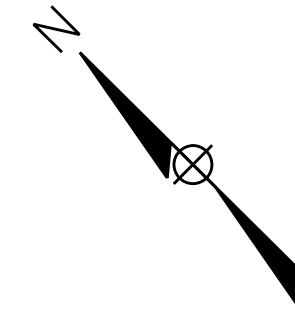
- NOTES:**
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-663.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-664.
 4. FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-665.
 5. FOR SIGNAGE PLAN, SEE DWGS. T-619.
 6. FOR ELECTRICAL PLAN, SEE DWG. EP-664.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.

Brooklyn Bridge Ramp at Pearl Street



- NOTES:**
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-662.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWG. CE-662.
 4. FOR STRUCTURAL PLAN AND DETAILS, SEE DWG. S-663.
 5. FOR SIGNAGE PLAN, SEE DWGS. T-618.
 6. FOR ELECTRICAL PLAN, SEE DWG. EP-662.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.



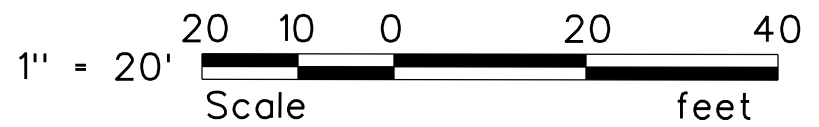


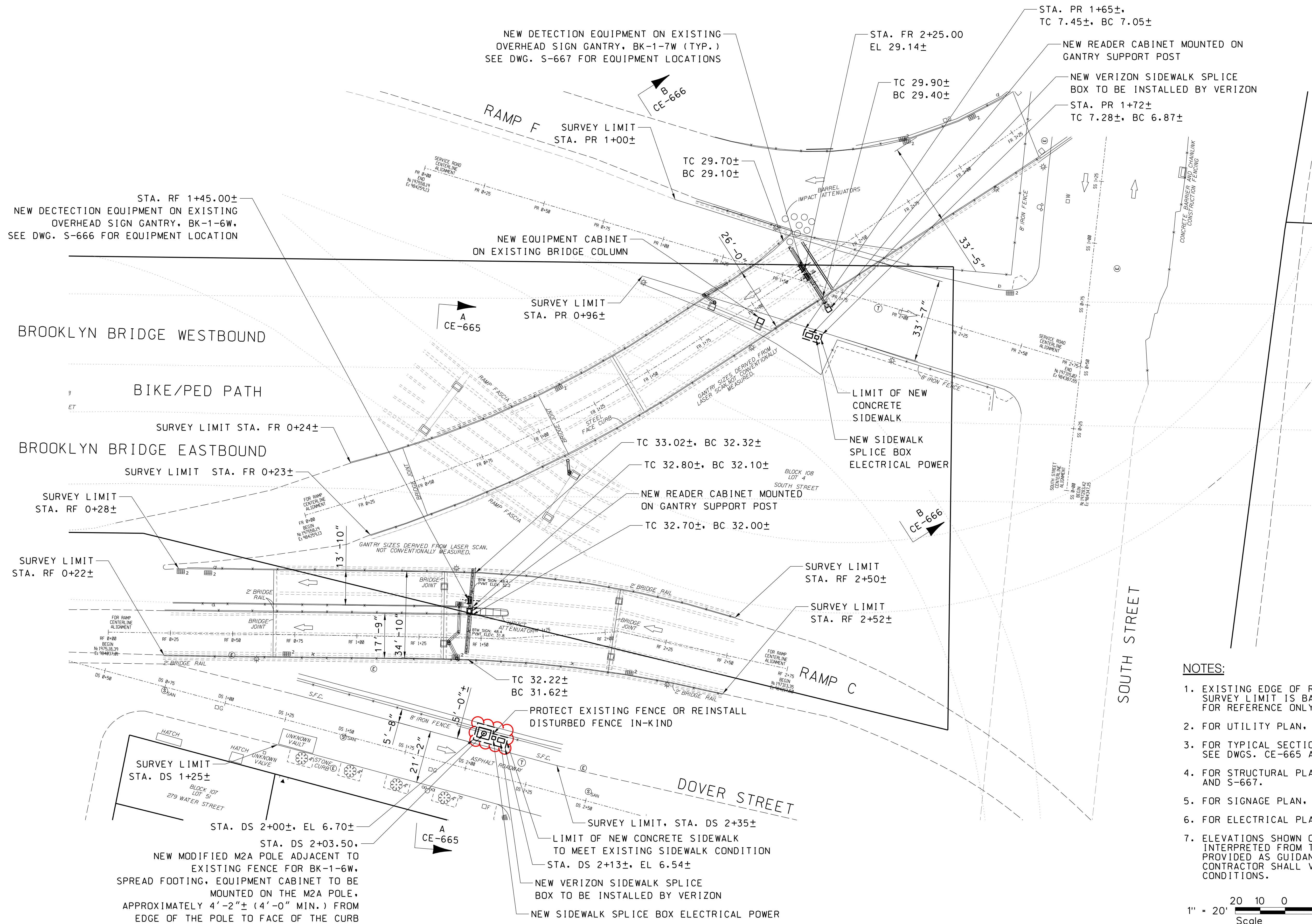
- STA. PR 0+99±
EL 25.71±
MEET EXISTING CONDITION
- NEW VERIZON SIDEWALK SPLICE BOX TO BE INSTALLED BY VERIZON
- NEW SIDEWALK SPLICE BOX ELECTRICAL POWER PROTECT AND MAINTAIN EXISTING GUIDE RAIL
- STA. PR 0+92±
EL 25.56±
MEET EXISTING CONDITION
- SURVEY LIMIT STA. BB 4+19±

- NOTES:**
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-661.
 3. FOR TYPICAL SECTION, SEE DWG. CE-663.
 4. FOR FOUNDATION PLAN, SEE DWG. SB-661.
 5. FOR SIGNAGE PLAN, SEE DWG. T-617.
 6. FOR ELECTRICAL PLAN, SEE DWG. EP-663.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
 8. CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS
 9. LOCATION OF NYCT TUNNEL STRUCTURE IS APPROXIMATE.
 10. REMOVE EXISTING PLANTERS IF REQUIRED FOR FOUNDATION INSTALLATION. COORDINATE PLANTERS REMOVAL WITH ENGINEER OF RECORD AND CONTROLLING JURISDICTION OF THE PARK.

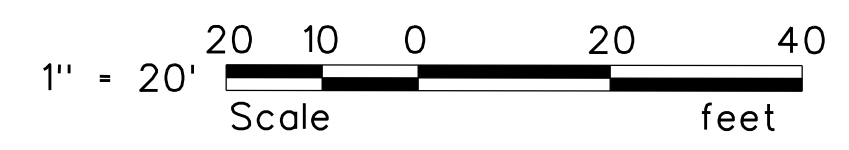
LEGEND

- BP-01 NEW BORING LOCATION AND BORING ID
- 1A HISTORIC BORING LOCATION AND BORING ID

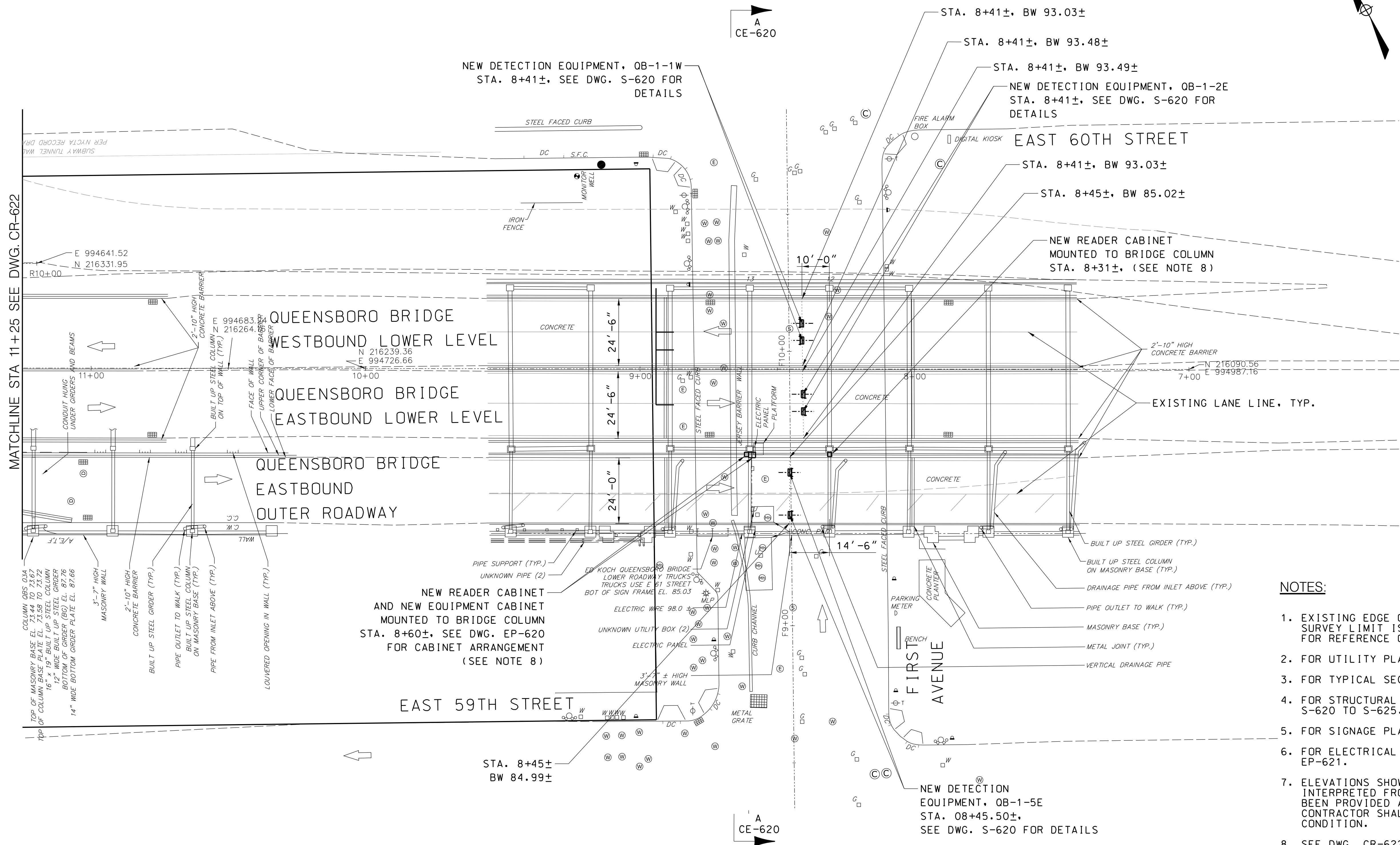
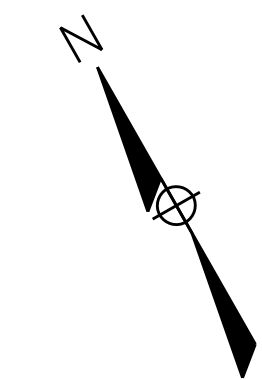




- NOTES:**
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 2. FOR UTILITY PLAN, SEE DWG. CU-664.
 3. FOR TYPICAL SECTIONS AND REPLACEMENT OF ROADWAY, SEE DWGS. CE-665 AND CE-666.
 4. FOR STRUCTURAL PLANS AND DETAILS, SEE DWGS. S-666 AND S-667.
 5. FOR SIGNAGE PLAN, SEE DWGS. T-620.
 6. FOR ELECTRICAL PLANS, SEE DWGS. EP-665 AND EP-666.
 7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.

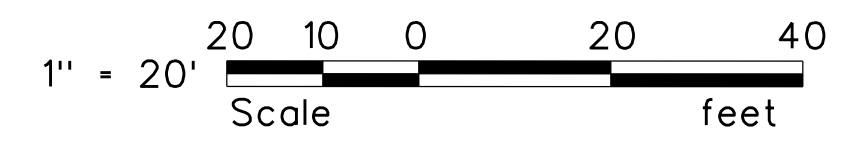


Brooklyn Bridge Ramps Near South Street

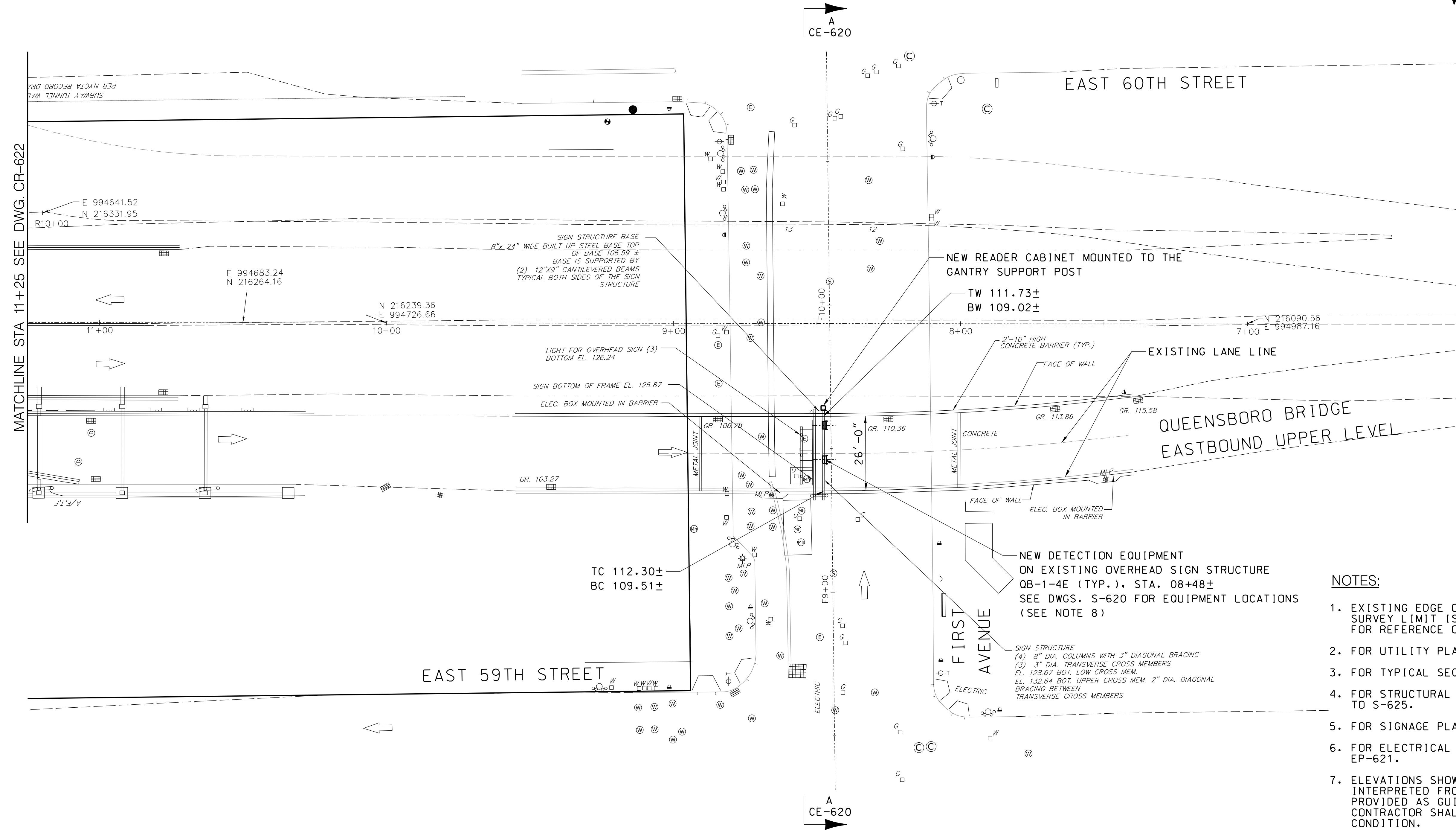
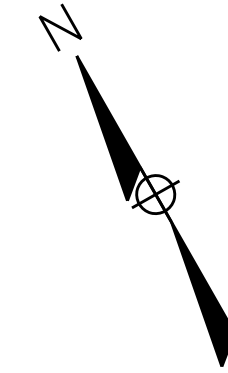


NOTES:

1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-620.
3. FOR TYPICAL SECTION, SEE DWG. CE-620.
4. FOR STRUCTURAL PLANS AND DETAILS, SEE DWGS. S-620 TO S-625.
5. FOR SIGNAGE PLANS, SEE DWGS. T-601 TO T-604.
6. FOR ELECTRICAL PLAN, SEE DWGS. EP-620 AND EP-621.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
8. SEE DWG. CR-622 FOR LOCATIONS OF SIDEWALK SPLICE BOX ELECTRICAL POWER AND VERIZON SIDEWALK SPLICE BOX.

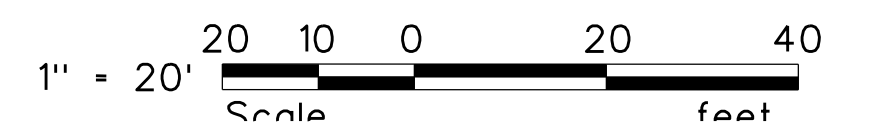


Queensboro Bridge Lower Level Between East 59th Street and East 60th Street at First Avenue

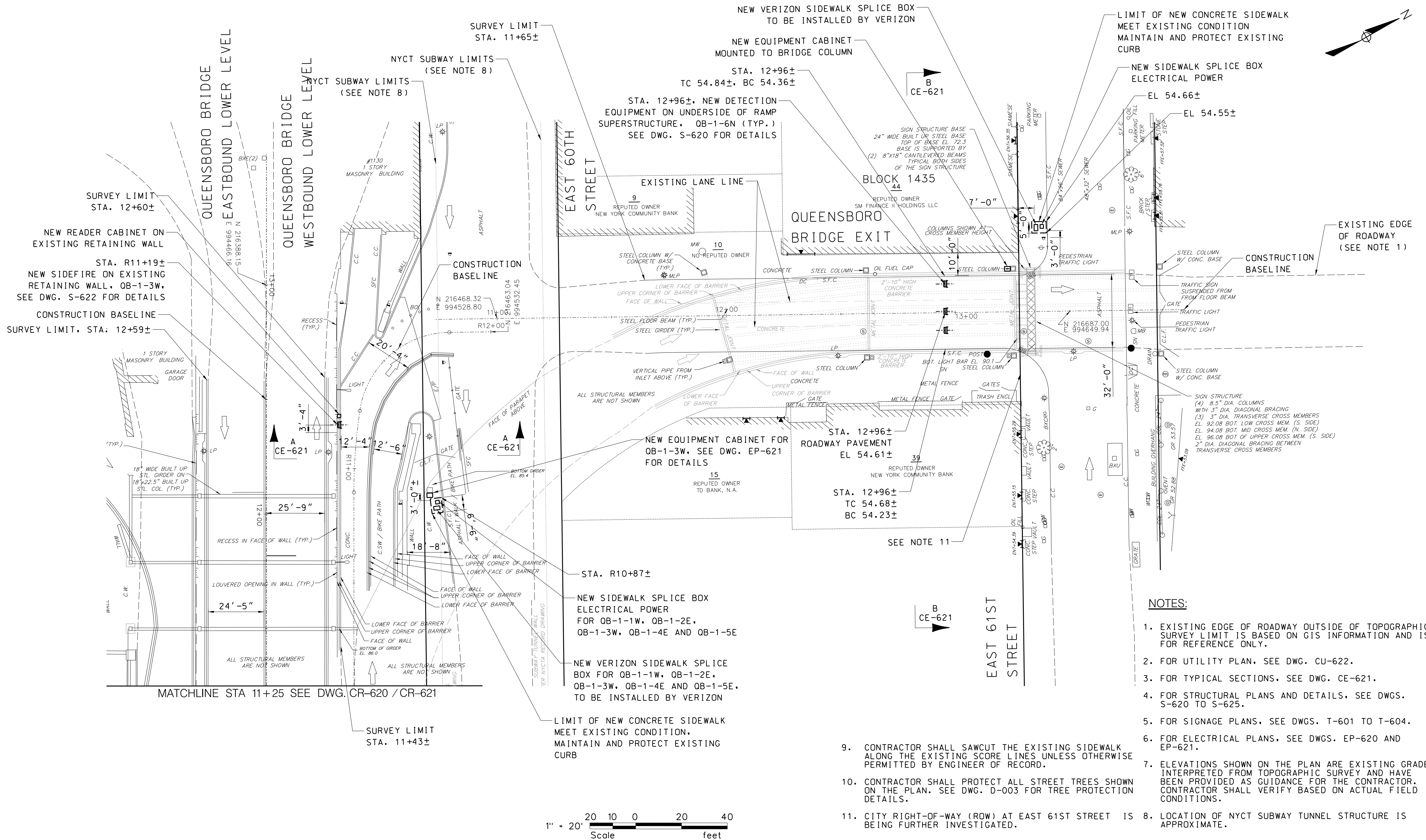
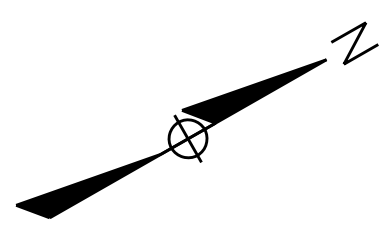


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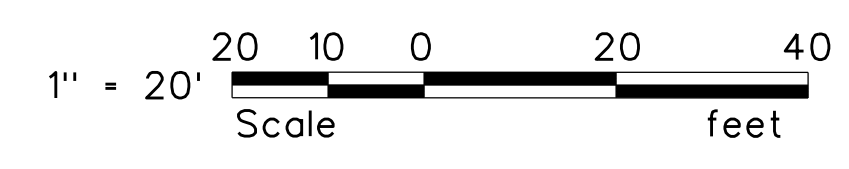
1. EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
2. FOR UTILITY PLAN, SEE DWG. CU-621.
3. FOR TYPICAL SECTIONS, SEE DWG. CE-620.
4. FOR STRUCTURAL PLAN AND DETAILS, SEE DWGS. S-620 TO S-625.
5. FOR SIGNAGE PLANS, SEE DWGS. T-601 TO T-604.
6. FOR ELECTRICAL PLANS, SEE DWGS. EP-620 AND EP-621.
7. ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITION.
8. SEE DWG. CR-622 FOR LOCATIONS OF SIDEWALK SPLICE BOX ELECTRICAL POWER AND VERIZON SIDEWALK SPLICE BOX.

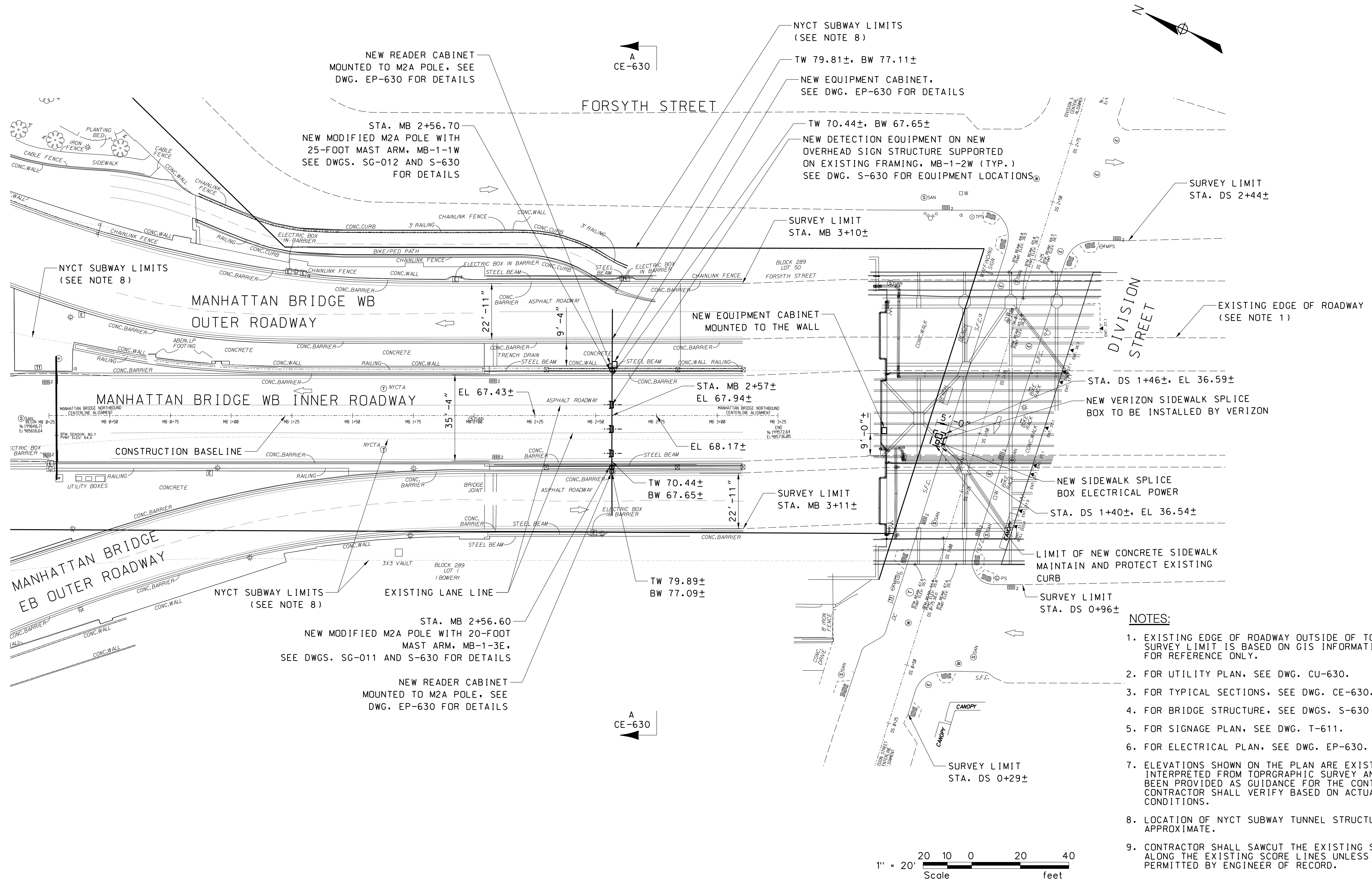


Queensboro Bridge Upper Level Between East 59th Street and East 60th Street at First Avenue

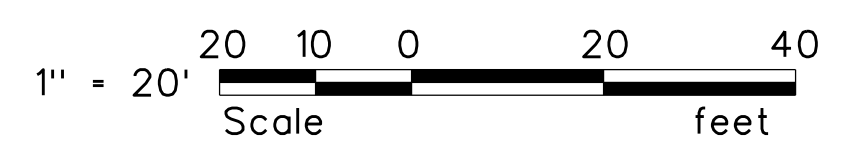


- NOTES:**
- EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-622.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-621.
 - FOR STRUCTURAL PLANS AND DETAILS, SEE DWGS. S-620 TO S-625.
 - FOR SIGNAGE PLANS, SEE DWGS. T-601 TO T-604.
 - FOR ELECTRICAL PLANS, SEE DWGS. EP-620 AND EP-621.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
 - LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.
 - CONTRACTOR SHALL PROTECT ALL STREET TREES SHOWN ON THE PLAN. SEE DWG. D-003 FOR TREE PROTECTION DETAILS.
 - CITY RIGHT-OF-WAY (ROW) AT EAST 61ST STREET IS BEING FURTHER INVESTIGATED.

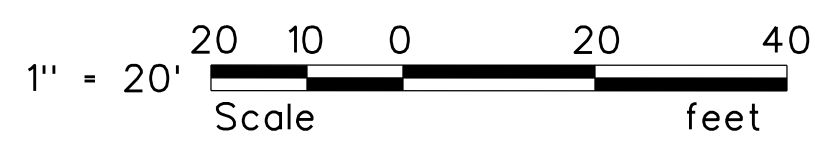
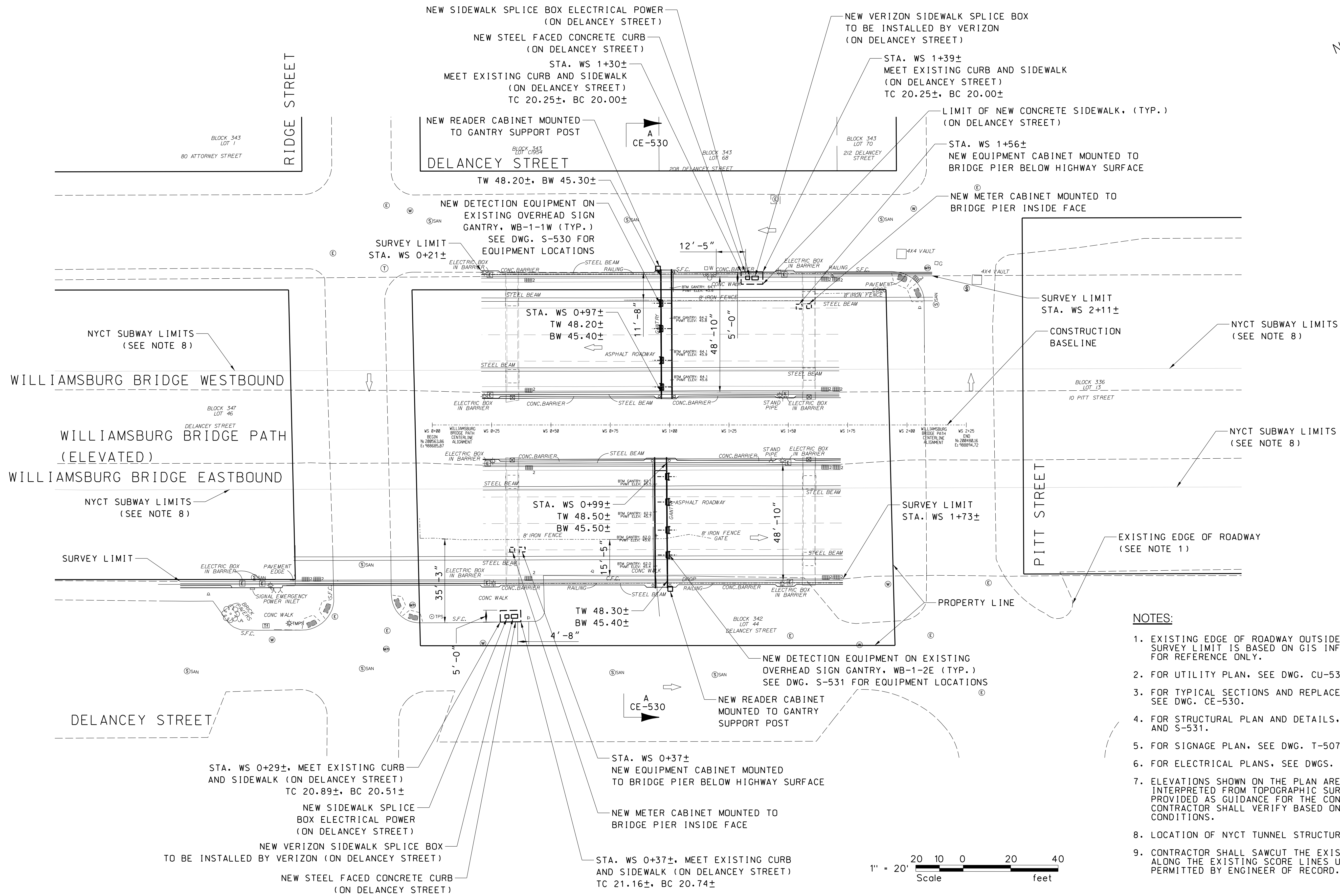
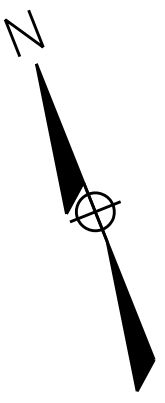




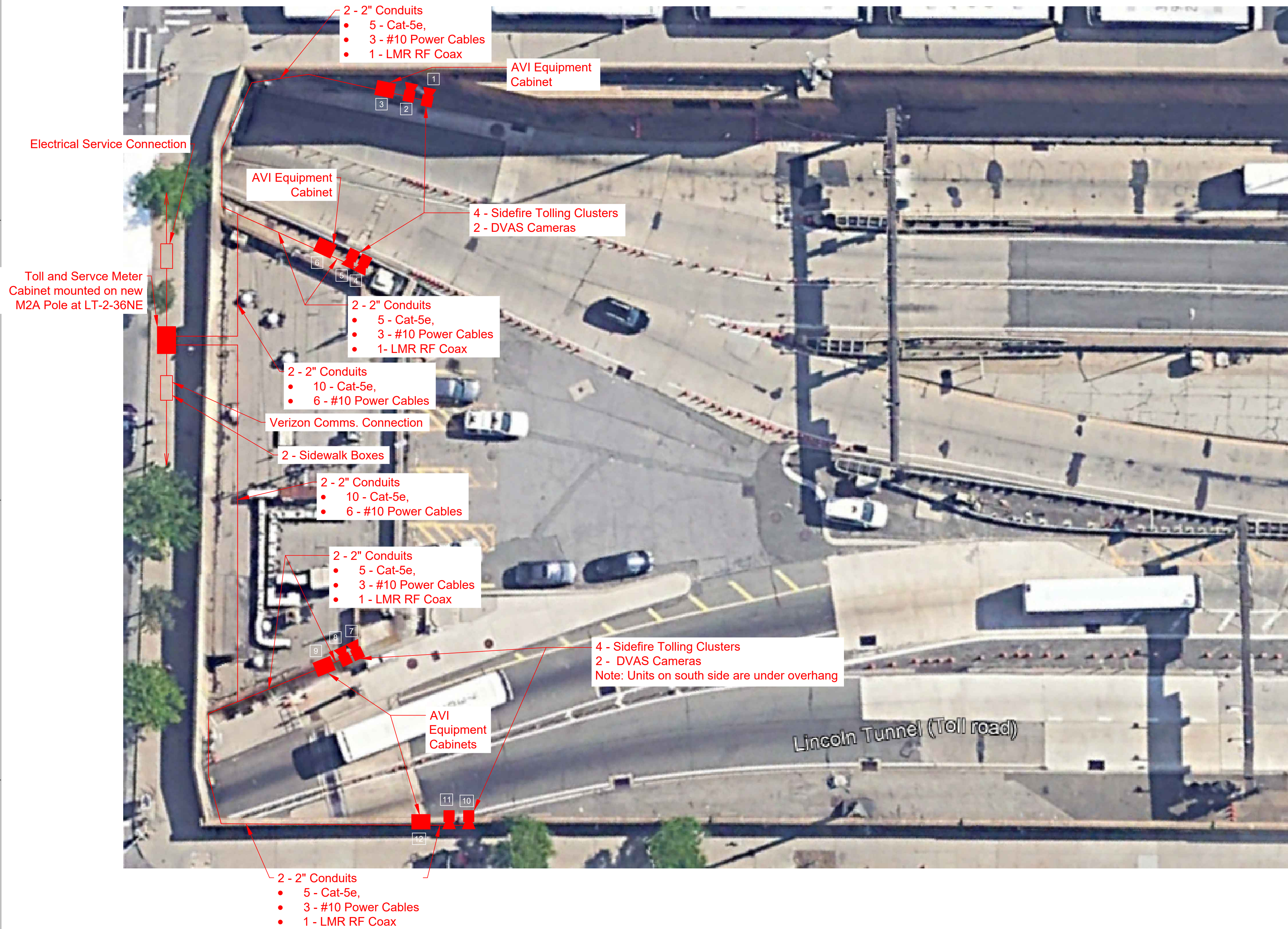
- NOTES:**
- EXISTING EDGE OF ROADWAY OUTSIDE OF TOPOGRAPHIC SURVEY LIMIT IS BASED ON GIS INFORMATION AND IS FOR REFERENCE ONLY.
 - FOR UTILITY PLAN, SEE DWG. CU-630.
 - FOR TYPICAL SECTIONS, SEE DWG. CE-630.
 - FOR BRIDGE STRUCTURE, SEE DWGS. S-630 AND S-631.
 - FOR SIGNAGE PLAN, SEE DWG. T-611.
 - FOR ELECTRICAL PLAN, SEE DWG. EP-630.
 - ELEVATIONS SHOWN ON THE PLAN ARE EXISTING GRADES INTERPRETED FROM TOPOGRAPHIC SURVEY AND HAVE BEEN PROVIDED AS GUIDANCE FOR THE CONTRACTOR. CONTRACTOR SHALL VERIFY BASED ON ACTUAL FIELD CONDITIONS.
 - LOCATION OF NYCT SUBWAY TUNNEL STRUCTURE IS APPROXIMATE.
 - CONTRACTOR SHALL SAWCUT THE EXISTING SIDEWALK ALONG THE EXISTING SCORE LINES UNLESS OTHERWISE PERMITTED BY ENGINEER OF RECORD.



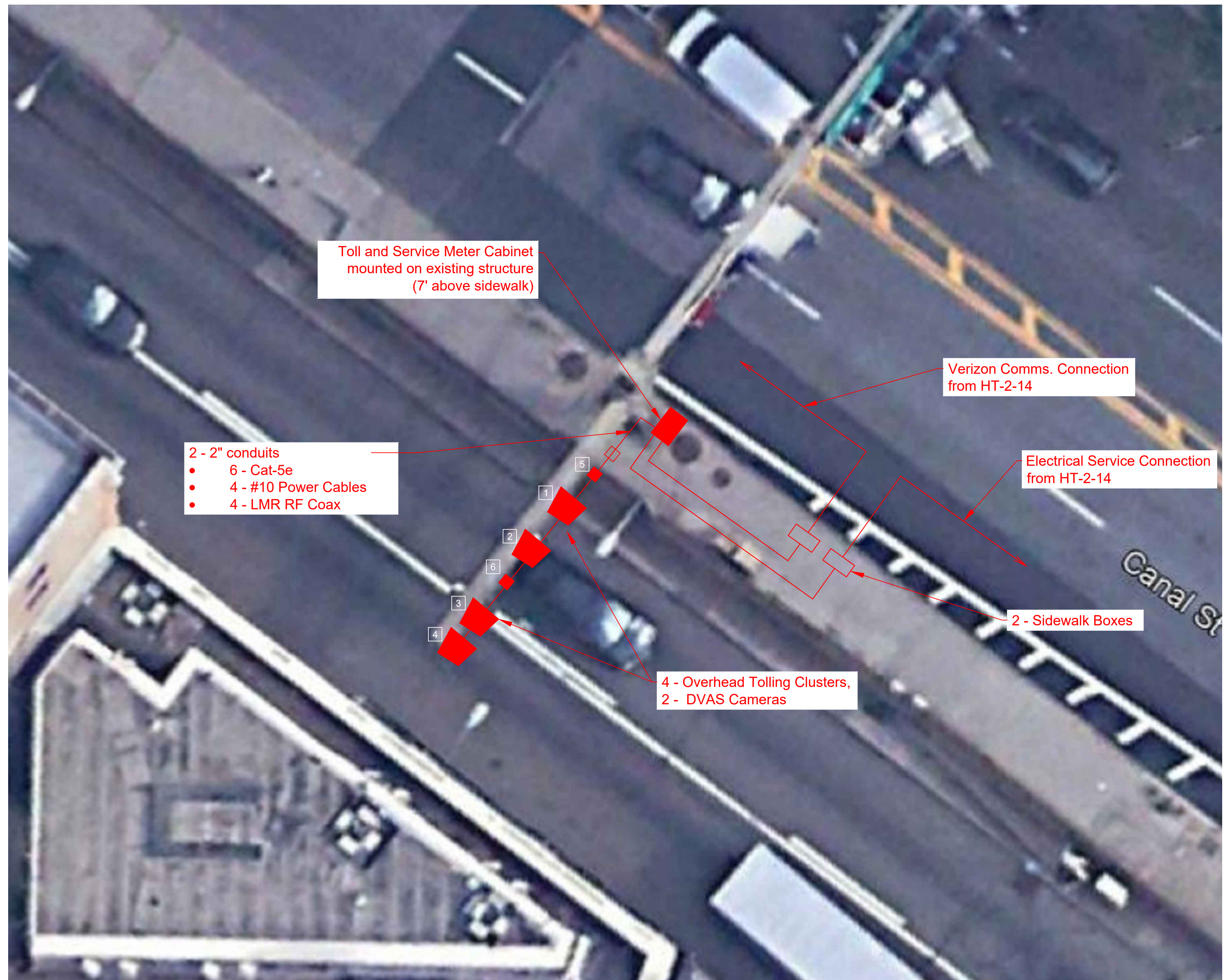
Manhattan Bridge at Division Street

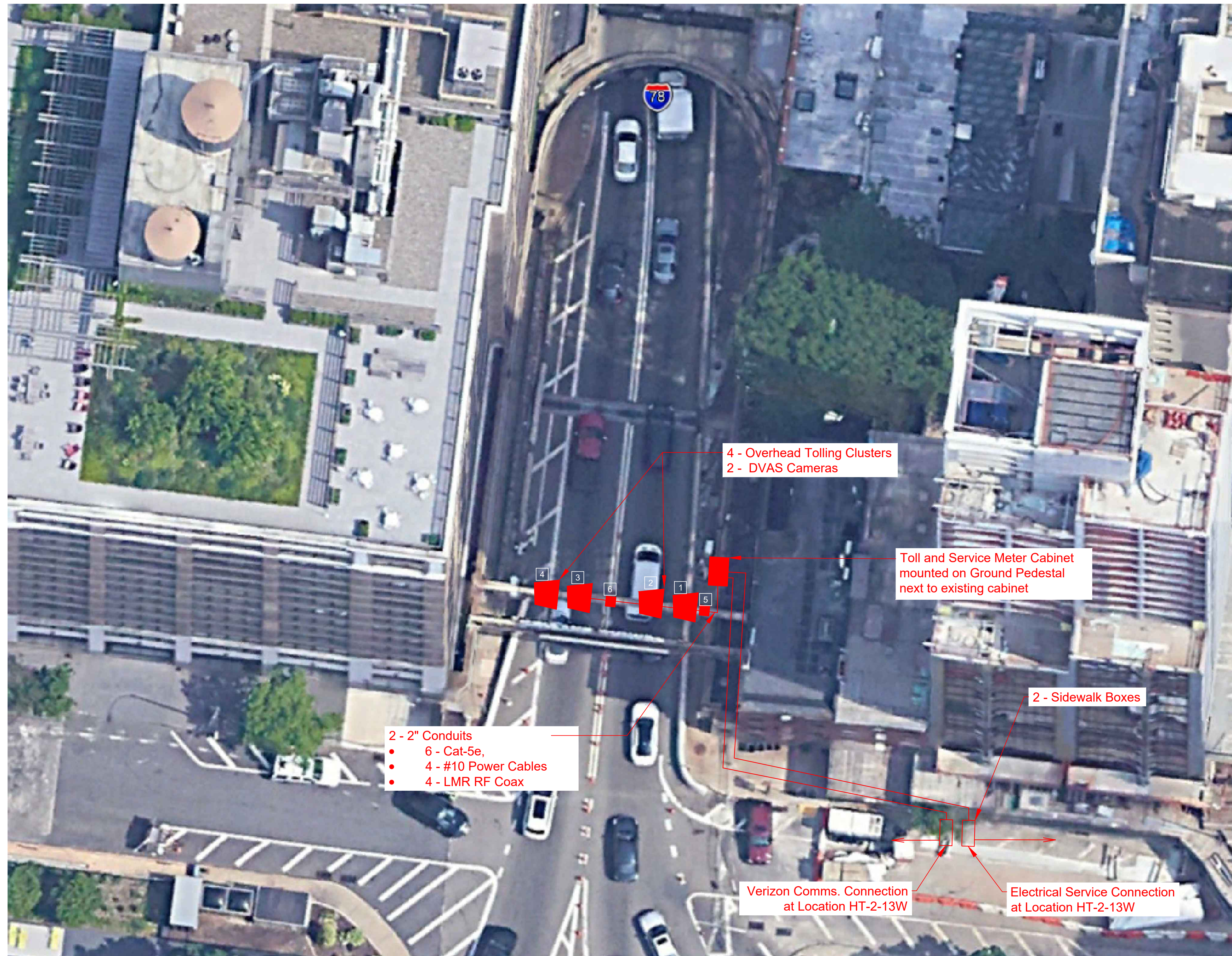


Williamsburg Bridge between Ridge Street and Pitt Street









Holland Tunnel: Out-Bound Tube

Attachment 4: Correspondence

LIST OF CORRESPONDENCE

As of June 17, 2022

- Letter of September 24, 2021 from NYSDOT to SHPO initiating consultation and providing list of potential Consulting Parties
- Letters sent from NYSDOT to potential Consulting Parties dated September 30 and October 1, 2021 inviting participation as Section 106 Consulting Party
- Letters sent from FHWA to Tribal Nations on October 6 and October 12, 2021 initiating consultation
- Response from Stockbridge-Munsee Mohican Tribal Historic Preservation Extension Office dated October 13, 2021, indicating no concerns with the Project
- Letter of October 18, 2021 from SHPO to NYSDOT responding to September 24, 2021 initiation letter
- Letter from NYSDOT to FHWA of October 21, 2021 advising on status of Consulting Parties
- Transmittals of the *Cultural Resources Screening Report* to SHPO and Tribal Nations, dated October 28, 2021, from NYSDOT and FHWA.
- Letter from FHWA to NYSDOT of November 12, 2021 approving Section 106 Consulting Parties
- Letters from NYSDOT to Consulting Parties of November 22, 2021 transmitting FHWA approval letter of November 12, 2021 and inviting Consulting Parties to participate in a virtual meeting on December 16, 2021
- Letter of November 22, 2021 from SHPO to NYSDOT providing comments on the *Cultural Resources Screening Report*
- Letter of December 6, 2021 from NYSDOT to SHPO providing additional information
- Transmittal of information to Consulting Parties by NYSDOT on December 23, 2021
- Letter of December 30, 2021 from SHPO to NYSDOT providing comments on the additional information in NYSDOT's December 6, 2021 submission
- New York Landmarks Conservancy comments, dated January 12, 2022
- New York City Department of Parks and Recreation comments, dated January 12, 2022
- New York City Landmarks Preservation Commission comments, dated January 13, 2022
- National Park Service comments, dated January 28, 2022
- SHPO request for information regarding Central Park West pole, dated March 9, 2022
- Transmittal of information to SHPO and National Park Service, dated March 16, 2022
- New York City Department of Parks and Recreation comments in response to March 16, 2022 submission, dated March 17, 2022
- National Park Service comments in response to March 16, 2022 submission, dated March 30, 2022

- Letter of March 31, 2022 from SHPO to NYSDOT in response to March 16, 2022 submission
- New York City Department of Parks and Recreation comments, dated April 1, 2022
- Letters from NYSDOT to Consulting Parties of April 12, 2022 transmitting the Draft (Proposed Final) Finding Documentation for review and comment
- Letters from FHWA to Tribal Nations of April 13, 2022 transmitting the Draft (Proposed Final) Finding Documentation for review and comment
- Letter of April 18, 2022 from SHPO to NYSDOT concurring with the recommended No Adverse effect finding
- Comments from the New York City Department of Parks and Recreation on the Draft (Proposed Final) Finding Documentation, dated April 29, 2022
- Letter of May 19, 2022 from the National Park Service to NYSDOT concurring with the No Adverse Effect finding and providing additional comments
- Letters from FHWA to Tribal Nations of May 31, 2022 transmitting information regarding signage on two replacement poles in Central Park
- Response from Stockbridge-Munsee Mohican Tribal Historic Preservation Extension Office dated June 1, 2022 concurring with SHPO's finding of No Adverse Effect
- Letters from NYSDOT to Consulting Parties of June 3, 2022 transmitting information regarding signage on two replacement poles in Central Park
- New York City Department of Parks and Recreation comments, requesting that the backs of the tolling signs in Central Park be painted the same color as the pole and equipment so it will blend in better with the park landscape, dated June 10, 2022
- Letter of June 16, 2022 from SHPO to NYSDOT indicating concurrence with finding of No Adverse Effect provided that the back sides of the tolling signage in Central Park are finished to match the pole and tolling infrastructure, as requested by NYC Parks
- New York City Landmarks Preservation Commission comments, indicating concurrence with the SHPO finding dated 6/16/22 of no Adverse Effect, dated June 17, 2022
- National Park Service comments, indicating support for the Finding Documentation to continue to recommend a no adverse effect determination for the project, dated June 17, 2022



September 24, 2021

Upload via CRIS

R. Daniel Mackay
Deputy Commissioner for Historic Preservation
Deputy State Historic Preservation Officer
New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
P.O. Box 189
Waterford, NY 12188-0189

Re: ***Initiation of Section 106 Consultation***
Manhattan Central Business District (CBD) Tolling Program

Dear Mr. Mackay,

On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is initiating consultation with the New York State Historic Preservation Office (SHPO) for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project), in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations at 36 CFR 800: *Protection of Historic Properties* (Section 106).

The FHWA, in cooperation with the Triborough Bridge and Tunnel Authority (TBTA) — an affiliate of the Metropolitan Transportation Authority (MTA) — and the NYSDOT and New York City Department of Transportation (NYCDOT) (collectively, the Project Sponsors), will prepare an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969 to analyze the potential effects of the CBD Tolling Program. The Environmental Assessment will analyze the potential effects of implementing this Project.

The local study area for the CBD Tolling Program includes Manhattan from the Battery to (and including) 60th Street (see attached map). This area encompasses the tolling zone as defined by New York State's MTA Reform and Traffic Mobility Act. The Project purpose is to reduce traffic congestion in the Manhattan CBD in a manner that will generate revenue for future transportation improvements, pursuant to acceptance into the FHWA's Value Pricing Pilot Program (VPPP). The Project would address the following needs:

- Reduce vehicle congestion in the Manhattan CBD.
- Create a new local, recurring funding source for MTA's capital projects.

Additional information on the Project is available on the Project website: <https://new.mta.info/project/CBDTP>.

Enclosed is a list of potential Consulting Parties for your review. Those on the list will be invited to be Consulting Parties.

Based on the project location within their identified areas of interest for Section 106 consultation, the Delaware Nation, the Delaware Tribe, the Shinnecock Indian Nation, and the Stockbridge-Munsee Community Band of Mohican Indians will also be notified of this Project under separate cover, to initiate consultation in coordination with the FHWA.

If you have any questions or need additional information about this undertaking, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

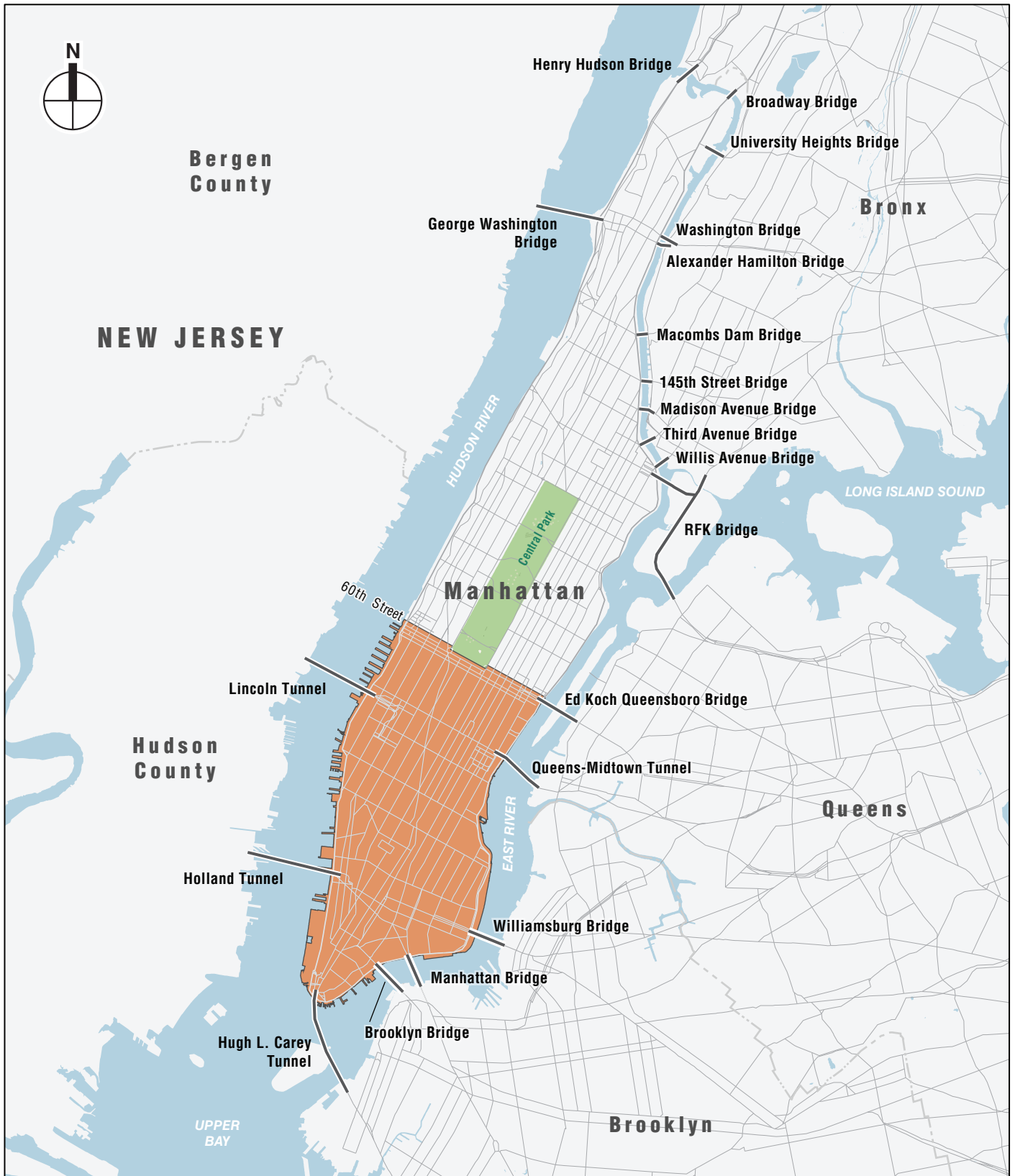
Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

Encl: Project Location Map
Invited Potential Section 106 Consulting Parties

cc: R. Davies, FHWA
A. Price, FHWA
R. Epstein, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT



 *Manhattan Central Business District (CBD)*

0 2 MILES

CBD Tolling Program

Invited Potential Section 106 Consulting Parties

Last Name	First Name	Title	Organization	Email	Address	phone
Eberle	Mark	Resource Planning Specialist/External Review Coordinator	National Park Service	mark_eberle@nps.gov	Interior Region 1, North Atlantic-Appalachian 1234 Market Street, 20th Floor Philadelphia, PA 19107	215-597-1258
Goldwyn	Andrea	Director, Public Policy	New York Landmarks Conservancy	andreagoldwyn@nylandmarks.org	One Whitehall Street, New York, NY 10004	212-995-5260
Murphy	Mary K.	Director of Planning and Regional Development	Port Authority of New York and New Jersey	mkmurphy@panynj.gov	4 World Trade Center 150 Greenwich Street, 16th Floor New York, NY 10007	212-435-4437
Nelson	Margaret	Acting Commissioner	New York City Parks		The Arsenal, Central Park, 830 Fifth Avenue, New York, NY 10065	212-360-1305
Santucci	Gina	Director of Environmental Review	New York City Landmarks Preservation Commission	gsantucci@lpc.nyc.gov	1 Centre St, #9N, New York, NY 10007	212-669-7822
Smith	Elizabeth W.	President & CEO	Central Park Conservancy		14 East 60th Street, New York, NY 10022	212-310-6600



September 30, 2021

[Name]
[Company]
[Address]
[City, State, Zip]

Re: Section 106 Consulting Party Status
Manhattan Central Business District (CBD) Tolling Program

Dear _____,

The Federal Highway Administration (FHWA) in cooperation with the Triborough Bridge and Tunnel Authority (TBTA)—an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT) (collectively the Project Sponsors) will prepare an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969 to analyze the potential effects of the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project). The Environmental Assessment will analyze the potential effects of implementing this Project. Additional information on the Project is available on the project website: <https://new.mta.info/project/CBDTP>.

The Environmental Assessment for the CBD Tolling Program will serve as the basis for the FHWA, as the lead federal agency, to issue its environmental findings under NEPA and will also comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA), as amended, and other applicable federal laws, rules, and regulations.

Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on historic properties that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process (36 CFR Part 800) involves consultation among the Federal agency (FHWA), the State Historic Preservation Office (SHPO), Tribal Nations, and other Consulting Parties to consider measures to avoid, minimize or mitigate any adverse effects on identified historic properties. Consulting Parties are identified based on the nature of their legal or economic relation to the federal undertaking or affected properties, or their concern with the undertaking's effects on historic properties.

Based on these criteria, on behalf of FHWA, NYSDOT would like to invite you to participate as a Section 106 Consulting Party. The enclosed brochure, "*Protecting Historic Properties: A Citizen's Guide to Section 106 Review*," Advisory Council on

Historic Preservation, provides additional information. The brochure can also be accessed online at:

<https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review>

If you are interested in Consulting Party status, please contact Lori Blair at lori.blair@dot.ny.gov or 518-485-5632 by October 15, 2021. If we do not hear from you, we will advise FHWA that you did not wish to participate as a Consulting Party.

If you do accept this invitation to serve as a Consulting Party, we will reach out to you after October 15 to schedule a Consulting Parties meeting. We anticipate holding a webinar with the Consulting Parties in November 2021.

Sincerely,

Catherine Leslie
Director, EIS & Special Projects Bureau

Encls: Project Location

“Protecting Historic Properties: A Citizen’s Guide to Section 106 Review,” Advisory Council on Historic Preservation

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
R. Epstein, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



October 1, 2021

[Name]
[Company]
[Address]
[City, State, Zip]

Re: Section 106 Consulting Party Status
Manhattan Central Business District (CBD) Tolling Program

Dear _____,

The Federal Highway Administration (FHWA) in cooperation with the Triborough Bridge and Tunnel Authority (TBTA)—an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT) (collectively the Project Sponsors) will prepare an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969 to analyze the potential effects of the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project). The Environmental Assessment will analyze the potential effects of implementing this Project. Additional information on the Project is available on the project website: <https://new.mta.info/project/CBDTP>.

The Environmental Assessment for the CBD Tolling Program will serve as the basis for the FHWA, as the lead federal agency, to issue its environmental findings under NEPA and will also comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA), as amended, and other applicable federal laws, rules, and regulations.

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Based on these criteria, on behalf of FHWA, NYSDOT would like to invite you to participate as a Section 106 Consulting Party. The enclosed brochure, "*Protecting Historic Properties: A Citizen's Guide to Section 106 Review*," Advisory Council on Historic Preservation, provides additional information. The brochure can also be accessed online at:

<https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review>

If you are interested in Consulting Party status, please contact Lori Blair at lori.blair@dot.ny.gov or 518-485-5632 by October 15, 2021. If we do not hear from you, we will advise FHWA that you did not wish to participate as a Consulting Party.

If you do accept this invitation to serve as a Consulting Party, we will reach out to you after October 15 to schedule a Consulting Parties meeting. We anticipate holding a webinar with the Consulting Parties in November 2021.

Sincerely,

Catherine Leslie
Director, EIS & Special Projects Bureau

Encls: Project Location

"Protecting Historic Properties: A Citizen's Guide to Section 106 Review," Advisory Council on Historic Preservation

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
R. Epstein, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



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

New York Division

October 6, 2021

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
518-431-4121 (fax)
NewYork.fhwa@dot.gov

In Reply Refer To:
HPM-NY

Chairman Bryan Polite
Shinnecock Indian Nation
Shinnecock Indian Territory
P.O. Box 5006
Southampton, New York 11969-5006

SUBJECT: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project

Dear Chairman Polite:

The Federal Highway Administration (FHWA) would like to initiate consultation with the Shinnecock Indian Nation for the proposed Central Business District (CBD) Tolling Program, an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*. The CBD Tolling Program is located in Manhattan, New York County, New York. Attached, please find a map showing the location of the Project.

The Federal Highway Administration, in cooperation with the Triborough Bridge and Tunnel Authority (TBTA) - an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT) (collectively the Project Sponsors) will prepare an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969 for the CBD Tolling Program. The Environmental Assessment will analyze the potential effects of implementing the Project. Additional information on the Project is available on the project website: <https://new.mta.info/project/CBDTP>

The Environmental Assessment for the CBD Tolling Program will serve as the basis for the FHWA, as the lead federal agency, to issue its environmental findings under NEPA and will also comply with the requirements of Section 106 and other applicable federal laws, rules, and regulations.

We invite you to meet with representatives of the FHWA and the Project Sponsors to receive additional information about the Project, and to offer your views regarding the project location and potential to affect properties of religious and cultural significance to the Shinnecock Indian Nation. If you would like to meet with us to discuss the Project, please provide your availability

to meet between November 15, 2021 and November 30, 2021. We will contact you to set up a date and time.

If you have any questions or would like to request any further information, please contact me at 518-431-8858.

Sincerely,

Anna Price
Director Office of Program Management

Encl: Project Location Map

cc: D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT
Rick Marquis, FHWA, HDA-NY
Patricia Millington, FHWA, HEA-NY
Robert Davies, FHWA, HPD-NY
Melissa Toni, FHWA, HEA-NY



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

New York Division

October 12, 2021

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Nathan Allison
Tribal Historic Preservation Officer & Archaeologist
Stockbridge-Munsee Community Band of Mohican Indians
Stockbridge-Munsee Mohican Tribal Historic Preservation Extension Office
88 Spring Street
Williamstown, MA 01267

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project

Dear Mr. Allison:

The Federal Highway Administration (FHWA) would like to initiate consultation with the Stockbridge-Munsee Community Band of Mohican Indians for the proposed Central Business District (CBD) Tolling Program (CBD Tolling Program or the Project), an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*. The CBD Tolling Program is located in Manhattan, New York County, New York. Attached, please find a map showing the location of the Project.

The FHWA, in cooperation with the Triborough Bridge and Tunnel Authority (TBTA) - an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT) (collectively the Project Sponsors) will prepare an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969 for the CBD Tolling Program. The Environmental Assessment will analyze the potential effects of implementing the Project. Additional information on the Project is available on the project website: <https://new.mta.info/project/CBDTP>.

The Environmental Assessment for the CBD Tolling Program will serve as the basis for the FHWA, as the lead federal agency, to issue its environmental findings under NEPA and will also comply with the requirements of Section 106 and other applicable federal laws, rules, and regulations.

We invite you to meet with representatives of the FHWA and the Project Sponsors to receive additional information about the Project, and to offer your views regarding the project location

and potential to affect properties of religious and cultural significance to the Stockbridge-Munsee Community Band of Mohican Indians. If you would like to meet with us to discuss the Project, please provide your availability to meet between November 15, 2021 and November 30, 2021. We will contact you to set up a date and time.

If you have any questions or would like to request any further information, please contact me at (518)431-8858.

Sincerely,

Anna Price
Director of Program Management

Encl: Project Location Map

cc: Tricia Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT



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

New York Division

October 12, 2021

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Billie Anderson
TCNS Coordinator
Delaware Nation
31064 State Highway 281, PO Box 825
Anadarko, OK 73005

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project

Dear Ms. Anderson:

The Federal Highway Administration (FHWA) would like to initiate consultation with the Delaware Nation for the proposed Central Business District (CBD) Tolling Program (CBD Tolling Program or the Project), an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*. The CBD Tolling Program is located in Manhattan, New York County, New York. Attached, please find a map showing the location of the Project.

The FHWA, in cooperation with the Triborough Bridge and Tunnel Authority (TBTA) - an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT) (collectively the Project Sponsors) will prepare an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969 for the CBD Tolling Program. The Environmental Assessment will analyze the potential effects of implementing the Project. Additional information on the Project is available on the project website: <https://new.mta.info/project/CBDTP>.

The Environmental Assessment for the CBD Tolling Program will serve as the basis for the FHWA, as the lead federal agency, to issue its environmental findings under NEPA and will also comply with the requirements of Section 106 and other applicable federal laws, rules, and regulations.

We invite you to meet with representatives of the FHWA and the Project Sponsors to receive additional information about the Project, and to offer your views regarding the project location and potential to affect properties of religious and cultural significance to the

Delaware Nation. If you would like to meet with us to discuss the Project, please provide your availability to meet between November 15, 2021 and November 30, 2021. We will contact you to set up a date and time.

If you have any questions or would like to request any further information, please contact me at (518)431-8858.

Sincerely,

Anna Price
Director of Program Management

Encl: Project Location Map

cc: Tricia Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT
Erin Paden, Historic Preservation Director



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

New York Division

October 12, 2021

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Susan Bachor, M.A.
Archaeologist
Delaware Tribe Historic Preservation
126 University Circle, Rm 437
East Stroudsburg, PA 18301

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project

Dear Ms. Bachor:

The Federal Highway Administration (FHWA) would like to initiate consultation with the Delaware Tribe for the proposed Central Business District (CBD) Tolling Program (CBD Tolling Program or the Project), an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*. The CBD Tolling Program is located in Manhattan, New York County, New York. Attached, please find a map showing the location of the Project.

The FHWA, in cooperation with the Triborough Bridge and Tunnel Authority (TBTA) - an affiliate of the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT) (collectively the Project Sponsors) will prepare an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969 for the CBD Tolling Program. The Environmental Assessment will analyze the potential effects of implementing the Project. Additional information on the Project is available on the project website: <https://new.mta.info/project/CBDTP>.

The Environmental Assessment for the CBD Tolling Program will serve as the basis for the FHWA, as the lead federal agency, to issue its environmental findings under NEPA and will also comply with the requirements of Section 106 and other applicable federal laws, rules, and regulations.

We invite you to meet with representatives of the FHWA and the Project Sponsors to receive additional information about the Project, and to offer your views regarding the project location and potential to affect properties of religious and cultural significance to the

Delaware Tribe. If you would like to meet with us to discuss the Project, please provide your availability to meet between November 15, 2021 and November 30, 2021. We will contact you to set up a date and time.

If you have any questions or would like to request any further information, please contact me at (518)431-8858.

Sincerely,

Anna Price
Director of Program Management

Encl: Project Location Map

cc: Tricia Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT

From: [Price, Anna \(FHWA\)](#)
To: [Leslie, Catherine S. \(DOT\)](#); [Blair, Lori E \(DOT\)](#)
Subject: FW: Central Business District Tolling Program - Consultation with Tribal Nations
Date: Wednesday, October 13, 2021 3:11:55 PM
Attachments: [image002.png](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

FYI

From: Price, Anna (FHWA)
Sent: Wednesday, October 13, 2021 12:51 PM
To: Nathan Allison <nathan.allison@mohican-nsn.gov>
Cc: Anderson, Cindy (FHWA) <cindy.anderson@dot.gov>; Millington, Tricia (FHWA) <patricia.millington@dot.gov>; Davies, Robert (FHWA) <Robert.Davies@dot.gov>
Subject: RE: Central Business District Tolling Program - Consultation with Tribal Nations

Dear Mr. Allison-

Thank you so much for responding so promptly.
We appreciate the coordination and communication.

Respectfully,

Anna Price
Director, Office of Program Management

FHWA New York Division
Leo O'Brien Building
11A Clinton Ave, Suite 719
Albany, NY 12207
518-431-8858



From: Nathan Allison <nathan.allison@mohican-nsn.gov>
Sent: Wednesday, October 13, 2021 12:02 PM
To: Price, Anna (FHWA) <anna.price@dot.gov>
Cc: Anderson, Cindy (FHWA) <cindy.anderson@dot.gov>
Subject: RE: Central Business District Tolling Program - Consultation with Tribal Nations

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Ms. Price,

Good afternoon. Thank you for requesting comments from the Stockbridge-Munsee Community Tribal Historic Preservation Office. We have reviewed the documents associated with the proposed Central Business District Tolling Program in NYC. We have the following comments.

- The SMC THPO have no concerns with this project and defer attendance at the upcoming project meeting.

Please let me know should you have any questions.

Best,

Nathan

Nathan Allison

Tribal Historic Preservation Officer & Archaeologist
Stockbridge-Munsee Mohican Tribal Historic Preservation
Extension Office
86 Spring Street
Williamstown, MA 01267
(413) 884-6029

nathan.allison@mohican-nsn.gov

www.mohican-nsn.gov

Visit our FAQ page: <https://www.mohican.com/services/cultural-services/cultural-affairs/faq/>

Pronouns: He/Him

From: Anderson, Cindy (FHWA) <cindy.anderson@dot.gov>
Sent: Wednesday, October 13, 2021 10:02 AM
To: Nathan Allison <nathan.allison@mohican-nsn.gov>
Cc: Price, Anna (FHWA) <anna.price@dot.gov>; Millington, Tricia (FHWA) <patricia.millington@dot.gov>; Daniel.Mackay@parks.ny.gov; Olivia.Brazee@parks.ny.gov; ron.epstein dot.ny.gov <ron.epstein@dot.ny.gov>; Catherine Leslie <Catherine.Leslie@dot.ny.gov>; allison.cdecerreano@mtahq.org; WCarry@dot.nyc.gov; Musolino, Donna (FHWA) <donna.musolino@dot.gov>
Subject: RE: Central Business District Tolling Program - Consultation with Tribal Nations

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Attached is the Federal Highway Administration's letter regarding the subject project. If you have questions or concerns, contact Anna Price, Director of Program Management at 518-431-8858 or by email at Anna.Price@dot.gov

Attachments (2)

- CBDTP Consulting Party Invitation Letter Stockbridge Munsee
- CBDTP Project Location

Cindy M. Anderson

Cindy M. Anderson | Program Coordinator
DOT | FHWA | New York Division Office (HFA-NY)
Leo O'Brien Federal Building, 11A Clinton Ave, Room 719,
Albany, NY 12207
O: 518-431-8857
C: 845-522-7496
cindy.anderson@dot.gov



Parks, Recreation and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

October 18, 2021

Lori Blair
Environmental Specialist 2/Cultural Resource Specialist
NYSDOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Re: FHWA
Central Business District (CBD) Tolling Program
The Battery to 60th Street, Manhattan, NY
21PR06430

Dear Lori Blair:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation 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 other 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 (NY Environmental Conservation Law Article 8).

We have reviewed the provided letter from NYSDOT to SHPO initiating Section 106 consultation on behalf of FHWA dated September 24, 2021, project location map, and list of invited Potential Section 106 Consulting Parties. Based upon review of that document we offer the following comments:

1. We recommend adding the Historic Districts Council and MAS to the list of Consulting Parties to invite. Those two groups were on the draft list that we received by email dated September 17, 2021.
2. We look forward to continued consultation, but effectively our review cannot begin until our receipt of more detailed project documentation, including a detailed scope of work, plans/drawings, project-specific locations mapped, APE maps, and identification of historic properties with the APEs.

We would appreciate if the requested information could be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov/> on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an

New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation, Peebles Island, PO Box 189, Waterford, New York 12188-0189

● 518-237-8643 ● <https://parks.ny.gov/shpo> ●

existing project". You will need this project number and your e-mail address. If you have any questions, please contact Olivia Brazee, Historic Site Restoration Coordinator, who is best reached via e-mail at olivia.brazee@parks.ny.gov.

Sincerely,

A handwritten signature in cursive script that reads "Linda Mackey".

Linda Mackey
Historic Preservation Program Analyst

cc: Amanda Sutphin, Daniel Pagano, Gina Santucci, Jessica MacClean, NYC LPC
Anna Price, Mary Santangelo, NYS DOT



October 21, 2021

Anna Price
Director of Program Management
Federal Highway Administration
New York Division
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Re: **Section 106 – Request for Approval of Consulting Party Status**
Manhattan Central Business District (CBD) Tolling Program
New York County, New York
OPRHP 21PR06430

Dear Ms. Price,

Enclosed for Federal Highway Administration (FHWA) consideration, please find a list of potential Section 106 Consulting Parties for the Manhattan Central Business District (CBD) Tolling Program, recommended by the New York State Department of Transportation (NYSDOT) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800.2(c)(5):

Certain individuals and organizations with a demonstrated interest in the undertaking may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties.

The NYSDOT invited the agencies and organizations on the enclosed list to be Consulting Parties in letters dated September 30, 2021 and October 1, 2021. The letter was sent to regional organizations due to the nature of their legal or economic relation to affected properties or organizations with an interest in historic resources to inform them of the opportunity to participate as a Consulting Party.

The following individuals and organizations accepted the invitation to be a Consulting Party:

1. Mark Eberle, National Park Service with a request to add Kathryn Schlegel and Laurel Racine to the project's email distribution list
2. David Cuff, New York City Department of Parks and Recreation
3. Gina Santucci, New York City Landmarks Preservation Commission

4. Andrea Goldwyn, New York Landmarks Conservancy

We respectfully request FHWA approval of the above-referenced individuals and organizations, granting Consulting Party status for participation in the Section 106 process.

The following individuals and organizations did not respond to the invitation to be a Consulting Party:

1. Mary K. Murphy, Port Authority of New York and New Jersey
2. Elizabeth W. Smith, Central Park Conservancy

The Delaware Nation, the Delaware Tribe, the Shinnecock Indian Nation, and the Stockbridge-Munsee Community Band of Mohican Indians have been identified as having a consultative role in accordance with 36 CFR Part 800.2(c)(ii), since they have previously identified a geographical area of interest for Section 106 consultation that includes the project location in New York County, New York. We understand that the FHWA reached out to the Tribal Nations in correspondence dated October 6, 2021 and October 13, 2021. In an email dated October 13, 2021, the Stockbridge-Munsee responded that the SMC THPO have no concerns with this project and defer attendance at the upcoming meeting.

If you have any questions or need additional information about this undertaking, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl: Table of Invited Consulting Parties

cc: R. Davies, FHWA
R. D. Mackay, SHPO
R. Epstein, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA

CBD Tolling Program

Invited Consulting Parties

Invited agencies and organizations who accepted the Invitation

Last Name	First Name	Title	Organization	Email	Address	phone
Eberle	Mark	Resource Planning Specialist/External Review Coordinator	National Park Service	mark_eberle@nps.gov	Interior Region 1, North Atlantic-Appalachian 1234 Market Street, 20th Floor Philadelphia, PA 19107	215-597-1258
Schlegel Racine	Kathryn Laurel			kathryn_schlegel@nps.gov laurel_racince@nps.gov		
Goldwyn	Andrea	Director, Public Policy	New York Landmarks Conservancy	andreagoldwyn@nylandmarks.org	One Whitehall Street, New York, NY 10004	212-995-5260
Fialkoff	Gabrielle	Commissioner	New York City Department of Parks & Recreation	Gabrielle.fialkoff@parks.nyc.gov	The Arsenal, Central Park, 830 Fifth Avenue, New York, NY 10065	212-360-1305
Santucci	Gina	Director of Environmental Review	New York City Landmarks Preservation Commission	gsantucci@lpc.nyc.gov	1 Centre St, #9N, New York, NY 10007	212-669-7822

Invited agencies and organizations who did not respond to the Invitation

Last Name	First Name	Title	Organization	Email	Address	phone
Murphy	Mary K.	Director of Planning and Regional Development	Port Authority of New York and New Jersey	mkmurphy@panynj.gov	4 World Trade Center 150 Greenwich Street, 16th Floor New York, NY 10007	212-435-4437
Smith	Elizabeth W.	President & CEO	Central Park Conservancy	Elizabeth.Smith@centralparknyc.org	14 East 60th Street, New York, NY 10022	212-310-6600



October 28, 2021

Upload via CRIS

R. Daniel Mackay
Deputy Commissioner for Historic Preservation
Deputy State Historic Preservation Officer
New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
P.O. Box 189
Waterford, NY 12188-0189

Re: **Section 106 Screening Report**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Mr. Mackay:

On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is submitting the enclosed information to the New York State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties* as part of continuing consultation for the for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project).

Enclosed for the SHPO's review is the *Cultural Resources Screening Report* prepared for the Project. The report describes the assessment of the potential presence of historic properties within a defined Study Area, defines an Area of Potential Effects (APE), and identifies historic properties within the Study Area and APE. The report also provides preliminary information about the Project and Project alternatives and summarizes an assessment of the archaeological potential of areas that could be disturbed by the Project. The results of the screening indicate that the extent of prior disturbance has reduced the archaeological potential such that the presence of archaeological deposits is highly unlikely within the project area; therefore, no archaeological survey is recommended. Based on prior coordination, no architectural survey is recommended.

In accordance with 36 CFR 800.4(a)(1), an APE has been defined for the Project to assess potential effects of the Project on known historic properties within the APE. The APE is based on the proposed scope of work that includes:

- Installation of new poles with tolling infrastructure and tolling system equipment on city streets and other at-grade roadways, and
- Mounting of new poles and tolling infrastructure and tolling system equipment directly on bridge structures.

Based on review of the provided information, we respectfully request the written concurrence of the SHPO with the NYSDOT assessment that archaeological and architectural surveys are not needed and with the definition of the APE for the assessment of effects on known historic architectural properties.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

Encl: *Central Business District (CBD) Tolling Program, Cultural Resources Screening Report, October 2021*

cc: R. Davies, FHWA (w/out Encl)
A. Price, FHWA (w/out Encl)
R. Epstein, NYSDOT (w/out Encl)
A. de Cerreño, MTA (w/out Encl)
W. Carry, NYCDOT (w/out Encl)
N. Angel, MTA (w/out Encl)



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

New York Division

October 28, 2021

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Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Chairman Bryan Polite
Shinnecock Indian Nation
Shinnecock Indian Territory
PO Box 5006
Southampton, NY 11969-5006

Re: Section 106 Screening Report
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Chairman Polite:

As part of continuing consultation for the proposed Central Business District (CBD) Tolling Program (CBD Tolling Program or the Project), an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*, the Federal Highway Administration is submitting a *Cultural Resources Screening Report* prepared for the Project to the Shinnecock Indian Nation. This report has also been submitted to the New York State Historic Preservation Office (SHPO) for review and comment.

The *Cultural Resources Screening Report* describes the assessment of the potential presence of historic properties within a defined Study Area, defines an Area of Potential Effects (APE), and identifies historic properties within the Study Area and APE. The report also provides preliminary information about the Project and Project alternatives and summarizes an assessment of the archaeological potential of areas that could be disturbed by the Project. The results of the screening indicate that the extent of prior disturbance has reduced the archaeological potential such that the presence of archaeological deposits within the project area is highly unlikely; therefore, no archaeological survey is recommended.

In accordance with 36 CFR 800.4(a)(1), an APE has been defined for the Project to assess potential effects of the Project on known historic properties within the APE. The APE is based on the proposed scope of work that includes:

- Installation of new poles with tolling infrastructure and tolling system equipment on city streets and other at-grade roadways.
- Mounting of new poles and tolling infrastructure and tolling system equipment directly on bridge structures.

We are soliciting the views of the Shinnecock Indian Nation regarding the results of this assessment and recommendations regarding archaeological investigations.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

Anna Price
Director of Program Management

Encl: *Central Business District (CBD) Tolling Program, Cultural Resources Screening Report*,
October 2021

cc: T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
N. Angel, MTA
W. Carry, NYCDOT



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New York Division

October 28, 2021

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NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Billie Anderson
TCNS Coordinator
31064 State Highway 281
PO Box 825
Anadarko, OK 73005

Re: Section 106 Screening Report
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Anderson:

As part of continuing consultation for the proposed Central Business District (CBD) Tolling Program (CBD Tolling Program or the Project), an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*, the Federal Highway Administration is submitting a *Cultural Resources Screening Report* prepared for the Project to the Delaware Nation. This report has also been submitted to the New York State Historic Preservation Office (SHPO) for review and comment.

The *Cultural Resources Screening Report* describes the assessment of the potential presence of historic properties within a defined Study Area, defines an Area of Potential Effects (APE), and identifies historic properties within the Study Area and APE. The report also provides preliminary information about the Project and Project alternatives and summarizes an assessment of the archaeological potential of areas that could be disturbed by the Project. The results of the screening indicate that the extent of prior disturbance has reduced the archaeological potential such that the presence of archaeological deposits within the project area is highly unlikely; therefore, no archaeological survey is recommended.

In accordance with 36 CFR 800.4(a)(1), an APE has been defined for the Project to assess potential effects of the Project on known historic properties within the APE. The APE is based on the proposed scope of work that includes:

- Installation of new poles with tolling infrastructure and tolling system equipment on city streets and other at-grade roadways.
- Mounting of new poles and tolling infrastructure and tolling system equipment directly on bridge structures.

We are soliciting the views of the Delaware Nation regarding the results of this assessment and recommendations regarding archaeological investigations.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

Anna Price
Director of Program Management

Encl: *Central Business District (CBD) Tolling Program, Cultural Resources Screening Report, October 2021*

cc: T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
N. Angel, MTA
W. Carry, NYCDOT



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New York Division

October 28, 2021

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Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Susan Bachor, M.A.
Archeologist
Delaware Tribe Historic Preservation
126 University Circle, Rm. 437
East Stroudsburg, PA 18301

Re: Section 106 Screening Report
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Bachor:

As part of continuing consultation for the proposed Central Business District (CBD) Tolling Program (CBD Tolling Program or the Project), an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*, the Federal Highway Administration is submitting a *Cultural Resources Screening Report* prepared for the Project to the Delaware Tribe. This report has also been submitted to the New York State Historic Preservation Office (SHPO) for review and comment.

The *Cultural Resources Screening Report* describes the assessment of the potential presence of historic properties within a defined Study Area, defines an Area of Potential Effects (APE), and identifies historic properties within the Study Area and APE. The report also provides preliminary information about the Project and Project alternatives and summarizes an assessment of the archaeological potential of areas that could be disturbed by the Project. The results of the screening indicate that the extent of prior disturbance has reduced the archaeological potential such that the presence of archaeological deposits within the project area is highly unlikely; therefore, no archaeological survey is recommended.

In accordance with 36 CFR 800.4(a)(1), an APE has been defined for the Project to assess potential effects of the Project on known historic properties within the APE. The APE is based on the proposed scope of work that includes:

- Installation of new poles with tolling infrastructure and tolling system equipment on city streets and other at-grade roadways.
- Mounting of new poles and tolling infrastructure and tolling system equipment directly on bridge structures.

We are soliciting the views of the Delaware Tribe regarding the results of this assessment and recommendations regarding archaeological investigations.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

Anna Price
Director of Program Management

Encl: *Central Business District (CBD) Tolling Program, Cultural Resources Screening Report, October 2021*

cc: T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
N. Angel, MTA
W. Carry, NYCDOT



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New York Division

October 28, 2021

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518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Nathan Allison
Tribal Historic Preservation Officer & Archeologist
Stockbridge-Munsee Mohican Tribal
Historic Preservation Extension Office
86 Spring Street
Williamstown, MA 01267

Re: Section 106 Screening Report
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Mr. Allison,

As part of continuing consultation for the proposed Central Business District (CBD) Tolling Program (CBD Tolling Program or the Project), an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations of 36 CFR Part 800: *Protection of Historic Properties*, the Federal Highway Administration is submitting a *Cultural Resources Screening Report* prepared for the Project to the Stockbridge-Munsee Community Band of Mohican Indians. This report has also been submitted to the New York State Historic Preservation Office (SHPO) for review and comment.

The *Cultural Resources Screening Report* describes the assessment of the potential presence of historic properties within a defined Study Area, defines an Area of Potential Effects (APE), and identifies historic properties within the Study Area and APE. The report also provides preliminary information about the Project and Project alternatives and summarizes an assessment of the archaeological potential of areas that could be disturbed by the Project. The results of the screening indicate that the extent of prior disturbance has reduced the archaeological potential such that the presence of archaeological deposits within the project area is highly unlikely; therefore, no archaeological survey is recommended.

In accordance with 36 CFR 800.4(a)(1), an APE has been defined for the Project to assess potential effects of the Project on known historic properties within the APE. The APE is based on the proposed scope of work that includes:

- Installation of new poles with tolling infrastructure and tolling system equipment on city streets and other at-grade roadways.
- Mounting of new poles and tolling infrastructure and tolling system equipment directly on bridge structures.

We are soliciting the views of the Stockbridge-Munsee Community Band of Mohican Indians regarding the results of this assessment and recommendations regarding archaeological investigations.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

Anna Price
Director of Program Management

Encl: *Central Business District (CBD) Tolling Program, Cultural Resources Screening Report, October 2021*

cc: T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
R. Epstein, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
N. Angel, MTA
W. Carry, NYCDOT



U.S. Department
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**Federal Highway
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New York Division

November 12, 2021

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518-431-4121 (fax)
NewYork.fhwa@dot.gov

In Reply Refer To:
HPD-NY

Catherine Leslie
Director, EIS and Special Projects Bureau
New York State Department of Transportation

Subject: Section 106 Consulting Party Status Approval
Manhattan Central Business District (CBD) Tolling Program

Dear Ms. Leslie:

We have reviewed your November 9, 2021 letter, requesting approval of individuals and/or organizations to participate as Section 106 consulting parties on the subject project. As stated in 36 CFR Part 800.2(c)(5):

Certain individuals and organizations with a demonstrated interest in the undertaking may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties.

After reviewing the information contained in the requests, we have approved the following individuals acting on behalf of their organizations to be consulting parties to the Section 106 process for the subject project:

1. Mark Eberle, National Park Service
2. David Cuff, New York City Department of Parks and Recreation
3. Gina Santucci, New York City Landmarks Preservation Commission
4. Andrea Goldwyn, New York Landmarks Conservancy

Consulting party status entitles these individuals/organizations to share views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT), and other consulting parties. Please ensure the requestors have a copy of the Advisory Council on Historic Preservation's (ACHP) guide entitled "Protecting Historic Properties: A citizens Guide to Section 106 Review".

We understand that the NYSDOT invited the agencies and organizations to be Consulting Parties as identified in the attachment to the NYSDOT November 9, 2021 letter. Letters of invitation were sent to the agencies and organizations by the NYSDOT September 30, 2021, October 1, 2021 and October 21, 2021. The NYSDOT sent the consulting party invitation letters to regional

organizations due to the nature of their legal or economic relation to affected properties or organizations with an interest in historic resources or based on the recommendation of the New York State Historic Preservation Office (SHPO).

The FHWA acknowledges that the following individuals do not have consulting party status for the subject project based on declination to the invitation or lack of response to the NYSDOT's invitations as described and dated above:

1. Elizabeth Goldstein, Municipal Art Society of New York (Declination conveyed by Alia Soomro)
2. Mary K. Murphy, Port Authority of New York and New Jersey, no response
3. Elizabeth W. Smith, Central Park Conservancy, no response
4. Lorna Nowvé, Historic Districts Council, no response

The Delaware Nation, The Delaware Tribe, the Shinnecock Indian Nation, and the Stockbridge-Munsee Community Band of Mohican Indians have been identified as having consultative roles in accordance with 36 CFR Part 800.2(c)(ii), due to previously identified geographical areas of interest for Section 106 consultation that includes the project location in the New York County, New York. The FHWA did reach out to the Tribal Nations in letters dated October 6, 2021 and October 13, 2021. As of the date of this letter only the Stockbridge-Munsee responded via email dated October 13, 2021 and stated no concerns with this project and defer attendance at the upcoming meeting.

If you have any questions, please contact Robert Davies by email at Robert.davies@dot.gov or by phone at (518) 431-8880.

Sincerely,

Anna Price
Director of Program Management

cc: L. Blair, NYSDOT
R. Epstein, NYSDOT
A. C deCerreño, MTA HQ
W. Carry, NYCDOT
R. Davies FHWA, HPD-NY
K. Kramer FHWA, HEA-NY



November 22, 2021

Andrea Goldwyn
Director, Public Policy
New York Landmarks Conservancy
One Whitehall Street
New York, NY 10004

Via email

RE: ***Section 106 Consulting Party Status***
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Goldwyn:

Congratulations, you have been approved by the Federal Highway Administration (FHWA) as a Consulting Party in the Section 106 process for the Manhattan Central Business District (CBD) Tolling Program (Project) (see attached letter). Attached for your information, please find the guide entitled *Protecting Historic Properties: A Citizen's Guide to Section 106 Review*, a publication of the Advisory Council on Historic Preservation.

As an approved Consulting Party, you are cordially invited to participate in a virtual meeting to be held via WebEx on **Thursday, December 16, 2021 at 10:30am**. The purpose of this meeting is to initiate Section 106 consultation for the Project by providing an overview of the project and the Section 106 process. Consulting Parties will have an opportunity to provide input on the nature of historic properties within the Area of Potential Effects and the Project's potential effects on historic properties. We anticipate that the meeting will be 1½ hours, allowing for a presentation followed by questions. Please RSVP by contacting Lori Blair at the number or email address below. An invitation with instructions to join the meeting will be emailed separately.

On behalf of the FHWA and the New York State Department of Transportation (NYSDOT), thank you for your interest and participation in the Section 106 process.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl: November 12, 2021 Letter from FHWA to NYSDOT – *Section 106 Consulting Party Status Approval*
“Protecting Historic Properties: A Citizen’s Guide to Section 106 Review,”
Advisory Council on Historic Preservation

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
R. Epstein, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



November 22, 2021

David Cuff
Director of Environmental Review
Planning and Development
New York City Department of Parks & Recreation
The Arsenal, Central Park,
830 Fifth Avenue
New York, NY 10065

Via email

RE: **Section 106 Consulting Party Status**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Mr. Cuff:

Congratulations, you have been approved by the Federal Highway Administration (FHWA) as a Consulting Party in the Section 106 process for the Manhattan Central Business District (CBD) Tolling Program (Project) (see attached letter). Attached for your information, please find the guide entitled *Protecting Historic Properties: A Citizen's Guide to Section 106 Review*, a publication of the Advisory Council on Historic Preservation.

As an approved Consulting Party, you are cordially invited to participate in a virtual meeting to be held via WebEx on **Thursday, December 16, 2021 at 10:30am**. The purpose of this meeting is to initiate Section 106 consultation for the Project by providing an overview of the project and the Section 106 process. Consulting Parties will have an opportunity to provide input on the nature of historic properties within the Area of Potential Effects and the Project's potential effects on historic properties. We anticipate that the meeting will be 1½ hours, allowing for a presentation followed by questions. Please RSVP by contacting Lori Blair at the number or email address below. An invitation with instructions to join the meeting will be emailed separately.

On behalf of the FHWA and the New York State Department of Transportation (NYSDOT), thank you for your interest and participation in the Section 106 process.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl: November 12, 2021 Letter from FHWA to NYSDOT – *Section 106 Consulting Party Status Approval*
“Protecting Historic Properties: A Citizen’s Guide to Section 106 Review,”
Advisory Council on Historic Preservation

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
R. Epstein, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



November 22, 2021

Gina Santucci
Director of Environmental Review
New York City Landmarks Preservation Commission
1 Centre St, #9N
New York, NY 10007

Via email

RE: ***Section 106 Consulting Party Status***
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Santucci:

Congratulations, you have been approved by the Federal Highway Administration (FHWA) as a Consulting Party in the Section 106 process for the Manhattan Central Business District (CBD) Tolling Program (Project) (see attached letter). Attached for your information, please find the guide entitled *Protecting Historic Properties: A Citizen's Guide to Section 106 Review*, a publication of the Advisory Council on Historic Preservation.

As an approved Consulting Party, you are cordially invited to participate in a virtual meeting to be held via WebEx on **Thursday, December 16, 2021 at 10:30am**. The purpose of this meeting is to initiate Section 106 consultation for the Project by providing an overview of the project and the Section 106 process. Consulting Parties will have an opportunity to provide input on the nature of historic properties within the Area of Potential Effects and the Project's potential effects on historic properties. We anticipate that the meeting will be 1½ hours, allowing for a presentation followed by questions. Please RSVP by contacting Lori Blair at the number or email address below. An invitation with instructions to join the meeting will be emailed separately.

On behalf of the FHWA and the New York State Department of Transportation (NYSDOT), thank you for your interest and participation in the Section 106 process.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl: November 12, 2021 Letter from FHWA to NYSDOT – *Section 106 Consulting Party Status Approval*
“Protecting Historic Properties: A Citizen’s Guide to Section 106 Review,”
Advisory Council on Historic Preservation

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
R. Epstein, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



November 22, 2021

Mark Eberle
Resource Planning Specialist/
External Review Coordinator
National Park Service
Interior Region 1, North Atlantic-Appalachian
1234 Market Street, 20th Floor
Philadelphia, PA 19107

Via email

RE: ***Section 106 Consulting Party Status***
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Mr. Eberle:

Congratulations, you have been approved by the Federal Highway Administration (FHWA) as a Consulting Party in the Section 106 process for the Manhattan Central Business District (CBD) Tolling Program (Project) (see attached letter). Attached for your information, please find the guide entitled *Protecting Historic Properties: A Citizen's Guide to Section 106 Review*, a publication of the Advisory Council on Historic Preservation.

As an approved Consulting Party, you are cordially invited to participate in a virtual meeting to be held via WebEx on **Thursday, December 16, 2021 at 10:30am**. The purpose of this meeting is to initiate Section 106 consultation for the Project by providing an overview of the project and the Section 106 process. Consulting Parties will have an opportunity to provide input on the nature of historic properties within the Area of Potential Effects and the Project's potential effects on historic properties. We anticipate that the meeting will be 1½ hours, allowing for a presentation followed by questions. Please RSVP by contacting Lori Blair at the number or email address below. An invitation with instructions to join the meeting will be emailed separately.

On behalf of the FHWA and the New York State Department of Transportation (NYSDOT), thank you for your interest and participation in the Section 106 process.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl: November 12, 2021 Letter from FHWA to NYSDOT – *Section 106 Consulting Party Status Approval*
“Protecting Historic Properties: A Citizen’s Guide to Section 106 Review,”
Advisory Council on Historic Preservation

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
R. Epstein, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA

Protecting Historic Properties

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Protecting Historic Properties:

A CITIZEN'S GUIDE TO SECTION 106 REVIEW



WWW.ACHP.GOV



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COVER PHOTOS:

Clockwise, from top left: Historic Downtown Louisville, Kentucky; Section 106 consultation at Medicine Lake, California; bighorn sheep petroglyph in Nine Mile Canyon, Utah (photo courtesy Jerry D. Spangler); Worthington Farm, Monocacy Battlefield National Historic Landmark, Maryland (photo courtesy Maryland State Highway Administration).

About the ACHP

The mission of the Advisory Council on Historic Preservation (ACHP) is to promote the preservation, enhancement, and sustainable use of our nation's historic resources, and advise the President and the Congress on national historic preservation policy.

The ACHP, an independent federal agency, also provides a forum for influencing federal activities, programs, and policies that affect historic properties. In addition, the ACHP has a key role in carrying out the Preserve America program.

The 24-member council is supported by a professional staff in Washington, D.C. For more information contact:

Advisory Council on Historic Preservation
401 F Street, NW, Suite 308
Washington, DC 20001-2637
(202) 517-0200
www.achp.gov

Introduction

Proud of your heritage? Value the places that reflect your community's history? You should know about Section 106 review, an important tool you can use to influence federal decisions regarding historic properties. By law, you have a voice when a project involving federal action, approval, or funding may affect properties that qualify for the National Register of Historic Places, the nation's official list of historic properties.

This guide from the Advisory Council on Historic Preservation (ACHP), the agency charged with historic preservation leadership within federal government, explains how your voice can be heard.

Each year, the federal government is involved with many projects that affect historic properties. For example, the Federal Highway Administration works with states on road improvements, the Department of Housing and Urban Development grants funds to cities to rebuild communities, and the General Services Administration builds and leases federal office space.

Agencies like the Forest Service, the National Park Service, the Bureau of Land Management, the Department of Veterans Affairs, and the Department of Defense make decisions daily

Consultation Matters



about the management of federal buildings, parks, forests, and lands. These decisions may affect historic properties, including those that are of traditional religious and cultural significance to federally recognized Indian tribes and Native Hawaiian organizations.

Projects with less obvious federal involvement can also have repercussions on historic properties. For example, the construction of a boat dock or a housing development that affects wetlands may also affect fragile archaeological sites and require a U.S. Army Corps of Engineers permit. Likewise, the construction of a cellular tower may require a license from the Federal Communications Commission and might compromise historic or culturally significant landscapes or properties valued by Indian tribes or Native Hawaiian organizations for traditional religious and cultural practices.

These and other projects with federal involvement can harm historic properties. The Section 106 review process gives you the opportunity to alert the federal government to the historic properties you value and influence decisions about projects that affect them.



The Bureau of Land Management worked with a large group of consulting parties to craft solutions to protect fragile rock art and other historic properties from the effects of increased truck traffic when natural gas wells were permitted near Nine Mile Canyon. (photo courtesy Jerry D. Spangler, Colorado Plateau Archaeological Alliance)

What is Section 106 Review?

In the National Historic Preservation Act of 1966 (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the nation as a living part of community life. Section 106 of the NHPA is crucial to that program because it requires consideration of historic preservation in the multitude of projects with federal involvement that take place across the nation every day.

Section 106 requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties. Also, federal agencies must provide the ACHP an opportunity to comment on such projects prior to the agency's decision on them.

Section 106 review encourages, but does not mandate, preservation. Sometimes there is no way for a needed project to proceed without harming historic properties. Section 106 review does ensure that preservation values are factored into federal agency planning and decisions. Because of Section 106, federal agencies must assume responsibility for the consequences of the projects they carry out, approve, or fund on historic properties and be publicly accountable for their decisions.

Stewardship



The Owe'neh Bupingeh Preservation Project has had a profound impact on the Ohkay Owingeh community in New Mexico and is heralded as a model planning effort for Native American communities in historic settings. (mud plastering workshop photo by Tania Hammidi)

Understanding Section 106 Review

Regulations issued by the ACHP spell out the Section 106 review process, specifying actions federal agencies must take to meet their legal obligations. The regulations are published in the Code of Federal Regulations at 36 CFR Part 800, “Protection of Historic Properties,” and can be found on the ACHP’s Web site at www.achp.gov.

Federal agencies are responsible for initiating Section 106 review, most of which takes place between the agency and state and tribal or Native Hawaiian organization officials. Appointed by the governor, the State Historic Preservation Officer (SHPO) coordinates the state’s historic preservation program and consults with agencies during Section 106 review.

Agencies also consult with officials of federally recognized Indian tribes when the projects have the potential to affect historic properties on tribal lands or historic properties of significance to such tribes located off tribal lands. Some tribes have officially designated Tribal Historic Preservation Officers (THPOs), while others designate representatives to consult with agencies as needed. In Hawaii, agencies consult with Native Hawaiian organizations (NHOs) when historic properties of religious and cultural significance to them may be affected.

To successfully complete Section 106 review, federal agencies must do the following:

- ▶ gather information to decide which properties in the area that may be affected by the project are listed, or are eligible for listing, in the National Register of Historic Places (referred to as “historic properties”);
- ▶ determine how those historic properties might be affected;
- ▶ explore measures to avoid or reduce harm (“adverse effect”) to historic properties; and
- ▶ reach agreement with the SHPO/THPO (and the ACHP in some cases) on such measures to resolve any adverse effects or, failing that, obtain advisory comments from the ACHP, which are sent to the head of the agency.

What are Historic Properties?

In the Section 106 process, a historic property is a prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places. This term includes artifacts, records, and remains that are related to and located within these National Register properties. The term also includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization, so long as that property also meets the criteria for listing in the National Register.

The National Register of Historic Places

The National Register of Historic Places is the nation's official list of properties recognized for their significance in American history, architecture, archaeology, engineering, and culture. It is administered by the National Park Service, which is part of the Department of the Interior. The Secretary of the Interior has established the criteria for evaluating the eligibility of properties for the National Register. In short, the property must be significant, be of a certain age, and have integrity:

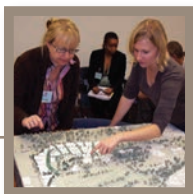
- ▶ **Significance.** Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were historically important? With distinctive architectural history, landscape history, or engineering achievements? Does it have the potential to yield important information through archaeological investigation about our past?
- ▶ **Age and Integrity.** Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?

During a Section 106 review, the federal agency evaluates properties against the National Register criteria and seeks the consensus of the SHPO/THPO/tribe regarding eligibility. A historic property need not be formally listed in the National Register in order to be considered under the Section 106 process. Simply coming to a consensus determination that a property is eligible for listing is adequate to move forward with Section 106 review. (For more information, visit the National Register Web site at www.cr.nps.gov/nr).

When historic properties may be harmed, Section 106 review usually ends with a legally binding agreement that establishes how the federal agency will avoid, minimize, or mitigate the adverse effects. In the very few cases where this does not occur,

the ACHP issues advisory comments to the head of the agency who must then consider these comments in making a final decision about whether the project will proceed.

Section 106 reviews ensure federal agencies fully consider historic preservation issues and the views of the public during project planning. Section 106 reviews do not mandate the approval or denial of projects.



SECTION 106: WHAT IS AN ADVERSE EFFECT?

If a project may alter characteristics that qualify a specific property for inclusion in the National Register in a manner that would diminish the integrity of the property, that project is considered to have an adverse effect. Integrity is the ability of a property to convey its significance, based on its location, design, setting, materials, workmanship, feeling, and association.

Adverse effects can be direct or indirect and include the following:

- ▶ physical destruction or damage
- ▶ alteration inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties
- ▶ relocation of the property
- ▶ change in the character of the property's use or setting
- ▶ introduction of incompatible visual, atmospheric, or audible elements
- ▶ neglect and deterioration
- ▶ transfer, lease, or sale of a historic property out of federal control without adequate preservation restrictions

Determining Federal Involvement

If you are concerned about a proposed project and wondering whether Section 106 applies, you should first determine whether the federal government is involved. Will a federal agency fund or carry out the project? Is a federal permit, license, or approval needed? Section 106 applies only if a federal agency is carrying out the project, approving it, or funding it, so confirming federal involvement is critical.

National Register



The National Register offers a rich diversity of properties such as Chicano Park in San Diego, California. (mural restoration photo by Ricardo Duffy, courtesy Caltrans)



IS THERE FEDERAL INVOLVEMENT? CONSIDER THE POSSIBILITIES:

Is a federally owned or federally controlled property involved, such as a military base, park, forest, office building, post office, or courthouse? Is the agency proposing a project on its land, or would it have to provide a right-of-way or other approval to a private company for a project such as a pipeline or mine?

Is the project receiving federal funds, grants, or loans? If it is a transportation project, frequent sources of funds are the Federal Highway Administration, the Federal Transit Administration, and the Federal Railroad Administration. Many local government projects receive funds from the Department of Housing and Urban Development. The Federal Emergency Management Agency provides funds for disaster relief.

Does the project require a federal permit, license, or other approval? Often housing developments impact wetlands, so a U.S. Army Corps of Engineers permit may be required. Airport projects frequently require approvals from the Federal Aviation Administration.

Many communications activities, including cellular tower construction, are licensed by the Federal Communications Commission. Hydropower and pipeline development requires approval from the Federal Energy Regulatory Commission. Creation of certain new bank branches must be approved by the Federal Deposit Insurance Corporation.

Federal Funds



Interstate 70 at the Georgetown-Silver Plume National Historic Landmark, Colorado. Impacts to the historic mountain towns were expected due to the planned expansion of the interstate. (photo courtesy J.F. Sato & Associates)

Sometimes federal involvement is obvious. Often, involvement is not immediately apparent. If you have a question, contact the project sponsor to obtain additional information and to inquire about federal involvement. All federal agencies have Web sites. Many list regional or local contacts and information on major projects. The SHPO/THPO/tribe, state or local planning commissions, or statewide historic preservation organizations may also have project information.

Once you have identified the responsible federal agency, write to the agency to request a project description and inquire about the status of project planning. Ask how the agency plans to comply with Section 106, and voice your concerns. Keep the SHPO/THPO/tribe advised of your interest and contacts with the federal agency.

MONITORING FEDERAL ACTIONS

The sooner you learn about proposed projects with federal involvement, the greater your chance of influencing the outcome of Section 106 review.

Learn more about the history of your neighborhood, city, or state. Join a local or statewide preservation, historical, or archaeological organization. These organizations are often the ones first contacted by federal agencies when projects commence.

If there is a clearinghouse that distributes information about local, state, tribal, and federal projects, make sure you or your organization is on its mailing list.

Make the SHPO/THPO/tribe aware of your interest.

Become more involved in state and local decision making. Local planning reviews may indicate whether there is federal involvement in a proposed project, so be mindful. Ask about the applicability of Section 106 to projects under state, tribal, or local review. Does your state, tribe, or community have preservation laws in place? If so, become knowledgeable about and active in the implementation of these laws.

Review the local newspaper for notices about projects being reviewed under other federal statutes, especially the National Environmental Policy Act (NEPA). Under NEPA, a federal agency must determine if its proposed major actions will significantly impact the environment. Usually, if an agency is preparing an Environmental Impact Statement under NEPA, it must also complete a Section 106 review for the project.



Working with Federal Agencies

Throughout the Section 106 review process, federal agencies must consider the views of the public. This is particularly important when an agency is trying to identify historic properties that might be affected by a project and is considering ways to avoid, minimize, or mitigate harm to them.

Agencies must give the public a chance to learn about the project and provide their views. How agencies publicize projects depends on the nature and complexity of the particular project and the agency's public involvement procedures.

Public meetings are often noted in local newspapers and on television and radio. A daily government publication, the *Federal Register* (available at many public libraries and online at www.federalregister.gov), has notices concerning projects, including those being reviewed under NEPA. Federal agencies often use NEPA for purposes of public outreach under Section 106 review. Agencies may also coordinate their NEPA and Section 106 reviews.

Federal agencies also frequently contact local museums and historical societies directly to learn about historic properties and community concerns. In addition, organizations like the National Trust for Historic Preservation (NTHP) are actively engaged in a number of Section 106 consultations on projects around the country. The NTHP is a private, non-profit membership organization dedicated to saving historic

Learn About the Project

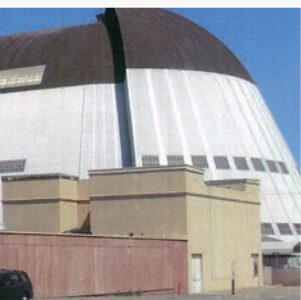


places and revitalizing America's communities. Organizations like the NTHP and your state and local historical societies and preservation interest groups can be valuable sources of information. Let them know of your interest.

When the agency provides you with information, let the agency know if you disagree with its findings regarding what properties are eligible for the National Register of Historic Places or how the proposed project may affect them. Tell the agency—in writing—about any important properties that you think have been overlooked or incorrectly evaluated. Be sure to provide documentation to support your views.

When the federal agency releases information about project alternatives under consideration, make it aware of the options you believe would be most beneficial. To support alternatives that would preserve historic properties, be prepared to discuss costs and how well your preferred alternatives would meet project needs. Sharing success stories about the treatment or reuse of similar resources can also be helpful.

Applicants for federal assistance or permits, and their consultants, often undertake research and analyses on behalf of a federal agency. Be prepared to make your interests and views known to them, as well. But remember the federal agency is ultimately responsible for completing Section 106 review, so make sure you also convey your concerns directly to it.



Hangar 1, a historic dirigible hangar at Moffett Field at NASA Ames Research Center, California. The unique nature of this historic resource has drawn wide public, and some congressional, interest.

Influencing Project Outcomes

In addition to seeking the views of the public, federal agencies must actively consult with certain organizations and individuals during review. This interactive consultation is at the heart of Section 106 review.

Consultation does not mandate a specific outcome. Rather, it is the process of seeking, discussing, and considering the views of consulting parties about how project effects on historic properties should be handled.

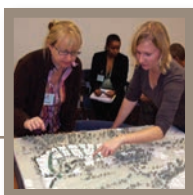
To influence project outcomes, you may work through the consulting parties, particularly those who represent your interests. For instance, if you live within the local jurisdiction where a project is taking place, make sure to express your views on historic preservation issues to the local government officials who participate in consultation.

Speak Up



Residents in the Lower Mid-City Historic District in New Orleans express their opinions about the proposed acquisition and demolition of their properties for the planned new Department of Veterans Affairs and Louisiana State University medical centers which would replace the facilities damaged as a result of Hurricane Katrina.

You or your organization may want to take a more active role in Section 106 review, especially if you have a legal or economic interest in the project or the affected properties. You might also have an interest in the effects of the project as an individual, a business owner, or a member of a neighborhood association, preservation group, or other organization. Under these circumstances, you or your organization may write to the federal agency asking to become a consulting party.



WHO ARE CONSULTING PARTIES?

The following parties are entitled to participate as consulting parties during Section 106 review:

- ▶ Advisory Council on Historic Preservation;
- ▶ State Historic Preservation Officers;
- ▶ Federally recognized Indian tribes/THPOs;
- ▶ Native Hawaiian organizations;
- ▶ Local governments; and
- ▶ Applicants for federal assistance, permits, licenses, and other approvals.

Other individuals and organizations with a demonstrated interest in the project may participate in Section 106 review as consulting parties “due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking’s effects on historic properties.” Their participation is subject to approval by the responsible federal agency.

When requesting consulting party status, explain in a letter to the federal agency why you believe your participation would be important to successful resolution. Since the SHPO/THPO or tribe will assist the federal agency in deciding who will participate in the consultation, be sure to provide the SHPO/THPO or tribe with a copy of your letter. Make sure to emphasize your relationship with the project and demonstrate how your connection will inform the agency's decision making.

If you are denied consulting party status, you may ask the ACHP to review the denial and make recommendations to the federal agency regarding your participation. However, the federal agency makes the ultimate decision on the matter.

Consulting party status entitles you to share your views, receive and review pertinent information, offer ideas, and consider possible solutions together with the federal agency and other consulting parties. It is up to you to decide how actively you want to participate in consultation.

Get Involved



Section 106 consultation with an Indian tribe

MAKING THE MOST OF CONSULTATION

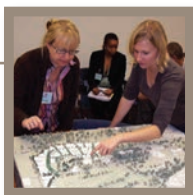
Consultation will vary depending on the federal agency's planning process and the nature of the project and its effects.

Often consultation involves participants with a wide variety of concerns and goals. While the focus of some may be preservation, the focus of others may be time, cost, and the purpose to be served by the project.

Effective consultation occurs when you:

- ▶ keep an open mind;
- ▶ state your interests clearly;
- ▶ acknowledge that others have legitimate interests, and seek to understand and accommodate them;
- ▶ consider a wide range of options;
- ▶ identify shared goals and seek options that allow mutual gain; and
- ▶ bring forward solutions that meet the agency's needs.

Creative ideas about alternatives—not complaints—are the hallmarks of effective consultation.



How the ACHP Can Help

Under Section 106 review, most harmful effects are addressed successfully by the federal agency and the consulting parties without participation by the ACHP. So, your first points of contact should always be the federal agency and/or the SHPO/THPO.

When there is significant public controversy, or if the project will have substantial effects on important historic properties, the ACHP may elect to participate directly in the consultation. The ACHP may also get involved if important policy questions are raised, procedural problems arise, or if there are issues of concern to Indian tribes or Native Hawaiian organizations.

Whether or not the ACHP becomes involved in consultation, you may contact the ACHP to express your views or to request guidance, advice, or technical assistance. Regardless of the

Collecting Comments



A panel of ACHP members listen to comments during a public meeting.

scale of the project or the magnitude of its effects, the ACHP is available to assist with dispute resolution and advise on the Section 106 review process.

If you cannot resolve disagreements with the federal agency regarding which historic properties are affected by a project or how they will be impacted, contact the ACHP. The ACHP may then advise the federal agency to reconsider its findings.



CONTACTING THE ACHP: A CHECKLIST

If you have questions about Section 106 that the SHPO/THPO/federal agency cannot answer, you may contact the ACHP. Try to have the following information available:

- ▶ the name of the responsible federal agency and how it is involved;
- ▶ a description of the project;
- ▶ the historic properties involved; and
- ▶ a clear statement of your concerns about the project and its effect on historic properties.

If you suspect federal involvement but have been unable to verify it, or if you believe the federal agency or one of the other participants in review has not fulfilled its responsibilities under the Section 106 regulations, you can ask the ACHP to investigate. In either case, be as specific as possible.

When Agencies Don't Follow the Rules

A federal agency must conclude Section 106 review before making a decision to approve a project, or fund or issue a permit that may affect a historic property. Agencies should not make obligations or take other actions that would preclude consideration of the full range of alternatives to avoid or minimize harm to historic properties before Section 106 review is complete.

If the agency acts without properly completing Section 106 review, the ACHP can issue a finding that the agency has prevented meaningful review of the project. This means that, in the ACHP's opinion, the agency has failed to comply with Section 106 and therefore has not met the requirements of federal law.

A vigilant public helps ensure federal agencies comply fully with Section 106. In response to requests, the ACHP can investigate questionable actions and advise agencies to take corrective action. As a last resort, preservation groups or individuals can litigate in order to enforce Section 106.

If you are involved in a project and it seems to be getting off track, contact the agency to voice your concern. Call the SHPO or THPO to make sure they understand the issue. Call the ACHP if you feel your concerns have not been heard.

Following Through

Stay Informed



Milton Madison Bridge over the Ohio River between Kentucky and Indiana. Bridge projects can affect a variety of cultural and historic properties. (photo courtesy Wilbur Smith Associates/Michael Baker Engineers)

After agreements are signed, the public may still play a role in the Section 106 process by keeping abreast of the agreements that were signed and making sure they are properly carried out. The public may also request status reports from the agency.

Designed to accommodate project needs and historic values, Section 106 review relies on strong public participation. Section 106 review provides the public with an opportunity to influence how projects with federal involvement affect historic properties. By keeping informed of federal involvement, participating in consultation, and knowing when and whom to ask for help, you can play an active role in deciding the future of historic properties in your community.

Section 106 review gives you a chance to weigh in when projects with federal involvement may affect historic properties you care about. Seize that chance, and make a difference!

Contact Information

Advisory Council on Historic Preservation

Office of Federal Agency Programs

401 F Street, NW, Suite 308

Washington, DC 20001-2637

Phone: (202) 517-0200

Fax: (202) 517-6381

E-mail: achp@achp.gov

Web site: www.achp.gov

The ACHP's Web site includes more information about working with Section 106 and contact information for federal agencies, SHPOs, and THPOs. The ACHP also publishes Section 106 Success Stories at www.achp.gov/sec106_successes.html.

National Association of Tribal Historic Preservation Officers

P.O. Box 19189

Washington, D.C. 20036-9189

Phone: (202) 628-8476

Fax: (202) 628-2241

E-mail: info@nathpo.org

Web site: www.nathpo.org

National Conference of State Historic Preservation Officers

444 North Capitol Street, NW, Suite 342

Washington, D.C. 20001

Phone: (202) 624-5465

Fax: (202) 624-5419

Web site: www.ncshpo.org

For the SHPO in your state, see:

<http://ncshpo.org/shpodirectory.shtml>

National Park Service

Heritage Preservation Services
1849 C Street, NW (2255)
Washington, D.C. 20240
E-mail: NPS_HPS-info@nps.gov
Web site: www.nps.gov/history

National Register of Historic Places
1201 Eye Street, NW (2280)
Washington, D.C. 20005
Phone: (202) 354-2211
Fax: (202) 371-6447
E-mail: nr_reference@nps.gov
Web site: www.nps.gov/nr

National Trust for Historic Preservation

2600 Virginia Avenue, NW
Suite 1100
Washington, DC 20037
Phone: (800) 944-6847 or (202) 588-6000
Fax: (202) 588-6038
Web site: www.preservationnation.org

Office of Hawaiian Affairs

560 North Nimitz Highway
Suite 200
Honolulu, HI 96817
Phone: (808) 594-1835
Fax: (808) 594-1865
E-mail: info@oha.org
Web site: www.oha.org

Beneath the Surface





Ohio Department of Transportation workers made an unanticipated archaeological discovery while working just north of Chillicothe along state Route 104. It is a remnant of an Ohio & Erie Canal viaduct. (photo courtesy Bruce W. Aument, Staff Archaeologist, ODOT/Office of Environmental Services)

TO LEARN MORE

For detailed information about the ACHP, Section 106 review process, and our other activities, visit us at www.achp.gov or contact us at:

Advisory Council on Historic Preservation

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E-mail: achp@achp.gov

WWW.ACHP.GOV





Parks, Recreation, and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

November 22, 2021

Lori Blair
Environmental Specialist 2, Cultural Resource Specialist
NYSDOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Re: FHWA
Central Business District (CBD) Tolling Program
21PR06430
CBDTP

Dear Lori Blair:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation 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 other 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 (NY Environmental Conservation Law Article 8).

We have reviewed the Section 106 initiation letter and Section 106 Cultural Resources Screening Report that were submitted to our office on October 28th, 2021.

Based upon our review, we offer the following comments:

1. We concur with the proposed APEs and it continues to be our opinion that no further survey work is warranted. Our office identified the following additional S/NR eligible historic resources within the project APEs, including: the Lithuanian Alliance at 307 West 30th Street, the Hotel Irvin at 308 West 30th Street, and the Firehouse Engine Co. 34 at 440-442 West 38th Street. These resources have been linked to the project in CRIS.
2. We have concerns that the proposed Central Park locations may not be appropriate, considering the park is a National Historic Landmark scenic landscape, including: the pole with 50-foot mast arm proposed for Central Park West and 61st Street; the pole with 30-foot mast arm proposed for Fifth Avenue between 60th and 61st Streets; and the four locations within the park proposed for installation of new side-fire equipment. It is unclear what the size of the side-fire equipment is; please clarify so that the potential indirect visual impacts can be assessed.
3. We recommend a pole-mounted detection point instead of mounting equipment directly to the High Line structure at the proposed location at the southwest corner of 10th Avenue and West 30th Street

4. We have concerns with the potential visual impacts of the pole with mast arm propose for West 40th Street west of 9th Avenue because it is within the S/NR eligible Paddy's Market Historic District
5. We also have concerns with mounting tolling equipment directly to the decorative brick piers of the Lincoln Tunnel north tube entrance. Can other locations nearby be found? Or could these detection points be pole-mounted or wall-mounted away from the decorative piers?
6. We concur with the recommendation that an archaeological survey is unnecessary.

If additional information or correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at www.nysparks.com/shpo/online-tools/ Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I am best reached via e-mail.

Sincerely,



Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

cc: G. Santucci, A. Sutphin, J. MacLean, D. Pagano, NYC LPC
M. Santangelo, NYSDOT
A. Price, US DOT



December 6, 2021

Upload via CRIS

Olivia Brazee
Historic Site Restoration Coordinator
New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
P.O. Box 189
Waterford, NY 12188-0189

Re: **Section 106 of the National Historic Preservation Act**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Brazee:

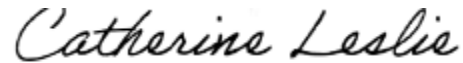
On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is submitting the enclosed information to the New York State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties* as part of continuing consultation for the for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project).

In correspondence dated November 22, 2021, the SHPO provided comments on the *Cultural Resources Screening Report* for the Project regarding proposed infrastructure and/or equipment at several locations, including on Central Park West near 61st Street; on Fifth Avenue between 60th and 61st Street; within Central Park; on the High Line structure at 10th Avenue; on West 40th Street west of 9th Avenue; and at the Lincoln Tunnel. In response to SHPO's comments, the NYSDOT is providing the enclosed document with additional information for each of the aforementioned locations.

A Section 106 Finding Documentation describing the assessment of effects on historic properties is currently being prepared for the Project. In accordance with 36 CFR 800.16(1) and 36 CFR 800.5(a)(1), the assessment will consider the National Register-qualifying characteristics of historic properties in the APE and assess whether the Project would result in any alterations of those qualifying characteristics, and if so, if they are altered in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. Once prepared, the NYSDOT will share a preliminary draft of the Finding Documentation with SHPO for review.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

A handwritten signature in cursive script that reads "Catherine Leslie".

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/df

Encl: *Additional Information in Response to SHPO's Comments on the Cultural Resources Screening Report, Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430*

cc: R. Davies, FHWA
A. Price, FHWA
R. Epstein, NYSDOT
A. de Cerreño, MTA
N. Angel, MTA
W. Carry, NYCDOT

Additional Information in Response to SHPO's Comments on the *Cultural Resources Screening Report*
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Central Park West

The Project includes the installation of a new 26-foot-tall pole on the east side of Central Park West with a narrow profile, 50-foot mast arm extending over the Central Park West roadbed (see rendering below). The new pole would be near the intersection of Central Park West and Columbus Circle, where there is a variety of modern street infrastructure including light poles with traffic lights mounted on mast arms that extend over the roadways, a subway elevator housed in a metal structure on the sidewalk, and other large modern buildings and objects including the large metal globe structure associated with a modern hotel building across Central Park West from the proposed pole location (see photo below).

Central Park West is 63 feet wide with 2 traffic lanes, 1 parking lane, 1 90-degree parking lane, and a bike lane with buffer. Because of the width and lack of islands or positive separation, the road is treated as 5 virtual lanes and 1 bike lane.

The presence of subway infrastructure approximately 2 feet below the roadway precludes the use of the west side of Central Park West for tolling infrastructure. Many different design options were considered for this location. However, because of the constraints of the road width and the location of the subway infrastructure, the proposed design utilizing a 50-foot mast arm was the only feasible and practical option.

The 50-foot mast arm shown in the below rendering is the only way to meet the system requirements of the Project. A side-fire option would require one side-fire per 12 feet of roadway and could not cover all lanes without missing some vehicles from occlusion.



Central Park West Between 60th and 61st Streets - RENDERING showing proposed pole.



View north along Central Park West from Columbus Circle showing existing conditions along the street corridor. (Google street view)

5th Avenue Between 60th and 61st Streets

The Project includes the replacement of an existing modern streetlight pole on the west side of 5th Avenue with a new light pole of a similar appearance, with tolling system equipment, including a side-fire and small equipment box at the same location. A pole with 30-foot mast arm is proposed on the east side of Fifth Ave, where The Pierre Hotel is located (see rendering below). In the vicinity, there is a variety of modern street infrastructure, including light poles with traffic lights mounted on mast arms that extend over the roadways (for example - see photo below).

5th Avenue is 46 feet wide with 4 traffic lanes and 1 parking lane. A side-fire is proposed on the west side of Fifth Ave, which is on the Central Park side of the street. The 30-foot mast arm is the only way to meet the system performance requirements of the Project. A side-fire option, two on each side, could not cover the width of the roadway without missing some vehicles from occlusion.



View southeast across 5th Avenue just north of 60th Street – RENDERING showing proposed poles and mast arm.



View north along 5th Avenue across East 60th Street showing existing conditions along the street corridor. Note existing traffic signals and poles. The proposed pole is just to the north of (beyond) the intersection. (Google street view)

Central Park Internal Sites –

The CBD Tolling Alternative would place new tolling infrastructure and tolling system equipment at three locations just inside Central Park near Central Park South (59th Street). On the park roads connecting to Seventh Avenue and Sixth Avenue (West Drive and Center Drive, respectively), the Project would replace one existing streetlight pole inside the park close to Central Park South/59th Street on each road with a new streetlight pole with tolling system equipment, including a small equipment box (see renderings below). On the park road connecting to Grand Army Plaza (East Drive), the Project would replace two existing streetlight poles inside the park close to Central Park South/59th Street with new streetlight poles that support tolling system equipment, including a small equipment box. These replacement streetlight poles would be in the same location and have the same appearance as the existing, modern streetlight poles, and the tolling system equipment mounted on them would use matching color schemes to blend with the appearance of the poles.

The size of the proposed equipment is as follows:

- Toll Equipment Cabinet – 44" x 29" x 25"
- Meter Cabinet – 18" x 30" x 18"
- Side Fire – 10" x 14" x 39"



West Drive at 7th Avenue and 59th Street – RENDERING showing proposed replacement pole and equipment.



Center Drive at 6th Avenue and 59th Street – RENDERING showing replacement pole and equipment.



East Drive between Grand Army Plaza and 61st Street – RENDERING showing replacement poles and equipment.

High Line

Proposed tolling infrastructure and tolling system equipment would be placed on the High Line at the intersection of 10th Avenue and West 30th Street. As proposed, new detection equipment would be mounted on an existing girder on the underside of the High Line structure crossing 10th Avenue (see rendering below). A small equipment cabinet would also be mounted on a column of the High Line structure at the southwest corner of 10th Avenue and West 30th Street (see rendering below). The infrastructure and tolling system equipment would be of minimal visibility and would be consistent with the type of infrastructure already mounted on the structure including signage, traffic lights, and pedestrian traffic signals.

The width of 10th Street is 60 feet with 5 lanes. The proposed design as shown is the only option to meet the system requirements of the Project. A side-fire option (one each side of the road) could not cover all of the lanes without missing some vehicles from occlusion.

Associated equipment cabinets could be installed on a separate pole instead of the High Line steel structure, but the over the roadway tolling equipment clusters must be installed on the underside of the High Line steel structure.

The Project Sponsor is coordinating with the Port Authority of New York and New Jersey (PANYNJ) to locate tolling infrastructure and tolling system equipment on PANYNJ property associated with the Lincoln and Holland Tunnels. If PANYNJ approves the use of its property, the Project Sponsor can eliminate several detection points on local streets near the Lincoln and Holland Tunnels. This site would be removed from the Project if a Host Site Agreement with PANYNJ is executed.



View north along 10th Avenue towards the High Line – RENDERING showing proposed detection equipment on the underside of the structure. Note existing signs, traffic lights and pedestrian traffic signals on the structure.



View southeast from West 30th Street towards 10th Avenue – RENDERING showing proposed equipment on the side of the High Line structure. Note existing signs, traffic lights and pedestrian traffic signals on the structure.

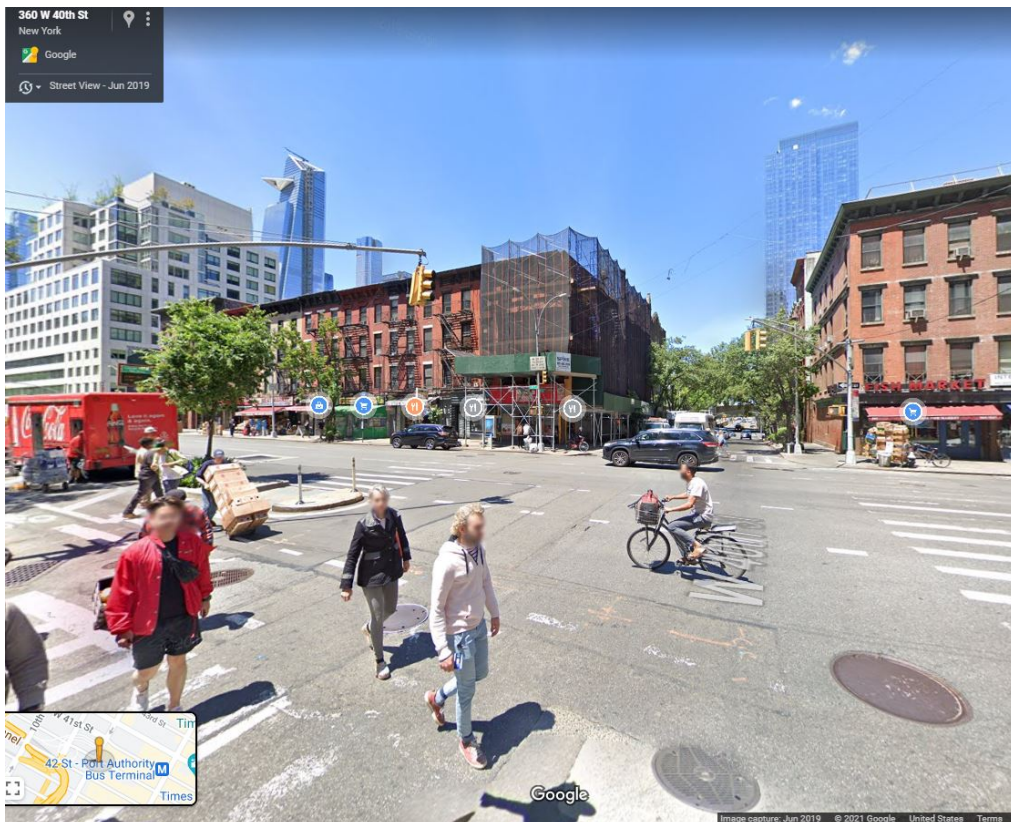
West 40th Street west of 9th Avenue

A new pole with a 25-foot mast arm extending over West 40th Street would be installed on the north side of the street east of the building entrance of 541 9th Avenue (see rendering below). The proposed pole would be installed on the concrete sidewalk located in the northwestern corner of the Paddy's Market Historic District. The new pole would have a profile similar to other standard NYCDOT poles, with the mounted tolling system equipment of a small size. There is a variety of existing infrastructure in the vicinity and elsewhere in the district, including traffic lights mounted on arms that extend over the roadways (see photo below).

This site would be removed from the Project if a Host Site Agreement with PANYNJ is executed.



View northeast along 40th Street - RENDERING showing proposed pole and 25-foot mast arm.



View west across 9th Avenue at West 40th Street showing existing conditions along the street corridor within the northern end of the Paddy's Market Historic District. The proposed pole and mast arm would be just beyond the intersection shown in the background of the photo. (Google street view)

Lincoln Tunnel

At the north portal, tolling system equipment consisting of four clusters of tolling system equipment would be mounted on the brick portal entry walls on either side of the portal roadway. The tolling equipment would be mounted on one pier on either side of the portal roadway, consisting of a set of two tolling clusters that would be mounted vertically, fitting within the central recessed brick panel created by the surrounding brick patterning, so as not to affect the design of the pier structure (see rendering below). The brick piers have each been previously modified with the installation of a modern light fixture. The tolling system equipment proposed at the three entry portals would be of a small size, minimally visible, and consistent with other existing infrastructure at the tunnel portals that are mounted on the portal walls, including conduits, piping, traffic lights, lighting, cameras, and signage.

The SHPO commented on the mounting of tolling equipment directly to the decorative brick piers of the Lincoln Tunnel north tube entrance. The side-fire could be mounted in a different orientation on the column to be hidden or a separate pole installed. Wall mounting away from the decorative piers at this site isn't an option due to the lower height of the walls.

Note that this site is only viable if PANYNJ property access is granted (contingent on executing Host Site Agreement with PANYNJ).



View towards north tube of Lincoln Tunnel – RENDERING showing proposed infrastructure and equipment.

From: Blair, Lori E (DOT) <Lori.Blair@dot.ny.gov>
Sent: Thursday, December 23, 2021 8:24 AM
To: mark_eberle@nps.gov; kathryn_schlegel@nps.gov; Brazee, Olivia (PARKS); andreagoldwyn@nylandmarks.org; Cuff, David (Parks); Gina Santucci (LPC)
Cc: robert.davies (robert.davies@dot.gov); Pavlik, Monica (FHWA); anna.price@dot.gov; Kramer, Kaylie (FHWA); Leslie, Catherine S. (DOT); Williamson, Ann (DOT); C. de Cerreno, Allison; Flax, Leah; jschneider@mtabt.org; Desantis, Romolo; Julie Cowing; Claudia Cooney; Timoney, Caitlin; Hannah Brockhaus
Subject: Central Business District Tolling Program - OPRHP 21PR06430 Section 106 Consultation
Attachments: CBDTP Section 106 CP Mtg 1_Presentation FIN 12-16-21.pdf; CBDTP Section 106 Meeting Summary_12-22-2021.pdf; CBDTP Project Info for Consulting Parties December 2021.pdf

Good morning,

The Central Business District Tolling Program (CBDTP) Project Team would like to again thank you for your interest in the Project and for attending the Section 106 Consulting Parties meeting on December 16th. As discussed during the meeting, the attached information is being provided to the Consulting Parties to supplement the information presented during the meeting. Attached please find:

- A pdf of the presentation from the December 16th meeting
- Meeting notes and a list of attendees
- A document summarizing project information; a description of the Area of Potential Effects (APE) as defined in consultation with the State Historic Preservation Office (SHPO); historic properties identified in the APE; and proposed project-related activities on/in/in the vicinity of the identified historic properties.

We are seeking your input on the historic properties and potential effects of the Project on those properties. Please provide your comments by January 12, 2022.

Please send your comments to me and do not hesitate to contact me at the numbers below, if you have any questions.

Thank you,
Lori

Lori E. Blair

Environmental Specialist 2, Environmental Impact Statements & Special Projects Bureau

New York State Department of Transportation
Office of Environment
50 Wolf Road, POD 4-1, Albany, NY 12232
(518) 485-5632 | lori.blair@dot.ny.gov
www.dot.ny.gov





**Parks, Recreation,
and Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

December 30, 2021

Lori Blair
Environmental Specialist 2, Cultural Resource Specialist
NYSDOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Re: FHWA
Central Business District (CBD) Tolling Program
21PR06430
CBDTP

Dear Lori Blair:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation 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.

We have reviewed your letter and the additional information provided to our office on December 6th, 2021. Based upon our review, we offer the following comments:

1. We are still concerned that the pole with 50-foot mast arm proposed for Central Park West would negatively impact views of the park and would likely alter the setting associated with the park's western boundary and character-defining stone retaining wall. We have no concerns with the other Central Park locations.
2. We have no concerns with the equipment boxes proposed to be mounted on the underside of the High Line, however we continue to recommend that the side-mounted cabinet be pole-mounted rather than mounted directly onto the High Line structure.
3. We have no concerns with the West 40th Street and 9th Avenue location.
4. We would appreciate further clarification regarding the Lincoln Tunnel north tube location. It is unclear what is meant by "the side-fire could be mounted in a different orientation on the column to be hidden." If pole-mounting is an option, we would recommend that instead of mounting directly to the decorative brick pier.

If you have any questions, I am best reached via e-mail.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

cc: G. Santucci, A. Sutphin, J. MacLean, D. Pagano, NYC LPC
M. Santangelo, NYSDOT
A. Price, US DOT

THE NEW YORK
LANDMARKS
CONSERVANCY

January 12, 2022

Lori Blair
Environmental Specialist 2, Environmental Impact Statements & Special Projects Bureau
Office of Environment
New York State Department of Transportation
lori.blair@dot.ny.gov

Re: Central Business District Tolling Program - Section 106 Review

Dear Ms. Blair,

The New York Landmarks Conservancy is pleased to participate in the Section 106 review for the Central Business District Tolling Program (CBDTP). We thank you for the December 16 presentation and accompanying materials.

The Area of Potential Impacts for this project covers hundreds of Manhattan blocks that include several dozen landmarks and historic districts under the purview of the New York City Landmarks Preservation Commission and the New York State Historic Preservation Office. Our review of this proposal looks to ensure that installation of tolling equipment does not cause damage to historic fabric or detract from historic sites.

We appreciate that the CBDTP will tailor installation of tolling equipment to the many specific sites. At some locations, such as the Lincoln Tunnel (resource 27) or Dover Street parking lot (resource 3), the new equipment will be attached to existing infrastructure. The tolling equipment is fairly small in proportion to the existing structures, and will have a minimal effect.

Some new equipment does threaten to have a substantial visual impact on historic resources. There are several planned installations within Central Park (resources 39 a and b). The Park is a scenic landmark, known for its landscape design and its pastoral beauty. The proposed installations would have a negative impact on both. As there is no regular vehicular traffic within the Park, moving the tolling equipment outside of the Park could mitigate this impact. Nearby installations along 60th Street at Fifth Avenue and Park Avenue (resources 40- 42) will create visual clutter that diminishes these streetscapes.

We are also mindful of other proposals to install equipment, such as cell phone technology, across the City, and want to raise the concern that all of these installations, along with existing street furniture and sidewalk sheds, create a cumulative effect of cacophony on New York's streets. We ask that in every instance, the CBDTP takes the most minimal approach available to prevent this effect.

Thank you for the opportunity to present the Conservancy's views. Please do not hesitate to reach out should you require clarification on any of the above comments.

Sincerely,



Andrea Goldwyn
Director of Public Policy

From: Cuff, David (Parks) <David.Cuff@parks.nyc.gov>
Sent: Wednesday, January 12, 2022 2:57 PM
To: 'Blair, Lori E (DOT)'; mark_eberle@nps.gov; kathryn_schlegel@nps.gov; Brazee, Olivia (PARKS); andreagoldwyn@nylandmarks.org; Gina Santucci (LPC)
Cc: robert.davies (robert.davies@dot.gov); Pavlik, Monica (FHWA); anna.price@dot.gov; Kramer, Kaylie (FHWA); Leslie, Catherine S. (DOT); Williamson, Ann (DOT); C. de Cerreno, Allison; Flax, Leah; jschneider@mtab.t.org; Desantis, Romolo; Julie Cowing; Claudia Cooney; Timoney, Caitlin; Hannah Brockhaus
Subject: RE: Central Business District Tolling Program - OPRHP 21PR06430 Section 106 Consultation

Hi Lori,

We have a few comments on the Project Information document. The comments stem from some of the project information we have reviewed to date. For this reason, I included all recipients of the original email as there may need to be coordination to address the comments. If anyone wants to follow up directly with me, feel free.

- Page 35 – “The Project Sponsors would coordinate with NYC Parks and the Central Park Conservancy in the design and final location of the tolling infrastructure and tolling system equipment in Central Park”
 - Some coordination has occurred to date. Should this rather be stating coordination with NYC Parks “has” occurred? Are the Project Sponsors going to come back to do additional coordination with NYC Parks and CPC? And, if more coordination with NYC Parks and CPC will occur, shouldn't the same coordination efforts occur with NYC Parks and Friends of the High Line regarding the High Line?
- Page 40 – “In Central Park, new tolling infrastructure and tolling system equipment would be minimized by limiting them to four locations along the existing park roadway system,…”
 - Disagree with how this is phrased - It is not being “limited” to four locations. The locations are dictated by the existing park access points to the CBD.
- Page 40 – “NYC Parks and the Central Park Conservancy would coordinate in designing and placing the tolling infrastructure and tolling system equipment in Central Park.”
 - Same Comment as above for Page 35.

We also have a general comment on the project-

- For Central Park and Grand Army Plaza - We would like confirmation the equipment on poles would be painted the same color as the poles. Also, is it at all possible that equipment be placed higher on poles in these locations?

Thanks-

David Cuff
Director of Environmental Review
Planning and Development

T 212.360.3492
C 917-938-5221

F 212.360.3453
E David.Cuff@parks.nyc.gov

NYC Parks
The Arsenal, Central Park
830 Fifth Avenue, Room 401
New York, NY 10065
nyc.gov/parks

ENVIRONMENTAL REVIEW

Project number: 77DOT030Y (DEPARTMENT OF TRANSPORTATION)
Project: Central Business District Tolling
Date Received: 10/29/2021

Comments: LPC review of "CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM, Cultural Resources Screening Report, SHPO Project Review No: 21PR06430, October 2021" has been conducted. Comments are as follows.

Architecture:

Table 1, "Historic Properties in the Study Area". The following items need to be corrected:

Item 4, Manhattan Bridge. The Arch and Colonnade are LPC designated. The bridge structure/deck itself is not LPC designated or eligible.

Item 16, U.S. Post Office-Morgan General Mail Facility appears LPC eligible.

Item 20, St. Michael's RC Church Complex appears LPC eligible.

The NRE Paddy's Market Historic District does not appear LPC eligible.

LPC notes that the document states that no new tolling equipment would be installed on the LPC designated Brooklyn Bridge, therefore no adverse effect is anticipated to the bridge.

Section 3.2.2, "Manhattan Bridge." The Arch and Colonnade are LPC designated. The bridge structure/deck itself is not LPC designated or eligible.

Regarding additional NRE properties listed by the SHPO in their letter of 11/22/21, none of these properties appear LPC eligible.

- The Lithuanian Alliance, 307 West 30th Street.
- Hotel Irvin, 308 West 30th Street.
- Firehouse, Engine Co. 34, 440-442 West 38th Street.

The following LPC designated historic districts: Gansevoort Market, Tribeca North, Tribeca West, and the South St. Seaport HD and Extension include original Belgian block pavers and bluestone sidewalks as contributing features. Please see the following LPC guidance for any proposed work on sidewalks or protected paving:

https://www1.nyc.gov/assets/lpc/downloads/pdf/LPCPermitGuidebook_Chapter10_Sidewalks.pdf

Additionally, LPC concurs with the SHPO finding of 12/30/21 that the pole with 50-foot mast arm proposed for Central Park West would negatively impact views of the park and would likely alter the setting associated with the park's western boundary and character-defining stone retaining wall. There are no concerns with the other Central Park locations.

Regarding archaeology, LPC concurs with the finding that:

"Extensive prior disturbance associated with historic land modifications and construction of the existing transportation facilities and existing utilities has reduced the archaeological potential such that the presence of intact archaeological deposits is highly unlikely within the very limited areas of ground disturbance proposed by the Project. Based on the extent of previous disturbance, there is no potential for intact archaeological resources and so an archaeological survey is not recommended."

P.23. There are no further archeological concerns.

Cc: NYS SHPO



1/13/2022

SIGNATURE

Gina Santucci, Environmental Review Coordinator

DATE

File Name: 34621_FSO_DNP_11052021.docx

From: Eberle, Mark D <mark_eberle@nps.gov>
Sent: Friday, January 28, 2022 3:37 PM
To: Blair, Lori E (DOT); kathryn_schlegel@nps.gov; Brazee, Olivia (PARKS); andreagoldwyn@nylandmarks.org; Cuff, David (Parks); Gina Santucci (LPC)
Cc: robert.davies (robert.davies@dot.gov); Pavlik, Monica (FHWA); anna.price@dot.gov; Kramer, Kaylie (FHWA); Leslie, Catherine S. (DOT); Williamson, Ann (DOT); C. de Cerreno, Allison; Flax, Leah; jschneider@mtabt.org; Desantis, Romolo; Julie Cowing; Claudia Cooney; Timoney, Caitlin; Hannah Brockhaus; Slater, Mark P; Racine, Laurel A
Subject: Re: [EXTERNAL] Central Business District Tolling Program - OPRHP 21PR06430 Section 106 Consultation

Hi Lori,

Thanks for coordinating this information with the National Park Service and the additional time to review. Below are comments on the project information document that you provided from the December 16, 2021 meeting.

- We recommend that you consider completing a traffic pattern study or examination of the area around the Central Park NHL to see if the tolling system will change existing traffic patterns and usage. For example, will the tolls cause more cars to "cut through" Central Park to turn around and avoid entering the toll area?
- We want to confirm that no tolling device will be installed on historic structures; if so, we request that it be installed in a way that it can be easily removed without damage to the structure and associated historic fabric.

We look forward to further discussion on these topics as we proceed through the Section 106 process.

Any question, please let me know-

Thanks,
Mark

—

Mark Eberle
External Review Coordinator / Resource Planning Specialist
National Park Service
Interior Region 1, North Atlantic-Appalachian
Resource Planning and Compliance Division
1234 Market Street, 20th Floor, Philadelphia, PA 19107
Phone: 215-597-1258 Mobile: 267-315-1631

DOI folks: check out the new and improved [RPC Division SharePoint Site](#)

From: Brazee, Olivia (PARKS) <Olivia.Brazee@parks.ny.gov>

Sent: Wednesday, March 9, 2022 8:54 AM

To: Blair, Lori E (DOT) <Lori.Blair@dot.ny.gov>; robert.davies (robert.davies@dot.gov) <robert.davies@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; anna.price@dot.gov; Kramer, Kaylie (FHWA) <kaylie.kramer@dot.gov>; Eberle, Mark D <mark_eberle@nps.gov>; Slater, Mark P <Mark_Slater@nps.gov>; Schlegel, Kathryn A <Kathy_Schlegel@nps.gov>; C. de Cerreno, Allison <allison.cdcerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Romolo Desantis <Rdesanti@mtabt.org>

Cc: Mackey, Linda (PARKS) <Linda.Mackey@parks.ny.gov>; Leslie, Catherine S. (DOT) <Catherine.Leslie@dot.ny.gov>; Cuff, David (Parks) <David.Cuff@parks.nyc.gov>; Lindsay.Quartini@parks.ny; wulom@dot.nyc.gov; WCarry@dot.nyc.gov; Julie Cowing <jcowing@akrf.com>; McNamara, Ian <Ian.McNamara@wsp.com>; Reis, Sergio (TBTA) <sreis@mtabt.org>; Timoney, Caitlin <Caitlin.Timoney@hdrinc.com>; Lindsay.Quartini@parks.nyc.gov; Friman, Paul <pfriman@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Simeon, Jean <jsimeon@dot.nyc.gov>; Lloyd, Timothy (PARKS) <Timothy.Lloyd@parks.ny.gov>; Christopher M. Calvert <ccalvert@akrf.com>; Cumming, Beth (PARKS) <Beth.Cumming@parks.ny.gov>; LaFrank, Kathleen (PARKS) <Kathleen.LaFrank@parks.ny.gov>

Subject: RE: CBDTP Section 106 - Central Park West Mast Arm (SHPO #21PR06430)

Hello, All,

Our office met with the NPS on Wednesday, 3/2 to discuss the Central Park West pole-and-mast arm and to review together the renderings and other project materials- we had an interesting and productive discussion. At this point, we would like to request a few more specific pieces of information and materials that we think will help us arrive at a finding of No Adverse Effect. Specifically, these items are as follows:

- Could new renderings be provided that show the pole-and-mast arm finished in a lighter color, like the standard DOT lightpole silver/gray? A lighter finish color may help the installation blend in more with the immediate context
- What is the expected "shelf life" of this tolling technology? Could there be an agreement put in place that would require removal of the pole-and-mast arm once the tolling technology becomes obsolete, or gets replaced with new technology? In a similar vein, could there be an agreement put in place that would prohibit the installation or mounting of anything besides the tolling equipment on the pole-and-mast arm?
- Is there a different material and design that could be specified for the construction of the pole-and-mast arm that would allow for smaller and less obtrusive pole and mast-arm diameters and that would be more consistent with the scale and design of existing streetscape lighting and traffic signal structures? Stronger (titanium alloy?) material? Reducing the mast arm diameter and adding a tension bracket? The scale (bulk) and design of the current structure appears more fitting for a multilane highway than the setting of a world-renowned National Historic Landmark.
- Could the overhead lane detection devices be smaller in size (i.e. only house the bare minimum amount of equipment needed for detecting vehicle information). If overhead devices were half the size/weight, the size and height of the mast arm pole could potentially be reduced and less obtrusive.
- Could street trees be planted next to the installation, to help it blend in more with the immediate context?
- Could a scale elevation drawing be provided that shows the proposed pole-and-mast arm in situ, with its dimensions (as currently proposed) shown in comparison with the dimensions of the surrounding features, such as the CP stone retaining wall, the newsstand kiosk, the subway entrance across CPW, and other street furniture? This should help us better understand the scale of the installation.

Let me know if you have questions about any of the above, or if you'd like to meet to discuss.

Regards,

~Olivia

Olivia Brazee (*she/her/hers*)

Historic Site Restoration Coordinator

Division for Historic Preservation

New York State Parks, Recreation & Historic Preservation
Peebles Island State Park, P.O. Box 189, Waterford, NY 12188-0189
518-268-2182 | cell - 518-948-2067 | olivia.brazee@parks.ny.gov
<https://parks.ny.gov/shpo>

From: Blair, Lori E (DOT) <Lori.Blair@dot.ny.gov>
Sent: Wednesday, March 16, 2022 3:19 PM
To: Brazee, Olivia (PARKS); robert.davies (robert.davies@dot.gov); Pavlik, Monica (FHWA); anna.price@dot.gov; Kramer, Kaylie (FHWA); Eberle, Mark D; Slater, Mark P; Schlegel, Kathryn A; C. de Cerreno, Allison; Angel, Nichola; Romolo Desantis
Cc: Mackey, Linda (PARKS); Leslie, Catherine S. (DOT); Cuff, David (Parks); Young, Sybil (Parks); wullom@dot.nyc.gov; WCarry@dot.nyc.gov; Julie Cowing; McNamara, Ian; Reis, Sergio (TBTA); Timoney, Caitlin; Lindsay.Quartini@parks.nyc.gov; Friman, Paul; Oliva, Louis; Simeon, Jean; Lloyd, Timothy (PARKS); Christopher M. Calvert; Cumming, Beth (PARKS); LaFrank, Kathleen (PARKS); zparmenter@dot.nyc.gov; Claudia Cooney
Subject: RE: CBDTP Section 106 - Central Park West Mast Arm (SHPO #21PR06430)
Attachments: Response to SHPO-NPS_2022-3-16.docx; CPW Surrounding Feature Dimensions DFT v1 3-15-22.pdf; 22-0311 W60-8 CPW with views from Central Park.pdf

Good afternoon,

The project team has prepared responses to the questions below and prepared the requested renderings.

For your consideration, attached please find the comments/responses document and the following supporting materials:

- Renderings of the proposed Central Park West pole in three different colors: Central Park Green, NYCDOT silver/grey, and NYCDOT black finishes. Also included are the associated color swatches.
- Elevation, plan and photos depicting the surrounding infrastructure and heights relative to the proposed Central Park West pole.

Please don't hesitate to contact me if you have any questions or need anything else to assist in preparing your recommendation of a 106 finding for the Project. We are hoping to receive your opinion as soon as possible.

Thanks,

Lori

CBD Tolling
Responses to SHPO & NPS comments dated March 9, 2022

March 16, 2022

- Could new renderings be provided that show the pole-and-mast arm finished in a lighter color, like the standard DOT lightpole silver/gray? A lighter finish color may help the installation blend in more with the immediate context.

Please see attached renderings and color swatches, which show Central Park Green, NYCDOT silver/grey, and NYCDOT black finishes. The Design Build Operate & Maintain (DBOM) architect (Dattner) extensively reviewed the aesthetic environment of the Central Park West (CPW) streetscape in coordination with NYCDOT and determined that a black finish would maintain the visual continuity of the existing infrastructure along CPW, which is finished in black. From a pedestrian perspective, this continuity of finish within the streetscape is key to a contextual installation that doesn't stand out. While the infrastructure within Columbus Circle is galvanized/gray, the proposed pole is not within Columbus Circle proper and is instead a part of the CPW streetscape. Also, although the infrastructure within Central Park is finished in Central Park Green, the proposed pole is not within Central Park. There is no Central Park Green finished streetscape infrastructure in the immediate vicinity of the proposed pole, and thus, Dattner determined that a Central Park Green finish would call more attention to this pole.

- What is the expected “shelf life” of this tolling technology? Could there be an agreement put in place that would require removal of the pole-and-mast arm once the tolling technology becomes obsolete, or gets replaced with new technology? In a similar vein, could there be an agreement put in place that would prohibit the installation or mounting of anything besides the tolling equipment on the pole-and-mast arm?

The expected shelf life of the tolling equipment is 10 years. The DBOM contract includes provisions allowing TBTA to have the equipment and pole removed, replaced and/or upgraded to new technology. The Memorandum of Understanding (MOU) between NYCDOT and TBTA restricts any equipment other than the tolling equipment from being installed on the pole and mast arms.

- Is there a different material and design that could be specified for the construction of the pole-and-mast arm that would allow for smaller and less obtrusive pole and mast-arm diameters and that would be more consistent with the scale and design of existing streetscape lighting and traffic signal structures? Stronger (titanium alloy?) material? Reducing the mast arm diameter and adding a tension bracket? The scale (bulk) and design of the current structure appears more fitting for a multilane highway than the setting of a world-renowned National Historic Landmark.

The AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals is the Professional Engineering Design Standard is followed for the Structural Design of the poles. Additional Standards/Codes such as ACI 318, Building Code Requirements for Structure Concrete, ASCE 7-16, Minimum Design Loads and Associated Criteria for Buildings and Other Structures are also followed for the Structural Design. NYCDOT Guidelines, such as the NYC Street Design Manual are followed for clearance dimensions between the proposed poles and existing NYC street furniture. The proposed design is the minimal size possible given the operational needs to provide coverage for the full width of the 63' (six-lane) roadway on

Central Park West. For public safety, the AASHTO requirements dictate design standards and materials used regardless of location.

- Could the overhead lane detection devices be smaller in size (i.e. only house the bare minimum amount of equipment needed for detecting vehicle information). If overhead devices were half the size/weight, the size and height of the mast arm pole could potentially be reduced and less obtrusive.

The overall size of the tolling equipment detection device housing is governed by the required equipment within the housing needed to meet the project's operational requirements, the thermal loads of the internal components, and maintenance serviceability. Dattner Architects developed the housing for the tolling equipment with the specific goal to minimize visual impact and work within the urban environment. The foundation of Dattner's approach to minimizing visual impact was to minimize the number of parts, thus minimizing the number of exposed cables, connections, and potential for discrepancies in materials or finish amongst elements. When viewed from the perspective and speed of a pedestrian, the sides and bottom of the housing are the predominant expression of the system. Creases have been introduced to the sides of the housing, creating facets that provide shadow play, break down the mass of the enclosure and provide a design continuity throughout the system. Angled skirting at the bottom of the enclosure further integrates the antenna housing into the overall form and the single expression, again minimizing the visual impact by reducing the number of discreet elements.

In comparison to a standard NYCDOT three section traffic signal, the overhead lane detection cluster is approximately 21% smaller. The overhead lane detection cluster measures approximately 34"x13", while the standard NYCDOT three section signal head measures approximately 40"x14".

The size of the mast arm and pole are governed by multiple factors outside of the size of the tolling equipment, including the length and rigidity of the mast arm and wind load requirements of the mast arm itself. Even if the tolling equipment could be reduced in size, a change would not appreciably change the size of the pole or arm with a 50' length.

- Could street trees be planted next to the installation, to help it blend in more with the immediate context?
Note that there are currently two street trees on this block, in addition to the trees within Central Park that overhang the sidewalk outside of the park. The Project Sponsors will consider the planting of additional street trees, in coordination with NYCDRP.
- Could a scale elevation drawing be provided that shows the proposed pole-and-mast arm in situ, with its dimensions (as currently proposed) shown in comparison with the dimensions of the surrounding features, such as the CP stone retaining wall, the newsstand kiosk, the subway entrance across CPW, and other street furniture? This should help us better understand the scale of the installation.
Please see the attached document "CPW Surrounding Feature Dimensions DFT v1 3-15-22" for a dimensioned elevation and plan drawing as well as a marked-up rendering to show the heights of other relevant infrastructure.

On the east side of the street, the Central Park stone wall is roughly 16' behind the proposed pole. The metal vendor building is roughly 5' south and 12' behind the proposed pole. The

seating area is roughly 5' north and 10' behind the proposed pole. The subway entrance is roughly 27' south of the proposed pole and behind the metal vendor building. The nearby newsstand kiosk is approximately 15' tall and the traffic signal pole located further south near Columbus Circle is approximately 20'-2" tall.

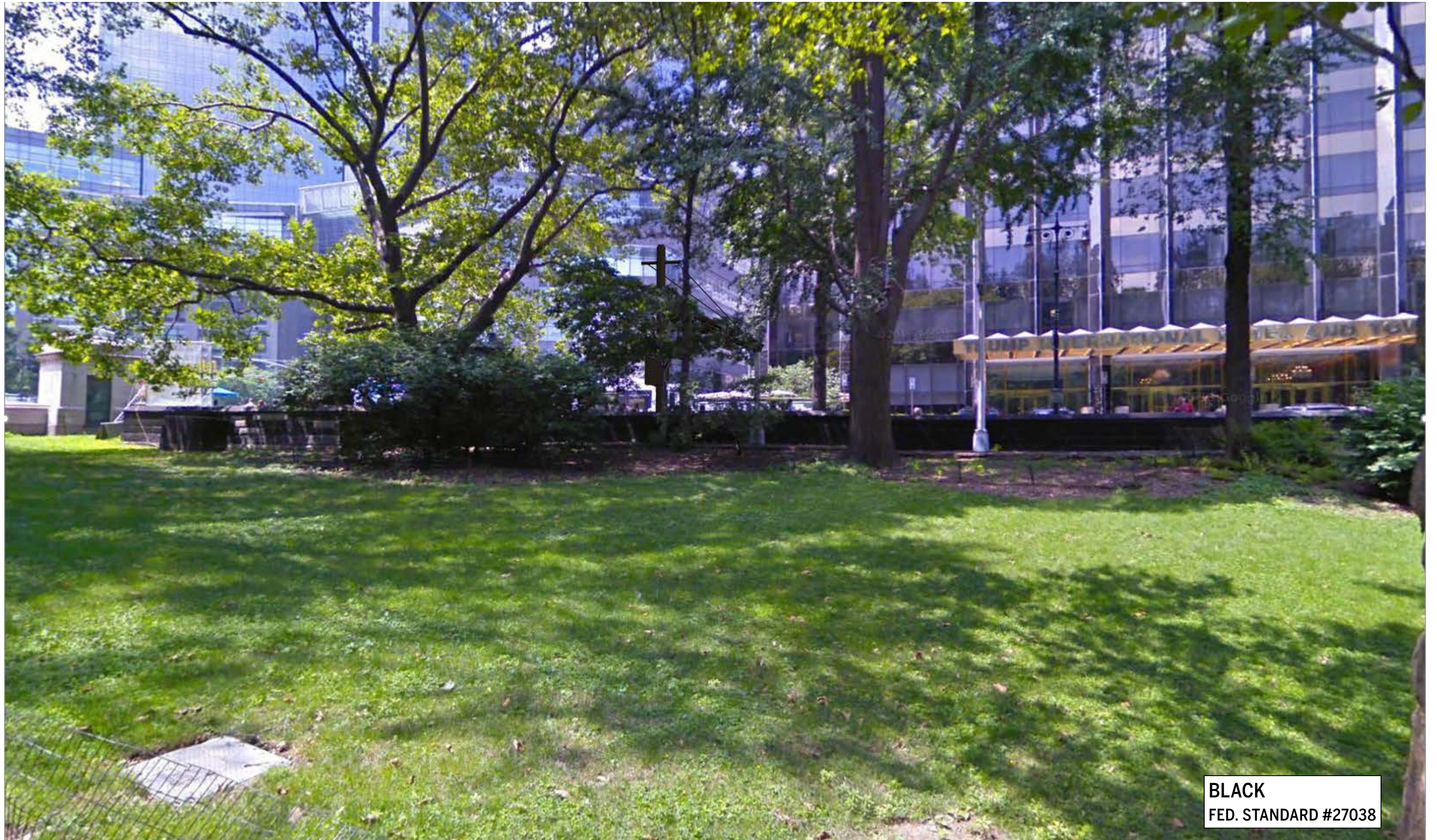
On the west side of the street, there is a decorative streetlamp that is approximately 26'-7" tall and it stands next to a NYCT subway elevator shaft that is approximately 17' tall. Another traffic signal pole is located further south near Columbus Circle, and it is approximately 20'-2" tall.

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



BLACK
FED. STANDARD #27038

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



BLACK
FED. STANDARD #27038

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



BLACK
FED. STANDARD #27038

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



GREEN
FED. STANDARD #14036

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



GREEN
FED. STANDARD #14036

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



GALVANIZED/GRAY
FED. STANDARD #26373

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



GALVANIZED/GRAY
FED. STANDARD #26373

W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



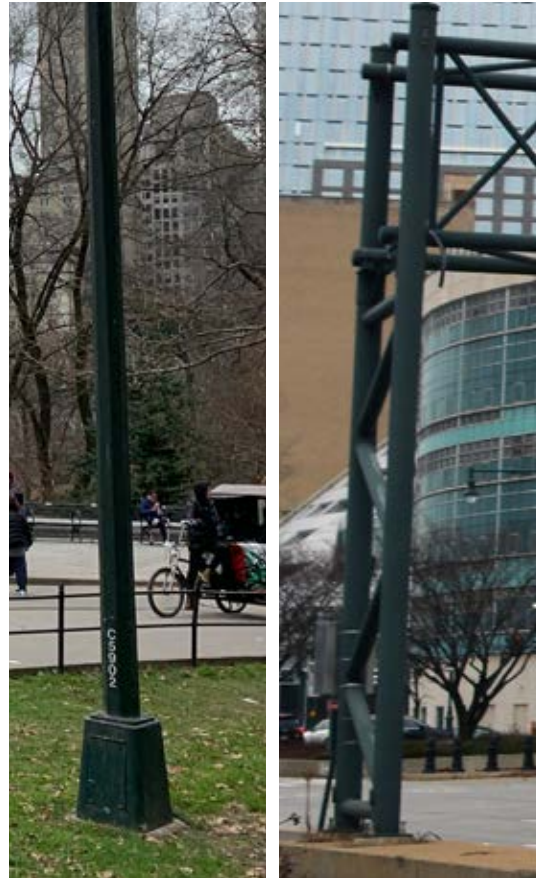
GALVANIZED/GRAY
FED. STANDARD #26373

CBDTP SUPPORTING STRUCTURE COLOR PALETTE

GALVANIZED/GRAY
FED. STANDARD #26373



GREEN
FED. STANDARD #14036



BLACK
FED. STANDARD #27038



MANHATTAN BLUE
FED. STANDARD #35209



QUEENSBORO BROWN
FED. STANDARD #20059



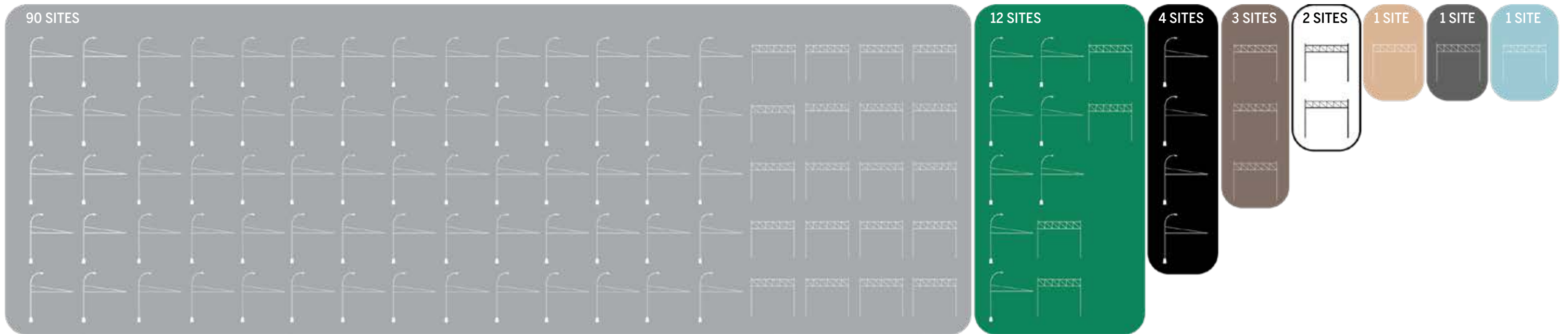
CHAMBER ST WHITE
PPG AMERCOAT 450H



QUEENSBORO TAN
FED. STANDARD #22563



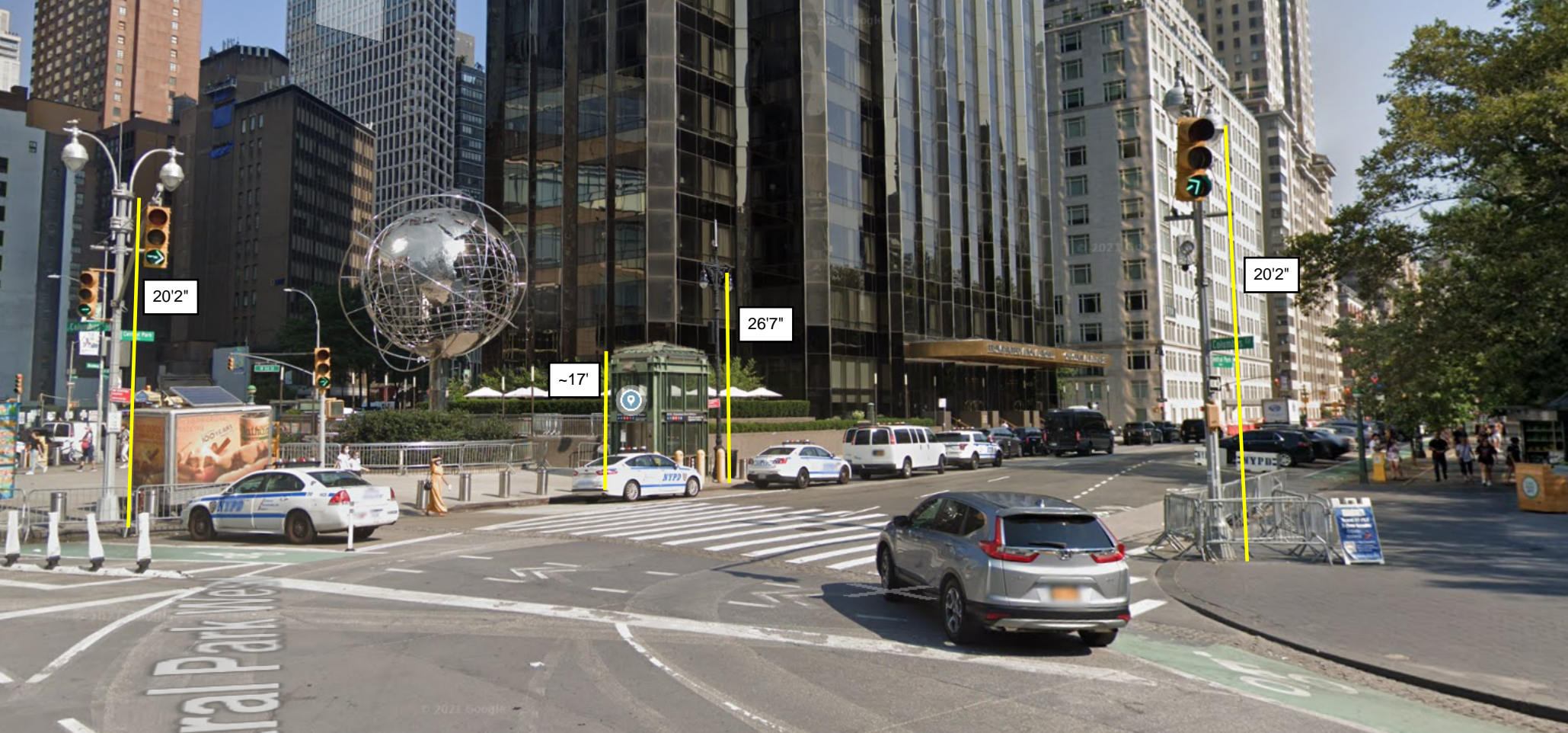
HIGHLINE GREY
SW6994 GREENBLACK



W60-8 CENTRAL PARK WEST BETWEEN 60TH & 61ST STREET



View from Columbus Circle looking north up Central Park West



From: Cuff, David (Parks) <David.Cuff@parks.nyc.gov>
Sent: Thursday, March 17, 2022 10:57 AM
To: 'Blair, Lori E (DOT)'; Brazee, Olivia (PARKS); robert.davies (robert.davies@dot.gov); Pavlik, Monica (FHWA); anna.price@dot.gov; Kramer, Kaylie (FHWA); Eberle, Mark D; Slater, Mark P; Schlegel, Kathryn A; C. de Cerreno, Allison; Angel, Nichola; Romolo Desantis Mackey, Linda (PARKS); Leslie, Catherine S. (DOT); Young, Sybil (Parks); Ullom, William; Carry, William; Julie Cowing; McNamara, Ian; Reis, Sergio (TBTA); Timoney, Caitlin; Quartini, Lindsay (Parks); Friman, Paul; Oliva, Louis; Simeon, Jean; Lloyd, Timothy (PARKS); Christopher M. Calvert; Cumming, Beth (PARKS); LaFrank, Kathleen (PARKS); zparmenter@dot.nyc.gov; Claudia Cooney
Cc:
Subject: RE: CBDTP Section 106 - Central Park West Mast Arm (SHPO #21PR06430)

As mentioned previously, NYC Parks prefers the green color the most and would be ok with the black color as a second choice.

We don't prefer grey as it would be inconsistent with existing street lighting and traffic poles along CPW.

Thank you.

David Cuff
Director of Environmental Review
Planning and Development

T 212.360.3492
C 917-938-5221
F 212.360.3453
E David.Cuff@parks.nyc.gov

NYC Parks
The Arsenal, Central Park
830 Fifth Avenue, Room 401
New York, NY 10065
nyc.gov/parks

From: Eberle, Mark D <mark_eberle@nps.gov>
Sent: Wednesday, March 30, 2022 3:18 PM
To: Blair, Lori E (DOT); Brazee, Olivia (PARKS); robert.davies (robert.davies@dot.gov); Pavlik, Monica (FHWA); anna.price@dot.gov; Kramer, Kaylie (FHWA); Slater, Mark P; Schlegel, Kathryn A; C. de Cerreno, Allison; Angel, Nichola; Romolo Desantis; Sams, Cheryl A
Cc: Mackey, Linda (PARKS); Leslie, Catherine S. (DOT); Cuff, David (Parks); Young, Sybil (Parks); wullom@dot.nyc.gov; WCarry@dot.nyc.gov; Julie Cowing; McNamara, Ian; Reis, Sergio (TBTA); Timoney, Caitlin; Lindsay.Quartini@parks.nyc.gov; Friman, Paul; Oliva, Louis; Simeon, Jean; Lloyd, Timothy (PARKS); Christopher M. Calvert; Cumming, Beth (PARKS); LaFrank, Kathleen (PARKS); zparmenter@dot.nyc.gov; Claudia Cooney
Subject: Re: [EXTERNAL] RE: CBDTP Section 106 - Central Park West Mast Arm (SHPO # 21PR06430)

Hi Lori,

Thanks for responding to our questions and preparing additional renderings for the Central Park mast arm for us to review. After further discussions with NY SHPO and internally, the National Park Service will not be pursuing an adverse effect on this project; however, we will have recommendations for the use of galvanized steel for the mast arm structure near Central Park, as well as the planting of a street tree or two to block the new structure from the entrance plaza to Central Park. We will provide our official letter response to you within 30-days of receiving your Findings of Effect document.

Any questions, please let me know-

Thanks,

Mark

Mark Eberle
External Review Coordinator / Resource Planning Specialist
National Park Service
Interior Region 1, North Atlantic-Appalachian
Resource Planning and Compliance Division
1234 Market Street, 20th Floor, Philadelphia, PA 19107
Cell Phone: 267-315-1631
General Work Hours and Schedule: M: office 8:00am-4:00pm; T-F: telework 8:00am-4:30pm

DOI folks: check out the new and improved [RPC Division SharePoint Site](#)



**Parks, Recreation,
and Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

March 31, 2022

Lori Blair
NYSDOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Re: FHWA
Central Business District (CBD) Tolling Program
21PR06430
CBDTP

Dear Lori Blair:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation 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 other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the responses you provided to our comments in your e-mail, with attachments, dated March 16th, 2022. Based upon our review, we offer the following comments:

1. It is our opinion that a galvanized finish would be the least visually obtrusive, and so we recommend this finish for the Central Park West pole-and-mast arm.
2. We are satisfied there is an MOU in place which is a binding agreement for the removal, replacement, or modification/upgrading of the pole-and-mast arm installation after a period of 10 years. We understand this agreement prohibits the installation of any other equipment on the mast arm and pole besides the proposed tolling equipment. Please consult with us when the 10-year period expires, so that we may comment on any changes.
3. We are satisfied with the explanation given for the structural design and sizing of the pole-and-mast arm installation and its various components.
4. We continue to recommend the addition of street trees to help screen the pole-and-mast arm. Consultation should continue regarding possible appropriate location(s).

It is our understanding that FHWA intends to issue a finding of No Adverse Effect in their final Finding Documentation. We anticipate being able to concur with this finding.

If you have any questions, I am best reached via e-mail.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

cc: G. Santucci, A. Sutphin, J. MacLean, D. Pagano, NYC LPC, A. Price, US DOT

From: Cuff, David (Parks) <David.Cuff@parks.nyc.gov>
Sent: Friday, April 1, 2022 2:13 PM
To: 'Blair, Lori E (DOT)'; Eberle, Mark D; Brazee, Olivia (PARKS); robert.davies (robert.davies@dot.gov); Pavlik, Monica (FHWA); anna.price@dot.gov; Kramer, Kaylie (FHWA); Slater, Mark P; Schlegel, Kathryn A; C. de Cerreno, Allison; Angel, Nichola; Romolo Desantis; Sams, Cheryl A
Cc: Mackey, Linda (PARKS); Leslie, Catherine S. (DOT); Young, Sybil (Parks); Ullom, William; Carry, William; Julie Cowing; McNamara, Ian; Reis, Sergio (TBTA); Timoney, Caitlin; Quartini, Lindsay (Parks); Friman, Paul; Oliva, Louis; Simeon, Jean; Lloyd, Timothy (PARKS); Christopher M. Calvert; Cumming, Beth (PARKS); LaFrank, Kathleen (PARKS); zparmenter@dot.nyc.gov; Claudia Cooney; Prince, Nancy (Parks)
Subject: RE: [EXTERNAL] RE: CBDTP Section 106 - Central Park West Mast Arm (SHPO # 21PR06430)
Attachments: Existing Poles on CPW1.pdf

Hi all-

Just want to clarify the reasoning behind NYC Parks' position that we prefer the green color and then the black color for the Central Park West mast arm.

We feel the consistency with the existing poles on Central Park West (CPW) should be considered. The congestion pricing mast arm is a similar structure to the existing traffic lights on CPW and consideration should be given to match the mast arm with the established dark green color of the traffic lights that also extend over CPW. Further, matching the green color allows the mast arm to at least partially blend in with the green of the tree canopy.

Our second choice is matching the mast arm with the historic black light poles on CPW. Black would also match existing street infrastructure and would allow for, to a lesser degree, the mast arm to blend in with the existing tree canopy.

See examples of both the existing traffic lights and the historic black street poles in this section of CPW in attached PDF.

Please let me know if anyone would like to discuss further.

David Cuff
Director of Environmental Review
Planning and Development

T 212.360.3492
C 917-938-5221
F 212.360.3453
E David.Cuff@parks.nyc.gov

NYC Parks
The Arsenal, Central Park
830 Fifth Avenue, Room 401
New York, NY 10065
nyc.gov/parks



Historic Black Light Pole

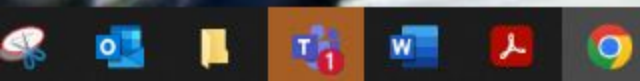
Green Traffic Lights



Green Traffic Pole on CPW
with Tree Canopy behind it.



Google



Historic Black Light Pole on CPW



Google



Image c



April 12, 2022

Mark Eberle
Resource Planning Specialist/External Review Coordinator
National Park Service
Interior Region 1, North Atlantic-Appalachian
1234 Market Street, 20th Floor
Philadelphia, PA 19107

RE: **Section 106 Consultation-Finding Documentation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Mr. Eberle:

As a Section 106 Consulting Party for the Manhattan Central Business District (CBD) Tolling Program (Project), the New York State Department of Transportation (NYSDOT), in coordination with the Federal Highway Administration (FHWA), is providing the enclosed Draft (Proposed Final) *Section 106 Finding Documentation* for your review and comment in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*.

The Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register. Therefore, the Project would have no adverse effects on historic properties based on the assessment of effects for the Project.

The NYSDOT and the FHWA have considered input from Consulting Parties in the recommended No Adverse Effect finding, as discussed in the Finding Documentation. Responses to comments made by the Consulting Parties are provided in the attached *Comment/Response Matrix*.

The NYSDOT respectfully requests written comments on the draft *Finding Documentation* by May 12, 2022. If no substantive comments are received from SHPO, the Tribal Nations, or the other Consulting Parties, the *Finding Documentation* will be considered final.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl. Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

Section 106 Consulting Parties Comment/Response Matrix

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
T. Smith, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



April 12, 2022

Andrea Goldwyn
Director, Public Policy
New York Landmarks Conservancy
One Whitehall Street
New York, NY 10004

RE: **Section 106 Consultation-Finding Documentation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Goldwyn:

As a Section 106 Consulting Party for the Manhattan Central Business District (CBD) Tolling Program (Project), the New York State Department of Transportation (NYSDOT), in coordination with the Federal Highway Administration (FHWA), is providing the enclosed Draft (Proposed Final) *Section 106 Finding Documentation* for your review and comment in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*.

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The NYSDOT respectfully requests written comments on the draft *Finding Documentation* by May 12, 2022. If no substantive comments are received from SHPO, the Tribal Nations, or the other Consulting Parties, the *Finding Documentation* will be considered final.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl. Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

Section 106 Consulting Parties Comment/Response Matrix

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
T. Smith, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



Department of
Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

NICOLAS A. CHOUBAH, P.E.
Acting Chief Engineer

April 12, 2022

Gina Santucci
Director of Environmental Review
New York City Landmarks Preservation Commission
1 Centre St, #9N
New York, NY 10007

RE: **Section 106 Consultation-Finding Documentation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Santucci:

As a Section 106 Consulting Party for the Manhattan Central Business District (CBD) Tolling Program (Project), the New York State Department of Transportation (NYSDOT), in coordination with the Federal Highway Administration (FHWA), is providing the enclosed Draft (Proposed Final) *Section 106 Finding Documentation* for your review and comment in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*.

The Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register. Therefore, the Project would have no adverse effects on historic properties based on the assessment of effects for the Project.

The NYSDOT and the FHWA have considered input from Consulting Parties in the recommended No Adverse Effect finding, as discussed in the Finding Documentation. Responses to comments made by the Consulting Parties are provided in the attached *Comment/Response Matrix*.

The NYSDOT respectfully requests written comments on the draft *Finding Documentation* by May 12, 2022. If no substantive comments are received from SHPO, the Tribal Nations, or the other Consulting Parties, the *Finding Documentation* will be considered final.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl. Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

Section 106 Consulting Parties Comment/Response Matrix

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
T. Smith, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



April 12, 2022

Upload via CRIS

Olivia Brazee
Historic Site Restoration Coordinator
New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
P.O. Box 189
Waterford, NY 12188-0189

RE: **Section 106 Consultation: Finding Documentation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Brazee:

The New York State Department of Transportation (NYSDOT), on behalf of the Federal Highway Administration (FHWA), is submitting the Draft (Proposed Final) *Section 106 Finding Documentation* prepared for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project) for review by the New York State Historic Preservation Office (SHPO), in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations (36 CFR Part 800): *Protection of Historic Properties*.

The Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register. Therefore, the Project would have no adverse effects on historic properties based on the assessment of effects for the Project.

The NYSDOT and the FHWA have considered input from Consulting Parties in the recommended No Adverse Effect finding, as discussed in the Finding Documentation. Responses to comments made by the Consulting Parties are provided in the attached *Comment/Response Matrix*.

If no substantive comments are received from SHPO, the Tribal Nations, or the other Consulting Parties, the *Finding Documentation* will be considered final. The NYSDOT respectfully requests the written concurrence of the SHPO with the recommended finding of No Adverse Effect for the undertaking.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/bb

Encl: Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

Section 106 Consulting Parties Comment/Response Matrix

cc: R. Davies, FHWA
A. Price, FHWA
T. Smith, NYSDOT
A. de Cerreño, MTA
N. Angel, MTA
W. Carry, NYCDOT



April 12, 2022

David Cuff
Director of Environmental Review, Planning and Development
New York City Department of Parks & Recreation
The Arsenal, Central Park
830 Fifth Avenue
New York, NY 10065

RE: **Section 106 Consultation-Finding Documentation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Mr. Cuff:

As a Section 106 Consulting Party for the Manhattan Central Business District (CBD) Tolling Program (Project), the New York State Department of Transportation (NYSDOT), in coordination with the Federal Highway Administration (FHWA), is providing the enclosed Draft (Proposed Final) *Section 106 Finding Documentation* for your review and comment in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*.

The Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register. Therefore, the Project would have no adverse effects on historic properties based on the assessment of effects for the Project.

The NYSDOT and the FHWA have considered input from Consulting Parties in the recommended No Adverse Effect finding, as discussed in the Finding Documentation. Responses to comments made by the Consulting Parties are provided in the attached *Comment/Response Matrix*.

The NYSDOT respectfully requests written comments on the draft *Finding Documentation* by May 12, 2022. If no substantive comments are received from SHPO, the Tribal Nations, or the other Consulting Parties, the *Finding Documentation* will be considered final.

If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS and Special Projects Bureau

CL/lb/bb

Encl. Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

Section 106 Consulting Parties Comment/Response Matrix

cc: R. Davies, FHWA
A. Price, FHWA
R. D. Mackay, SHPO
T. Smith, NYSDOT
A. L. C. de Cerreño, MTA
W. Carry, NYCDOT
N. Angel, MTA



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

New York Division

April 13, 2022

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPD-NY

Ms. Katelyn Lucas
Historic Preservation Assistant
31064 State Highway 281
PO Box 825
Anadarko, OK 73005

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Lucas:

The Federal Highway Administration (FHWA) is transmitting to the Delaware Nation an electronic copy of the Draft (Proposed Final) *Section 106 Finding Documentation* prepared for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations (36 CFR Part 800).

An archaeological assessment for the Project was included in the October 2021 Cultural Resources Screening Report that was previously shared with the Delaware Nation. The assessment concluded that the extent of prior disturbance has reduced the archaeological potential such that the presence of intact archaeological deposits is highly unlikely within the Archaeological Study Area. Therefore, no archaeological survey was recommended. In correspondence dated November 22, 2021, the SHPO concurred with this recommendation.

The *Section 106 Finding Documentation* documents an assessment of the Project's effects on architectural properties (buildings, structures and districts) that are eligible for or listed in the National Register of Historic Places and concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify these historic properties for listing in the National Register. The Finding Document concludes that the Project will have no adverse effects on historic properties.

The FHWA respectfully requests any written comments from the Delaware Nation on the *Section 106 Finding Documentation* by May 13, 2022. Please send written comments to the FHWA address included on the letterhead or to anna.price@dot.gov.

If no substantive comments are received from SHPO, the Tribal Nations or the other Consulting Parties, the Finding Documentation will be considered final.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

ANNA C
PRICE

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Date: 2022.04.13 14:52:43 -04 00

Anna Price
Director of Program Management

Enclosures:

Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

cc: R. Davies, FHWA, HPD-NY
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
T. Smith, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT



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

New York Division

April 13, 2022

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Susan Bachor, M.A.
Archaeologist
Delaware Tribe Historic Preservation
126 University Circle, Rm. 437
East Stroudsburg, PA 18301

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Bachor:

The Federal Highway Administration (FHWA) is transmitting to the Delaware Tribe an electronic copy of the Draft (Proposed Final) *Section 106 Finding Documentation* prepared for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations (36 CFR Part 800).

An archaeological assessment for the Project was included in the October 2021 Cultural Resources Screening Report that was previously shared with the Delaware Tribe. The assessment concluded that the extent of prior disturbance has reduced the archaeological potential such that the presence of intact archaeological deposits is highly unlikely within the Archaeological Study Area. Therefore, no archaeological survey was recommended. In correspondence dated November 22, 2021, the SHPO concurred with this recommendation.

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The FHWA respectfully requests any written comments from the Delaware Tribe on the *Section 106 Finding Documentation* by May 13, 2022. Please send written comments to the FHWA address included on the letterhead or to anna.price@dot.gov. If no substantive comments are

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Sincerely,

ANNA C PRICE
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Date: 2022.04.13 14:50:17
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Anna Price
Director of Program Management

Enclosures:

Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

cc: R. Davies, FHWA, HPD-NY
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
T. Smith, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT



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

New York Division

April 13, 2022

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Albany, NY 12207
518-431-4127
518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Ms. Lauryn Randall
Council of Trustees
Shinnecock Indian Nation
PO Box 5006
Southampton, NY 11969

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Randall:

The Federal Highway Administration (FHWA) is transmitting to the Shinnecock Indian Nation an electronic copy of the Draft (Proposed Final) *Section 106 Finding Documentation* prepared for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations (36 CFR Part 800).

An archaeological assessment for the Project was included in the October 2021 Cultural Resources Screening Report that was previously shared with the Shinnecock Indian Nation. The assessment concluded that the extent of prior disturbance has reduced the archaeological potential such that the presence of intact archaeological deposits is highly unlikely within the Archaeological Study Area. Therefore, no archaeological survey was recommended. In correspondence dated November 22, 2021, the SHPO concurred with this recommendation.

The *Section 106 Finding Documentation* documents an assessment of the Project's effects on architectural properties (buildings, structures and districts) that are eligible for or listed in the National Register of Historic Places and concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify these historic properties for listing in the National Register. The Finding Document concludes that the Project will have no adverse effects on historic properties.

The FHWA respectfully requests any written comments from the Shinnecock Indian Nation on the *Section 106 Finding Documentation* by May 13, 2022. Please send written comments to the FHWA address included on the letterhead or to anna.price@dot.gov. If no substantive comments

are received from SHPO, the Tribal Nations or the other Consulting Parties, the Finding Documentation will be considered final.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

ANNA C
PRICE

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Date: 2022.04.13
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Anna Price
Director of Program Management

Enclosures:

Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

cc: R. Davies, FHWA, HPD-NY
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
T. Smith, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT
Aiyana Smith, Executive Director
Josephine Smith, Director of Cultural Resources
Ashley Robinson, COTE Executive Assistant
Jeremy Dennis, Tribal Historic Preservation Officer
Shinnecock Nation Graves Protection Warriors Society



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

New York Division

April 13, 2022

Leo W. O'Brien Federal Building
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Albany, NY 12207
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518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Ms. Bonney Hartley
Tribal Historic Preservation Manager
Stockbridge-Munsee Mohican Tribal
Historic Preservation Extension Office
Williamstown, MA 01267

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Hartley:

The Federal Highway Administration (FHWA) is transmitting to the Stockbridge-Munsee Community Band of Mohican Indians an electronic copy of the Draft (Proposed Final) *Section 106 Finding Documentation* prepared for the Central Business District (CBD) Tolling Program (the CBD Tolling Program or the Project) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations (36 CFR Part 800).

An archaeological assessment for the Project was included in the October 2021 Cultural Resources Screening Report that was previously shared with the Stockbridge-Munsee Community Band of Mohican Indians. The assessment concluded that the extent of prior disturbance has reduced the archaeological potential such that the presence of intact archaeological deposits is highly unlikely within the Archaeological Study Area. Therefore, no archaeological survey was recommended. In correspondence dated November 22, 2021, the SHPO concurred with this recommendation. The Stockbridge-Munsee Mohican Tribal Historic Preservation Officer responded with no concerns with the project on October 13, 2021.

The *Section 106 Finding Documentation* documents an assessment of the Project's effects on architectural properties (buildings, structures and districts) that are eligible for or listed in the National Register of Historic Places and concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify these historic properties for listing in the National Register. The Finding Document concludes that the Project will have no adverse effects on historic properties.

The FHWA respectfully requests any written comments from the Stockbridge-Munsee Community Band of Mohican Indians on the *Section 106 Finding Documentation* by May 13, 2022. Please send written comments to the FHWA address included on the letterhead or to anna.price@dot.gov. If no substantive comments are received from SHPO, the Tribal Nations or the other Consulting Parties, the Finding Documentation will be considered final.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

ANNA C PRICE
Digitally signed by ANNA C PRICE
Date: 2022.04.13 14:48:47 -04'00'

Anna Price
Director of Program Management

Enclosures:

Draft (Proposed Final) *Section 106 Finding Documentation Manhattan Central Business District (CBD) Tolling Program, OPRHP 21PR06430 (April 2022)*

cc: R. Davies, FHWA, HPD-NY
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
T. Smith, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT



**Parks, Recreation,
and Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

April 18, 2022

Lori Blair
Environmental Specialist 2, Cultural Resource Specialist
NYSDOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Re: FHWA
Central Business District (CBD) Tolling Program
21PR06430
CBDTP

Dear Lori Blair:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation 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 other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the Draft (Proposed Final) *Section 106 Finding Documentation* report dated April 2022, submitted to our office on April 12th, 2022. Based upon our review, we concur with the recommended finding of No Adverse Effect for the undertaking.

If you have any questions, I am best reached via e-mail.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

cc: G. Santucci, A. Sutphin, J. MacLean, D. Pagano, NYC LPC, A. Price, US DOT



United States Department of the Interior



NATIONAL PARK SERVICE
Interior Region 1
North Atlantic-Appalachian
1234 Market Street, 20th Floor
Philadelphia, PA 19107

IN REPLY REFER TO:

1.A.2.(IR1-RSS)

May 19, 2022

Catherine Leslie, Director, EIS and Special Projects Bureau
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

RE: Section 106 Consultation Finding Document, Manhattan Central Business District Tolling Program

Dear Ms. Leslie:

The National Park Service (NPS) has reviewed the Section 106 Finding Document for the proposed Central Business District (CBD) Tolling Program in the Borough of Manhattan, New York City/County, NY. The purpose of the project is to reduce traffic congestion in the Manhattan CBD in a manner that will generate revenue for future transportation improvements. As defined for this project, the Manhattan CBD, which encompasses all of Lower Manhattan and Midtown Manhattan, consists of the geographic area of Manhattan south and inclusive of 60th Street to the extent practicable, but not including the Franklin D. Roosevelt Drive and West Side Highway/Route 9A, including the Battery Park underpass and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street (the West Side Highway/Route 9A). It is our understanding that this area is characterized by traffic congestion and delays that slow travel and jeopardize the vitality of the Manhattan CBD and surrounding region.

The NPS appreciates the extensive consultation that New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA) conducted on this proposed project, particularly our areas of concern directly adjacent to Central Park, a world-renowned National Historic Landmark. Central Park encompasses 840 acres, with the designated boundaries extending from the northern curblineline of Central Park South (59th Street) to the southern curblineline of Central Park North (110th Street) and from the western curblineline of Fifth Avenue to the eastern curblineline of Central Park West (Eighth Avenue), including the sidewalks bordering the park on all sides. Central Park was the first large-scale public park in the United States, designed in the mid-19th century by Frederick Law Olmsted and Calvert Vaux. The Park was planned as a naturalistic landscape in which urban dwellers of all backgrounds could mingle and find respite from the pressures of city life.

After several consulting party meetings, discussions, and written exchanges focused on the project infrastructure that will be located in close proximity to the Columbus Circle entrance to Central Park (Southwest corner of the park), we offer the following additional comments and observations on the project and the ***Draft (Proposed Final) Central Business District Tolling Program Section 106 Finding Documentation – April 2022***

Pg. 32;
3.2 TOLLING INFRASTRUCTURE AND TOLLING SYSTEM EQUIPMENT ON CITY
STREETS

“The CBD Tolling Alternative would minimize interference with public sightlines, view corridors, and open spaces at the locations proposed for the installation of the proposed tolling infrastructure and tolling system equipment. Proposed tolling infrastructure and tolling system equipment would be visually consistent with the existing streetscape and the infrastructure would have the same or similar appearance as adjacent NYCDOT standard signal and streetlight poles or as NYCDOT’s family of street furniture.”

While we agree the project as a whole, and the many tolling equipment installations proposed across the Central Business District meet this goal, we believe that the installation near the Columbus Circle Entrance to Central Park does not, at least to the same degree, as the other installations. The post-and-mast arm installation in this location is considerably different in scale (in bulk and dimensions) than the existing street infrastructure in this location. While the height of the pole is generally consistent with the tallest streetlights in the vicinity, its profile (pole diameter) is significantly and noticeably broader than existing street lighting and traffic poles. More significantly, the 50’ mast arm that spans the full width of Central Park West (CPW), does interfere with the sightlines and the open view corridor that extends 2.5 miles along the west side of Central Park. It is the only permanent fixture that bridges the otherwise open corridor along CPW, breaking the open sky plane. While this view corridor is outside of park boundary and there is other visual clutter in the immediate setting of the park near the Columbus Circle park entrance, we believe this post-and-mast arm installation is noteworthy.

We are, however, satisfied with the explanation offered by the project sponsors and consultants for the necessity of the structural design and sizing of the pole-and-mast arm installation and tolling system equipment, particularly given the MOU agreement in place for the removal, replacement, or modification/upgrading of the post-and mast arm installation after a period of 10 years. Please consult with us when the 10-year period expires so that we may comment on any changes. While we are of the opinion that a lighter color finish, such as the galvanized steel option, would best minimize the visual obtrusiveness of the only structure bridging CPW and the long site line and 2.5 mile view corridor down CPW, we also recognize the strong preference of New York City Department of Parks and Recreation (NYC Parks) to match the green (“central park green”) traffic light polls along CPW as well as other green street furnishings inside the park, providing some coherency with park related furnishings.

In conclusion, the National Park Service concurs with your Finding of No Adverse Effect on historic resources and agrees to the green (“central park green”) finish color for the post-and-mast arm installation near the Columbus Circle entrance to Central Park. We recommend introducing street trees, as appropriate, to partially screen the structure from the park entrance as well as the view from the North along CPW toward the post-and-mast arm installation at this location. We also recommend working with NYC Parks to determine appropriate native tree species and specific locations for the tree installment. The NPS requests continued coordination on the tree installation final location and progress.

Thank you for coordinating with the NPS on this project and we look forward to continuing to work with you as a cooperating agency under the National Environmental Policy Act, and plan to review the Draft Environmental Assessment, when it is available. We appreciate your efforts to care for and minimize harm to National Historic Landmarks as you carry out your mission.

If you have any questions, please contact me or Kathy Schlegel at 215-554-1771 or via e-mail at kathy_schlegel@nps.gov.

Sincerely,



Laurel A. Racine
Program Manager, History and Preservation Assistance Program

cc:

Robert Davies, FHWA

Anna Price, FHWA

Daniel Mackay, NY SHPO

Olivia Brazee, NY SHPO

Lori Blair, NYSDOT



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

New York Division

May 31, 2022

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Council of Trustees
Shinnecock Indian Nation
Delaware Tribe Historic Preservation
counciloftrustees@shinnecock.org

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Council Members:

The Federal Highway Administration (FHWA), in coordination with the New York State Department of Transportation is transmitting the electronic submission of the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

As described in the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation*, the Project includes the installation of four replacement poles with equipment in Central Park. On West Drive and Center Drive, the CBD Tolling Alternative would replace one existing streetlight pole on each of these roads inside the park close to Central Park South/59th Street with a new streetlight pole with tolling system equipment, including a small equipment box. On East Drive, the CBD Tolling Alternative would replace two existing streetlight poles inside the park close to Central Park South/59th Street with new streetlight poles that support tolling system equipment, including a small equipment box. Following consultation with the State Historic Preservation Office (SHPO), Tribal Nations, and other Consulting Parties, the Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register and recommends that the proposed undertaking would have no adverse effect on historic properties in accordance with 36 CFR §800.4(d)(1).

The SHPO reviewed the Draft (Proposed Final) *Section 106 Finding Documentation* and concurred with the recommended finding of no adverse effect as noted in a letter dated April 18, 2022. Comments were received from two of the Consulting Parties: the New York City Department of Parks and Recreation (NYC Parks) and the National Park Service (NPS). No comments have been received from the Tribal Nations or the remaining Consulting Parties. Revisions to the Draft (Proposed Final) *Section 106 Finding Documentation* were made based on the comments received from NYC Parks and NPS. Responses to comments made by NYC Parks and NPS with specific reference to revisions to the Finding Documentation are provided in the attached *Comment/Response Matrix*. The revisions were not substantive and did not alter the recommended finding.

Subsequent to the submission of the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation*, proposed signage has been added to two of the replacement poles within Central Park. Signs would be attached to the replacement pole on West Drive and to one of the poles on East Drive, as shown in the attached figures. The components of the CBDTP as evaluated in the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation* have otherwise not changed.

Given the addition of the signage which was not included in the April 2022 Draft (Proposed Final) *Section 106 Finding Document*, we are continuing *Section 106* consultation by seeking comments on the addition of the signs to the two replacement poles in Central Park.

The *Section 106 Finding* Documentation will be updated to include the attached renderings and a description of the signage. Applying the *criteria of adverse effect* (36 CFR Part 800.5(a)(1)), the addition of the signage would not alter character-defining features or diminish the integrity of setting of Central Park. Therefore, the Finding Documentation will continue to recommend a no adverse effect determination for the CBDTP.

Based on review of the provided information, we respectfully request written comments related to the addition of the two signs to the proposed replacement poles. Please provide your comments to me at Anna.Price@dot.gov no later than June 14, 2022.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

ANNA C PRICE

Digitally signed by ANNA C
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Date: 2022.06.01 11:24:47
-04'00'

Anna Price
Director of Program Management

Encl: Central Park Replacement poles with equipment and signs
Section 106_ Consulting Parties_ Comment Matrix _ Finding Document_ 2022 5 24

cc: R. Davies, FHWA
M. Pavlik, FHWA
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
A. Smith, Shinnecock
J. Smith, Shinnecock
A. Robinson, Shinnecock
J. Dennis, Shinnecock
L. Randall, Shinnecock
Shinnecock Nation Graves Protection Warrior Society
T. Smith, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT



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

New York Division

May 31, 2022

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Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Susan Bachor, M.A.
Archaeologist
Delaware Tribe Historic Preservation
sbachor@delawaretribe.org

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Bachor:

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The *Section 106 Finding* Documentation will be updated to include the attached renderings and a description of the signage. Applying the *criteria of adverse effect* (36 CFR Part 800.5(a)(1)), the addition of the signage would not alter character-defining features or diminish the integrity of setting of Central Park. Therefore, the Finding Documentation will continue to recommend a no adverse effect determination for the CBDTP.

Based on review of the provided information, we respectfully request written comments related to the addition of the two signs to the proposed replacement poles. Please provide your comments to me at Anna.Price@dot.gov no later than June 14, 2022.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

ANNA C
PRICE

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Date: 2022.06.01
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Anna Price
Director of Program Management

Encl: Central Park Replacement poles with equipment and signs
Section 106_ Consulting Parties_ Comment Matrix _ Finding Document_ 2022 5 24

cc: R. Davies, FHWA, HPD-NY
M. Pavlik, FHWA
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
T. Smith, NYSDOT
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U.S. Department
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**Federal Highway
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New York Division

May 31, 2022

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Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Ms. Katelyn Lucas
Historic Preservation Assistant
Delaware Nation
klucas@delawarenation-nsn.gov

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Lucas:

The Federal Highway Administration (FHWA), in coordination with the New York State Department of Transportation is transmitting the electronic submission of the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

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The SHPO reviewed the Draft (Proposed Final) *Section 106 Finding Documentation* and concurred with the recommended finding of no adverse effect as noted in a letter dated April 18, 2022. Comments were received from two of the Consulting Parties: the New York City Department of Parks and Recreation (NYC Parks) and the National Park Service (NPS). No comments have been received from the Tribal Nations or the remaining Consulting Parties. Revisions to the Draft (Proposed Final) *Section 106 Finding Documentation* were made based on the comments received from NYC Parks and NPS. Responses to comments made

by NYC Parks and NPS with specific reference to revisions to the Finding Documentation are provided in the attached *Comment/Response Matrix*. The revisions were not substantive and did not alter the recommended finding.

Subsequent to the submission of the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation*, proposed signage has been added to two of the replacement poles within Central Park. Signs would be attached to the replacement pole on West Drive and to one of the poles on East Drive, as shown in the attached figures. The components of the CBDTP as evaluated in the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation* have otherwise not changed.

Given the addition of the signage which was not included in the April 2022 Draft (Proposed Final) *Section 106 Finding Document*, we are continuing Section 106 consultation by seeking comments on the addition of the signs to the two replacement poles in Central Park.

The *Section 106 Finding Documentation* will be updated to include the attached renderings and a description of the signage. Applying the *criteria of adverse effect* (36 CFR Part 800.5(a)(1)), the addition of the signage would not alter character-defining features or diminish the integrity of setting of Central Park. Therefore, the Finding Documentation will continue to recommend a no adverse effect determination for the CBDTP.

Based on review of the provided information, we respectfully request written comments related to the addition of the two signs to the proposed replacement poles. Please provide your comments to me at Anna.Price@dot.gov no later than June 14, 2022.

If you have any questions or would like to request any further information, please contact me at (518) 431-8858.

Sincerely,

ANNA C
PRICE

Digitally signed by
ANNA C PRICE
Date: 2022.06.01
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Anna Price
Director of Program Management

Encl: Central Park Replacement poles with equipment and signs
Section 106_ Consulting Parties_ Comment Matrix _ Finding Document_ 2022 5 24

cc: R. Davies, FHWA, HPD-NY
M. Pavlik, FHWA
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
T. Smith, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT



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

New York Division

May 31, 2022

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HPM-NY

Ms. Bonney Hartley
Tribal Historic Preservation Manager
Stockbridge-Munsee Mohican Tribal
Historic Preservation Extension Office
thpo@mohican-nsn.gov

Re: Section 106 Consultation
Manhattan Central Business District (CBD) Tolling Program Project
OPRHP 21PR06430

Dear Ms. Hartley:

The Federal Highway Administration (FHWA), in coordination with the New York State Department of Transportation is transmitting the electronic submission of the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

As described in the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation*, the Project includes the installation of four replacement poles with equipment in Central Park. On West Drive and Center Drive, the CBD Tolling Alternative would replace one existing streetlight pole on each of these roads inside the park close to Central Park South/59th Street with a new streetlight pole with tolling system equipment, including a small equipment box. On East Drive, the CBD Tolling Alternative would replace two existing streetlight poles inside the park close to Central Park South/59th Street with new streetlight poles that support tolling system equipment, including a small equipment box. Following consultation with the State Historic Preservation Office (SHPO), Tribal Nations, and other Consulting Parties, the Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register and recommends that the proposed undertaking would have no adverse effect on historic properties in accordance with 36 CFR §800.4(d)(1).

The SHPO reviewed the Draft (Proposed Final) *Section 106 Finding Documentation* and concurred with the recommended finding of no adverse effect as noted in a letter dated April 18, 2022. Comments were received from two of the Consulting Parties: the New York City Department of Parks and Recreation (NYC Parks) and the National Park Service (NPS). No comments have been received from the Tribal Nations or the remaining Consulting Parties. Revisions to the Draft (Proposed Final) *Section 106 Finding Documentation* were made based on the comments received from NYC Parks and NPS. Responses to comments made by NYC Parks

and NPS with specific reference to revisions to the Finding Documentation are provided in the attached *Comment/Response Matrix*. The revisions were not substantive and did not alter the recommended finding.

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ANNA C PRICE

Digitally signed by ANNA
C PRICE
Date: 2022.06.01 11:23:46
-04'00'

Anna Price
Director of Program Management

Encl: Central Park Replacement poles with equipment and signs
Section 106_ Consulting Parties_ Comment Matrix_ Finding Document_ 2022 5 24

cc: R. Davies, FHWA, HPD-NY
M. Pavlik, FHWA
T. Millington, FHWA, HEA-NY
D. Mackay, NYSOPRHP
O. Brazee, NYSOPRHP
T. Smith, NYSDOT
C. Leslie, NYSDOT
A. de Cerreño, MTA
W. Carry, NYCDOT

From: thpo <thpo@mohican-nsn.gov>
Sent: Wednesday, June 01, 2022 1:45 PM
To: Anderson, Cindy (FHWA) <cindy.anderson@dot.gov>
Cc: anna.price@dot.gov; Kramer, Kaylie (FHWA) <kaylie.kramer@dot.gov>; Davies, Robert (FHWA) <Robert.Davies@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; patricia.millington@dot.gov; Mackay, Daniel (PARKS) <Daniel.Mackay@parks.ny.gov>; Brazee, Olivia (PARKS) <Olivia.Brazee@parks.ny.gov>; Smith, Terry (DOT) <Terry.Smith@dot.ny.gov>; Leslie, Catherine S. (DOT) <Catherine.Leslie@dot.ny.gov>; allison.cdecerreno@mtahq.org; WCarry@dot.nyc.gov
Subject: RE: FHWA to Tribal Nations_ Stockbridge-Munsee signs_5 31 22

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Ms. Anderson,

Thank you for your inquiry regarding the Manhattan Central Business District (CBD) Tolling Program Project.

After reviewing the attached documentation, the Stockbridge-Munsee Community Historic Preservation Office concurs with the NY SHPO's finding of 'No Adverse Effect.'

Please keep us informed should there be a change in the project and/or APE.

Warmly,
Dr. Jeff

Jeffrey C Bendremer Ph.D., RPA
Tribal Historic Preservation Officer
Stockbridge-Munsee Community
Tribal Historic Preservation Extension Office
86 Spring St.
Williamstown, MA 01267
413-884-6029 (o)
406-544-5269 (c)



Department of
Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

NICOLAS A. CHOUBAH, P.E.
Chief Engineer

June 3, 2022

Andrea Goldwyn
Director, Public Policy
New York Landmarks Conservancy
One Whitehall Street
New York, NY 10004

RE: **Section 106 Consultation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Goldwyn:

On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is submitting the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

As described in the April 2022 Draft (Proposed Final) *Section 106 Finding Documentation*, the Project includes the installation of four replacement poles with equipment in Central Park. On West Drive and Center Drive, the CBD Tolling Alternative would replace one existing streetlight pole on each of these roads inside the park close to Central Park South/59th Street with a new streetlight pole with tolling system equipment, including a small equipment box. On East Drive, the CBD Tolling Alternative would replace two existing streetlight poles inside the park close to Central Park South/59th Street with new streetlight poles that support tolling system equipment, including a small equipment box. Following consultation with the State Historic Preservation Office (SHPO), Tribal Nations, and other Consulting Parties, the Finding Documentation concludes that the CBD Tolling Alternative would not result in changes that would alter the characteristics that qualify historic properties for listing in the National Register and recommends that the proposed undertaking would have no adverse effect on historic properties in accordance with 36 CFR §800.4(d)(1).

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If you have questions or would like additional information, please contact Lori Blair at (518) 485-5632 or lori.blair@dot.ny.gov.

Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/bb

Encl: Figures 1-2: Comparison Views of No Action Alternative and CBD Tolling Alternative
Section 106 Consulting Parties Comment/Response Matrix

cc: M. Pavlik, FHWA (w/out encl.)
R. Davies, FHWA (w/out encl.)
A. Price, FHWA (w/out encl.)
K. Kramer, FHWA (w/out encl.)
T. Smith, NYSDOT (w/out encl.)
A. de Cerreño, MTA (w/out encl.)
N. Angel, MTA (w/out encl.)
W. Carry, NYCDOT (w/out encl.)



Department of
Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

NICOLAS A. CHOUBAH, P.E.
Chief Engineer

June 3, 2022

Gina Santucci
Director of Environmental Review
NYC Landmarks Preservation Commission
1 Centre St. #9N
New York, NY 10007

RE: **Section 106 Consultation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Santucci:

On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is submitting the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

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Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/bb

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A. Price, FHWA (w/out encl.)
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T. Smith, NYSDOT (w/out encl.)
A. de Cerreño, MTA (w/out encl.)
N. Angel, MTA (w/out encl.)
W. Carry, NYCDOT (w/out encl.)



June 3, 2022

Mark Eberle
Resource Planning Specialist/External Review Coordinator
National Park Service
Interior Region 1, North Atlantic-Appalachian
1234 Market Street, 20th Floor
Philadelphia, PA 19107

RE: **Section 106 Consultation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Mr. Eberle:

On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is submitting the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

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Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/bb

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A. de Cerreño, MTA (w/out encl.)
N. Angel, MTA (w/out encl.)
W. Carry, NYCDOT (w/out encl.)



June 3, 2022

David Cuff
Director of Environmental Review, Planning and Development
New York City Department of Parks & Recreation
The Arsenal, Central Park
830 Fifth Avenue New York, NY 10065

RE: **Section 106 Consultation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Mr. Cuff:

On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is submitting the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

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Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/bb

Encl: Figures 1-2: Comparison Views of No Action Alternative and CBD Tolling Alternative
Section 106 Consulting Parties Comment/Response Matrix

cc: M. Pavlik, FHWA (w/out encl.)
R. Davies, FHWA (w/out encl.)
A. Price, FHWA (w/out encl.)
K. Kramer, FHWA (w/out encl.)
T. Smith, NYSDOT (w/out encl.)
A. de Cerreño, MTA (w/out encl.)
N. Angel, MTA (w/out encl.)
W. Carry, NYCDOT (w/out encl.)



June 3, 2022

Olivia Brazee
Historic Site Restoration Coordinator
New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
P.O. Box 189
Waterford, NY 12188-0189

RE: **Section 106 Consultation**
Manhattan Central Business District (CBD) Tolling Program
OPRHP 21PR06430

Dear Ms. Brazee:

On behalf of the Federal Highway Administration (FHWA), the New York State Department of Transportation (NYSDOT) is submitting the enclosed information for the Central Business District Tolling Program (CBDTP) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*. The information pertains to the addition of signage within Central Park.

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Sincerely,

Catherine Leslie

Catherine Leslie
Director, EIS & Special Projects Bureau

CL/lb/bb

Encl: Figures 1-2: Comparison Views of No Action Alternative and CBD Tolling Alternative
Section 106 Consulting Parties Comment/Response Matrix

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A. Price, FHWA (w/out encl.)
K. Kramer, FHWA (w/out encl.)
T. Smith, NYSDOT (w/out encl.)
A. de Cerreño, MTA (w/out encl.)
N. Angel, MTA (w/out encl.)
W. Carry, NYCDOT (w/out encl.)

From: Cuff, David (Parks) <David.Cuff@parks.nyc.gov>

Sent: Friday, June 10, 2022 4:05 PM

To: catherine.leslie <catherine.leslie@dot.ny.gov>

Cc: monica.pavlik@dot.gov; Robert Davies <robert.davies@dot.gov>; anna.price@dot.gov; kaylie.kramer@dot.gov; Smith, Terry (DOT) <Terry.Smith@dot.ny.gov>; C. de Cerreno, Allison <allison.cdecerrero@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Carry, William <wcarry@dot.nyc.gov>; Young, Sybil (Parks) <Sybil.Young@parks.nyc.gov>; Shera, Brendan (Parks) <brendan.shera@parks.nyc.gov>

Subject: RE: CBDTP - Section 106 Consultation

Catherine-

In response to your June 3rd Letter regarding Section 106 Consultation on the Manhattan Central Business District (CBD) Tolling Program (OPRHP 21PR06430), we understand the need for the signs, we request that the backs of the signs be painted the same color as the pole and equipment so it will blend in better with the park landscape.

Please let me know if you have any questions.

David Cuff

Director of Environmental Review
Planning and Development

T 212.360.3492

C 917-938-5221

F 212.360.3453

E David.Cuff@parks.nyc.gov

NYC Parks

The Arsenal, Central Park
830 Fifth Avenue, Room 401
New York, NY 10065
nyc.gov/parks



**Parks, Recreation,
and Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

June 16, 2022

Lori Blair
Environmental Specialist 2, Cultural Resource Specialist
NYSDOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Re: FHWA
Central Business District (CBD) Tolling Program
21PR06430
CBDTP

Dear Lori Blair:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation 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 other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the continuing consultation information that was submitted to our office on June 3rd, 2022, illustrating proposed signage at the Central Park tolling locations. Based upon our review, we concur with the proposed finding that the project, as modified, continues to have No Adverse Effect upon historic properties, provided that the back sides of the signage be finished to match the pole and tolling infrastructure, as requested by NYC Parks.

If you have any questions, I am best reached via e-mail.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

cc: G. Santucci, A. Sutphin, J. MacLean, D. Pagano, NYC LPC, A. Price, US DOT

ENVIRONMENTAL REVIEW

Project number: 77DOT030Y (DEPARTMENT OF TRANSPORTATION)
Project: Central Business District Tolling
Date Received: 6/3/2022

Comments: LPC is in receipt of a letter dated 6/3/22 regarding modification of poles within the S/NR listed and LPC designated Central Park. LPC concurs with the SHPO finding dated 6/16/22 of no Adverse Effect.

Cc: SHPO

Gina Santucci

6/17/2022

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 34621_FSO_GS_06172022.docx

From: Racine, Laurel A <Laurel_Racine@nps.gov> **On Behalf Of** NHL NEReview, NPS
Sent: Friday, June 17, 2022 9:39 AM
To: Blair, Lori E (DOT) <Lori.Blair@dot.ny.gov>
Subject: RE: CBDTP - Section 106 Consultation - Proposed Signage in Central Park

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Dear Ms. Blair,

The National Park Service (NPS) reviewed the figures included with Catherine Leslie's June 3 letter. These figures show signage not included in the April 2022 draft Section 106 Finding Document for the Manhattan Central Business District Tolling Program (CBDTP). We understand the proposed signage would be added to the replacement pole on West Drive and to one of the poles on East Drive.

The NPS agrees the additional signs do not alter character-defining features or diminish the integrity of setting of Central Park. The NPS supports New York Department of Transportation's plan for the Finding Document to continue to recommend a no adverse effect determination for the CBDTP.

Thank you for including the NPS as a consulting party. We appreciate your efforts to care for and minimize harm to National Historic Landmarks as you carry out your mission.

Sincerely,
Laurel A. Racine
Program Manager

History and Preservation Assistance
National Park Service
Interior Region 1, North Atlantic - Appalachian
1234 Market Street, 20th Floor
Philadelphia, PA 19107

**Section 106 Consulting Parties Comment/Response Matrix
Finding Documentation
6/17/2022**

Item	Agency	Commentor	Date	Comment	Response
1	SHPO	Olivia Brazee	4/18/22	We have reviewed the Draft (Proposed Final) <i>Section 106 Finding Documentation</i> report dated April 2022, submitted to our office on April 12th, 2022. Based upon our review, we concur with the recommended finding of No Adverse Effect for the undertaking.	Concurrence noted in the Finding Documentation.
2	NYC Parks	David Cuff	4/29/22	Page 4 – “See later comment about reference to 3 access points and 4 locations - it can be a little hard to follow in the document - references to both 3 and 4 locations.”	The Finding Documentation has been revised to clarify language that there are four replacement poles at three access point locations in Central Park. Edits to this effect have been made on pages 4, 36, 38, and in Table 1 on page 19. In addition, text has been clarified on page 4 that the 3 access point locations connect to or are near Central Park South.
				“Also, only 6th and 7th Avenues access points connect to CPS. The third access point connects to Grand Army Plaza. Suggest revising to "connects or near CPS" - or something similar.”	
3	NYC Parks	David Cuff	4/29/22	Page 19, Item 39 of Table 1, Central Park. “Its a little confusing when there's a reference to 4 locations. Suggest replace with "4 poles at three access point locations in the park" - or something similar - and use the revised description consistently throughout the document.”	The text in the table on page 17 has been retained as is for brevity. As clarified by MTA, text has been included on page 31 of the Finding Documentation specifying that the tolling equipment would be mounted on a 3 ½ inch diameter pipe which would be attached to the existing girders on the underside of the High Line structure. Text in the Finding Documentation regarding a new pole on which would be mounted a small
				Page 17, Item 31 of Table 1, The High Line – “Why does this refer the underside of the viaduct? Thought tolling equipment at High Line was revised to be on a pole and girder, as described later? In addition, Attachment 3, Page 42 appears to be showing the pole and girder.”	
				Page 31 – “This description does not seem to match what is shown in Table? And what is	

Item	Agency	Commentor	Date	Comment	Response
				shown in Attachment 3, Page 42 doesn't seem to match Figure 2-9 in Attachment 2?" Figure 2-9, Attachment 2 – "Wasn't this revised to be on a Girder/Column?"	equipment cabinet is accurate. Figure 2-9 of Attachment 2 depicts the proposed condition.
4	NYC Parks	David Cuff	4/29/22	Pages 38 & 45 – "Can the agreed-upon green color of mast-arm and pole be mentioned here as well?" Page 46 – "Can this be mentioned in earlier locations of the document, as noted above?" Figure 2-17a, Attachment 2 – "Is this the agreed-upon green color? If not, can we show that one here?" Figure 2-17c, Attachment 2 – "Is this the agreed-upon green color mast arm being shown? If so can we put that in the Figure name or other place?"	References to the agreed upon green finish for the Central Park West pole have been added on pages 37, 38, and 45 with respect to the description of the pole/mast arm, to make clear the green finish is what is depicted in Figures 2-17a-2-17c of Attachment 2, and as part of the measures to avoid and minimize adverse effects.
5	NPS	Laurel A. Racine	5/19/22	NPS states that the pole and mast arm is different in scale than existing street infrastructure, therefore they believe it does not, at least to the same degree, " minimize interference with public sightlines, view corridors, and open spaces at the locations proposed for the installation of the proposed tolling infrastructure and tolling system equipment".....or is "visually consistent with the existing streetscape and the infrastructure would have the same or similar appearance as adjacent NYCDOT standard signal and streetlight poles or as NYCDOT's family of street furniture" as stated on page 32 of the Finding Document.	Comment noted.
6	NPS	Laurel A. Racine	5/19/22	NPS believes the mast arm interferes with the sightlines and open view corridor extending along Central Park West.	Comment noted.
7	NPS	Laurel A. Racine	5/19/22	NPS is in the opinion that a lighter color finish would best minimize the visual obtrusiveness of the mast arm.	Comment noted.

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8	NPS	Laurel A. Racine	5/19/22	However, despite the above opinions, NPS is satisfied with the explanation for the necessity of the structural design and sizing of the pole and mast arm and recognizes the preference of NYC Parks to have the pole and mast arm match the green traffic light polls along Central Park West.	Comment noted.
9	NPS	Laurel A. Racine	5/19/22	NPS concurs with the finding of No Adverse Effect on historic resources and agrees to the green finish color for the post-and-mast arm installation near the Columbus Circle entrance to Central Park. NPS recommends introducing street trees, as appropriate, to partially screen the structure from the park entrance as well as the view from the north along Central Park West and recommends the Project Sponsors work with NYC Parks to determine appropriate native tree species and specific locations for the tree installation. They request coordination with the NPS on the installation final location and progress.	The Finding Documentation stated (on page 45), "The Project Sponsors would coordinate with NYC Parks and SHPO regarding the proposed addition of street trees to help screen the pole and mast arm proposed on the Central Park West sidewalk." The sentence has been revised to include NPS in the coordination such that, "The Project Sponsors would coordinate with NYC Parks, the SHPO, and NPS regarding the proposed addition of street trees to help screen the pole and mast arm proposed on the Central Park West sidewalk."
10	NPS	Laurel A. Racine	5/19/22	NPS would like to be consulted when the 10-year MOU regarding the removal, replacement or modification/upgrading of the post and mast arm installation expires.	The Finding Doc has been revised by adding a sentence – "The National Park Service will be consulted when the current MOU expires, is revised or extended."
11	Stockbridge-Munsee Community Tribal Historic Preservation Extension Office	Jeffrey C. Bendremer	6/1/22	After reviewing the attached documentation, the Stockbridge-Munsee Community Historic Preservation Office concurs with the NY SHPO's finding of 'No Adverse Effect.'	Concurrence noted in the Finding Documentation.

Item	Agency	Commentor	Date	Comment	Response
12	NYC Parks	David Cuff	6/10/22	In response to your June 3rd Letter regarding Section 106 Consultation on the Manhattan Central Business District (CBD) Tolling Program (OPRHP 21PR06430), we understand the need for the signs, we request that the backs of the signs be painted the same color as the pole and equipment so it will blend in better with the park landscape.	The Finding Documentation has been revised to state that the backs of the signs will be painted the same color as the pole and equipment. In addition, Figure 2-13 of Attachment 2 of the Finding Documentation has been revised to show the back of the signs on the pole on East Drive painted the same color as the pole and equipment.
13	SHPO	Olivia Brazee	6/16/22	Concur with the proposed finding that the project, as modified, continues to have No Adverse Effect upon historic properties, provided that the back sides of the signage be finished to match the pole and tolling infrastructure, as requested by NYC Parks.	Concurrence noted in the Finding Documentation. The text in the Finding Documentation has been revised to indicate this requested design change has been incorporated into the project as noted above.
14	NYCLPC	Gina Santucci	6/17/22	LPC is in receipt of a letter dated 6/3/22 regarding modification of poles within the S/NR listed and LPC designated Central Park. LPC concurs with the SHPO finding dated 6/16/22 of no Adverse Effect.	Concurrence noted in the Finding Documentation.
15	NPS	Laurel A. Racine	6/17/22	The NPS agrees the additional signs do not alter character-defining features or diminish the integrity of setting of Central Park. The NPS supports New York Department of Transportation's plan for the Finding Document to continue to recommend a no adverse effect determination for the CBDTP.	Concurrence noted in the Finding Documentation.