Appendix Q

Finding Documentation
1.0 Project Description

Overview

The New York State Department of Transportation (NYSDOT) in cooperation with the Federal Highway Administration (FHWA) proposes the Hunts Point Interstate Access Improvement Project (the Project), located in the South Bronx, Bronx County, New York (see Figure 1 Attachment A). The federally funded Project is an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800. The Section 106 process is being carried out in coordination with other environmental reviews being prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and implementing regulations at 40 CFR 1500-1508. The Project’s Build Alternative, Edgewater/Leggett Split Interchange, will be evaluated in an Environmental Impact Statement (EIS). 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).

The purpose of the Project is to provide improved access between the Hunts Point Peninsula and the Sheridan and Bruckner Expressways for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. In addition, the Project will address structural and operational deficiencies related to the existing infrastructure within the established Project limits.

The proposed Project would construct new ramps and reconfigure access to the Hunts Point Peninsula and the Hunts Point Food Distribution Center via the Bruckner Expressway. The Project will:

- Address identified geometric and operational deficiencies of the Bruckner/Sheridan Interchange;
- Replace the existing geometrically deficient truss bridge over Amtrak and provide three continuous lanes on the Bruckner Expressway;
- Replace the concrete decks and repair other deteriorated elements of the Bruckner Expressway viaduct and ramps between East 141st Street and Evergreen Avenue;
- Provide an improved pedestrian crossing at the Hunts Point Avenue intersection with Bruckner Boulevard;
- Reconstruct Bruckner Boulevard from Hunts Point Avenue to Bronx River Avenue to accommodate new horizontal and vertical alignments; and
- Provide new roadway pavement with curbs and sidewalks, modification of sewers and existing utilities as necessary, modification of intersections at Whittier Street, Edgewater Road, and Bronx River Avenue as required for new configurations.

The Project involves the reconfiguration of access ramps for a split interchange at Edgewater Road and Leggett Avenue. Construction consists of two new ramps to and from the westbound Bruckner Expressway within the existing right of way at Leggett Avenue. Three access ramps (Ramp SE, Ramp ESS, and Ramp ESN) to and from Edgewater Road would allow the eastbound traffic from the Bruckner Expressway and southbound traffic from the Sheridan Expressway to access the Hunts Point Peninsula, and would also allow traffic to exit the Hunts Point Peninsula onto the northbound Sheridan Expressway.
Area of Potential Effects (APE)

The Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character of historic properties, if any such properties exist" (36 CFR 800.16(d)). The APE for the Project was defined in consultation with the SHPO, to establish the geographical scope of efforts for the identification of historic architectural properties.

On December 12, 2017, the NYSDOT, on behalf of the FHWA, provided a Cultural Resources Screening Document (Screening Document) for the Project to the SHPO, defining the APE for the Project (Attachment C). In accordance with 36 CFR 800.4(a)(1), the APE, as described in the Screening Document, reflects the proposed scope of work that includes: construction of new transportation elements (proposed Ramps ESS, ESN, and SE); areas of property acquisition resulting in potential demolition of one to two existing buildings; and areas where existing transportation elements would be replaced (truss bridge over Amtrak). In correspondence dated January 9, 2018, SHPO concurred with the scope of the APE and historic resources survey activity.

The APE consists of the area adjacent to proposed Ramps ESS, ESN, and SE and is shown in attached Figures 1 and 2, Attachment A. It encompasses approximately 40 acres east of the Bruckner-Sheridan Interchange. The APE extends eastward across the Bronx River to Bronx River Avenue, south from the Bruckner Expressway along either side of Edgewater Road to Lafayette Avenue, and north of the Bruckner Expressway approximately 500 feet.

The Project is in a heavily developed urban area with mixed residential, industrial, and commercial space. The elevated Bruckner Expressway extends above Bruckner Boulevard throughout most of the Project corridor, dominating the landscape. The portion of the APE along Edgewater Road is characterized as predominantly industrial development. Garages for scrap metal, fire door facilities, and wholesale garages dominate the area. Garrison Park is located between Edgewater Road and the Bronx River, just south of the Eastern Boulevard Bridge. To the north of the Bruckner Expressway is Concrete Plant Park and some commercial buildings. To the east of the Bronx River are large commercial buildings.

2.0 Steps Taken to Identify Historic Properties

Cultural Resources Screening

The results of a Cultural Resources screening are summarized in the December 2017 Screening Document, including an inventory of the known historic architectural properties within the Study Area, an assessment of the Precontact and historic archaeological sensitivity of the Study Area, and documentation of prior ground disturbance within the Study Area. The screening included a review of existing information from previous studies, including previous cultural resource survey reports; an examination of historic property and archaeological site files maintained by the OPRHP and Landmarks Preservation Commission (LPC) and accessed through the OPRHP’s online platform, Cultural Resource Information System (CRIS); a pedestrian and vehicular survey of the APE; a cartographic review, an examination of deeds and Department of Building records, review of historic photographs, review of available soil boring data for the region, and a review of As-Built plans for the Bruckner Expressway maintained by NYSDOT.

As presented in the Screening Document, the archaeological screening determined that the Study Area is generally sensitive for archaeological resources based on the presence of previously identified archaeological sites within a one-mile radius, favorable environmental and topographical features, and the presence of map documented structures. However, intensive historic development and multiple transportation projects have reduced the archaeological potential such that the presence of intact archaeological deposits is highly unlikely within the project area.
In the letter of January 9, 2018, the SHPO concurred that no additional archaeological survey work is required, with the recommendation that standard protocols be followed in the event of unanticipated discoveries during construction (Attachment C).

ARCHITECTURAL SURVEY

The Bruckner Expressway (I-278) is subject to the Section 106 Exemption Regarding Effects on the Interstate Highway System, adopted by the Advisory Council on Historic Preservation in 2005. As such, the Bruckner Expressway is exempt from consideration as a historic resource as part of Section 106 review.

An Architectural Survey was conducted to identify historic architectural properties within the APE. A total of 35 properties within the APE were documented in the report. Of these, one property, the Eastern Boulevard Bridge (BIN 2-06667-1 and BIN 2-06667-2) was previously evaluated by the OPRHP/SHPO (USN 00501.00954 and 00501.001421) and determined eligible for listing in the National Register of Historic Places. A second property, 1360 Garrison Avenue, was previously determined not eligible by the OPRHP/SHPO. Three bridges on the Bruckner Expressway are subject to the Section 106 Interstate exemption. Seven properties contain buildings less than 50 years of age, and as such, were not evaluated for National Register eligibility. The buildings and structures of the remaining 23 properties were evaluated according to the National Register criteria and recommended not eligible. Based on review of the Architectural Survey Report (February 2018), the SHPO concurred with these findings as stated in a letter dated February 12, 2018 (Attachment C).

In summary, all buildings and structures over 50 years in age have been evaluated for National Register eligibility. Only one historic property, the Eastern Boulevard Bridge, has been identified within the Project APE (Figure 2).

3.0 Evaluation of Project Impact on Identified Historic Properties

The Eastern Boulevard Bridge carries the Bruckner Expressway (I-278) over the Bronx River between the Hunts Point and Soundview sections of the Bronx. The structure consists of two parallel bascule bridges: the northern span (westbound Bruckner Expressway and service road, BIN 2066671) opened in 1930 and the southern span (eastbound Bruckner Expressway and service road, BIN 2066672) was completed in 1953. The bridge control structures both date to 1953.

The bridge is eligible under National Register Criterion C as it embodies the distinctive characteristics of a dual double-leaf trunnion bascule bridge, consisting of movable leaves (spans) fixed to each end of the channel at the trunnion and counterbalanced by weights (Attachment D). Most of the historic materials are present and the essential features of the bridge design are intact.

A shared use pedestrian/bicycle path is proposed to be constructed to connect Concrete Plant Park on the north side of the Bruckner Expressway and Bruckner Boulevard with Garrison Park, which is currently undeveloped, on the south side of the Expressway and Boulevard. The shared use path would be approximately 15 feet wide in the park areas. A small elevated path is proposed to be constructed immediately adjacent to the existing west abutment of the Bruckner Expressway/Boulevard bridge over the Bronx River. The elevated path under the Bruckner Expressway/Boulevard bridge would be an independent structure, approximately 13 feet wide in between code/compliant pedestrian/bicycle railings, supported by timber or concrete piles driven into the river bottom, with a fender system extending out several feet past the edge of the elevated path (see attached figure in Attachment E).
4.0  Basis for Recommended Project Finding

The FHWA in coordination with NYSDOT, and in consultation with the SHPO, 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 on historic properties under the Build Alternative.

Project components such as the construction of new ramps and reconfiguration of access ramps on the Bruckner Expressway are consistent with the character of the existing built environment. No work or construction activities are proposed on the superstructure of the Eastern Boulevard Bridge, and the Project would cause no physical modifications to the existing bridge structure (see selected proposed design plans in Attachment B). The proposed construction of an elevated path adjacent to the existing west abutment would not diminish the integrity of materials and design or alter contributing features that qualify the Eastern Boulevard Bridge for the National Register.

5.0  Public Involvement

Details of the proposed Project, including alternatives and concepts being explored, have been presented at public information meetings, including the following:

- **June 27, 2017 public information meeting** held at the Casita Maria Center for Arts and Education at 928 Simpson Street in the Hunts Point section of the Bronx; and

- **September 18, 2017 public information meeting** held at The Point Community Development Corporation at 940 Garrison Avenue in the Hunts Point section of the Bronx.

Meeting brochures and presentation boards contained information on the Section 106 process and the opportunity to apply for Consulting Party status based on a demonstrated interest in the project due to a legal or economic relation to affected properties, or a concern with the project’s effects on historic properties, pursuant to 36 CFR §800.2(c)(5). No member of the public expressed interest in participating as a Consulting Party in the Section 106 process for the Project.

_The Hunts Point Interstate Access Improvement Project Coordination Plan_ is posted online and outlines public involvement as well as cooperating and participating agency coordination. The Cooperating Agencies included the OPRHP, United States Army Corps of Engineers, New York State Department of Environmental Conservation, United States Environmental Protection Agency, New York State Department of State. Letters were sent to each group inviting them to participate in the Project as a Cooperating Agency. Conference calls with representatives, when available, from each Cooperating Agency were conducted at least once a month beginning in July 2017 to provide updates on the status of the Project. Each Cooperating Agency was given an opportunity to voice any concerns or questions. None of the Cooperating Agencies expressed a concern regarding the Project’s effects on historic properties.

6.0  Attachments

**Attachment A – Figures**

- Figure 1: Project Location and Area of Potential Effect
- Figure 2: Historic Properties within the Area of Potential Effect

**Attachment B – Design Plans and Profiles**
Attachment C – SHPO Correspondence

- December 12, 2017 Cover Submittal to OPRHP and Project Initiation
- January 9, 2018 OPRHP Concurrence Letter to Daniel Hitt, NYSDOT, Hunts Point Interstate Access Improvement Project/Bronx, Bronx County, PIN X731.55
- February 8, 2018 NYSDOT letter to SHPO submitting Architectural Survey Report

Attachment D – Supplemental Documentation

- OPRHP Resource Evaluation documentation, Eastern Boulevard Bridge
- Photographs of the Eastern Boulevard Bridge and surrounding area
- Figure 3: Photograph Locations

Attachment E – Visual Renderings

- Figure 4: Rendering of proposed shared use path
Attachment A
Figures
LEGEND

Area of Potential Effects (APE)

Eastern Boulevard Bridge

Historic Properties within the Area of Potential Effect

Figure 2

X731.55 HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT

Legend

Source: Copyright © 2013 National Geographic Society, i-cubed

Path: Q:\97294700\GIS\Mxd\X731.55\TES Graphics\Cultural Resources\Findings Report\X731.55_FR_HistoricPropertieswithinAPE.mxd

1/12/2018
REFERENCES:
1. FOR BRIDGE PLANS SEE DWGS. BP-1 THRU BP-23.
2. FOR ROADWAY PLANS SEE DWGS. RP-1 THRU RP-22.
3. FOR TYPICAL CROSS SECTIONS SEE DWGS. TYP-1 THRU TYP-13.
4. FOR PROFILE PLANS SEE DWGS. PRO-1 THRU PRO-4.

5. FOR PROFILE PLANS SEE DWGS. PRO-1 THRU PRO-4.

IT IS A VIOLATION OF LAW FOR ANY PERSON UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR.

TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.
It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter in any way the form of a licensed professional, to alter the written design, or any part thereof, on any sheet, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, shall stamp the document and include the notation "ALTERED BY" followed by their name, the date of such alteration, and a specific description of the alteration.
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SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR,
It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.
Attachment C
SHPO Correspondence
December 12, 2017

John Bonafide
Director, Bureau of Technical Preservation Services
Division for Historic Preservation
Agency Historic Preservation Officer
NYS Office of Parks, Recreation & Historic Preservation
P.O. Box 189 - Peebles Island State Park
Waterford, New York 12188-0189

RE: PIN X731.55
Hunts Point Interstate Access Improvement Project
Bronx County, New York
Section 106 Cultural Resources Screening

Dear Mr. Bonafide:

The Federal Highway Administration (FHWA), in coordination with the New York State Department of Transportation (NYSDOT), is initiating consultation with the New York State Historic Preservation Office (SHPO) for the Hunts Point Interstate Access Improvement Project (Project), 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 purpose of the Project is to provide improved access between the Hunts Point Peninsula and the Sheridan and Bruckner Expressways for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. In addition, the Project will address structural and operational deficiencies related to the existing infrastructure within the established Project limits.

The Bruckner Expressway (I-278) and the Sheridan Expressway (I-895) are exempt from the requirements of Section 106 under the nationwide exemption for the Interstate Highway System, Section 106 Exemption Regarding Effects on the Interstate Highway System, issued by the Advisory Council on March 10, 2005.

Enclosed for review by the SHPO is the Cultural Resources Screening Document prepared for the Project. The results of the screening indicate that there is no potential for the presence of archaeological resources within the proposed limits of disturbance for the Project; therefore, no archaeological survey is recommended.

In accordance with 36 CFR 800.4(a)(1), an area of potential effects (APE) has been defined for the Hunts Point Interstate Access Improvement Project to inventory and evaluate architectural properties that may be affected by the Project. The APE is based on a proposed scope of work that includes:
• the construction of new transportation elements (proposed Ramps SE, ESN and ESS);
• areas of property acquisition resulting in demolition of existing buildings; and
• areas where existing transportation elements would be replaced (bridges over Amtrak).

Based on review of the provided information, we respectfully request the written concurrence of the SHPO with the NYSDOT assessment that an archaeological survey is not warranted, and with the definition of the APE for the identification of historic architectural properties.

If you have questions or would like additional information, please contact Mary Santangelo at (518) 457-0153 or Mary.Santangelo@dot.ny.gov.

Sincerely,

Daniel P. Hitt, RLA
Director, Office of Environment

DH/lb/ms/cl
Encl: Cultural Resources Screening Document, Hunts Point Interstate Access Improvement Project, PIN X731.55

cc: Michael Lynch, OPRHP / SHPO
    Robert Davies, FHWA
    Ian Weibel, FHWA
    Harold Fink, NYSDOT
    Mini Varghese, NYSDOT Region 11
January 9, 2018

Daniel P. Hitt, RLA
Director, Office of Environment NYS
Department of Transportation
50 Wolf Road Albany, NY 12232
(via email)

Re: FHWA/NYSDOT
Hunts Point Interstate Access Improvement Project/Bronx, Bronx County
PIN X731.55

Dear Mr. Hitt:

Thank you for your ongoing consultation with the New York State Historic Preservation Office’s Division for Historic Preservation (SHPO). We continue to review this undertaking 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/Archaeological resources.

Based upon this review, the SHPO concurs with your agency’s finding that no additional archaeological survey work is required for this action. However, if unanticipated discoveries are made during construction we would recommend that standard protocols be followed.

Our office also agrees with the scope of the Area of Potential Effect and historic resources survey activity that has been established for this undertaking. Please proceed to enter the project and this information into the CRIS program.

If I can be of any further assistance, please do not hesitate to contact me at (518) 268-2166 or john.bonafide@parks.ny.gov.

Sincerely,

John A. Bonafide
Director,
Technical Preservation Services Bureau
Agency Historic Preservation Officer
February 8, 2018

John Bonafide  
Director, Technical Preservation Services Bureau  
Agency Historic Preservation Officer  
Division for Historic Preservation  
NYS Office of Parks, Recreation & Historic Preservation  
P.O. Box 189 - Peebles Island State Park  
Waterford, New York 12188-09

RE: PIN X731.55  
Hunts Point Interstate Access Improvement Project  
Bronx County, New York  
Section 106 Architectural Survey Report  
OPRHP 18PR00221

Dear Mr. Bonafide:

The New York State Department of Transportation (NYSDOT), on behalf of the Federal Highway Administration (FHWA), is submitting the Architectural Survey Report: Hunts Point Interstate Access Improvement Project (Project) 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.

An area of potential effects (APE) was defined for the Project in consultation with the SHPO, to establish the geographical scope of effort for the identification of historic architectural properties. The APE reflects the proposed scope of work that includes: construction of new transportation elements; areas of property acquisition; and areas where existing transportation elements would be replaced. The survey included an inventory and evaluation of previously unevaluated buildings and structures within the APE. None of these properties are recommended eligible for the National Register of Historic Places. One previously evaluated property, the National Register eligible Eastern Boulevard Bridge (BIN 2-06667-1 and BIN 2-06667-2), was identified within the APE.

Based on review of the provided information, we respectfully request the written concurrence of the SHPO with the NYSDOT eligibility recommendations.
If you have questions or would like additional information, please contact Mary Santangelo at (518) 457-0153 or Mary.Santangelo@dot.ny.gov.

Sincerely,

Daniel P. Hitt, RLA
Director, Office of Environment

DH/lb/bb
Encl: Architectural Survey Report, Hunts Point Interstate Access Improvement Project, PIN X731.55

cc: R. Davies, FHWA
    I. Weibel, FHWA
    H. Fink, NYSDOT
    M. Varghese, NYSDOT Region 11
February 12, 2018

Daniel P. Hitt, RLA
Director, Office of Environment
New York State Department of Transportation
50 Wolf Rd, POD 4-1
Albany, NY 12232
(via email)

Re: FHWA/NYSDOT
Hunts Point Interstate Access Improvement Project/PIN X731.55
Bronx. Bronx County
18PR00221

Dear Mr. Hitt:

Thank you for your continued consultation with the New York State Historic Preservation Office (SHPO). We continue to review this undertaking 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 had an opportunity to review the recently submitted Architectural Survey Report (Dewberry Engineers Inc., February 2018). Based on our review, we concur with your agency’s recommendations to FHWA concerning the properties that have been identified and evaluated within the project’s Area of Potential Effect.

If I can be of any further assistance, please do not hesitate to contact me at (518) 268-2166 or john.bonafide@parks.ny.gov.

Sincerely,

John A. Bonafide
Director,
Technical Preservation Services Bureau
Agency Historic Preservation Officer
Attachment D
Supplemental Documentation
Date: 02/08/2018

Staff: Kathy Howe

USN Number: 00501.000954

Name: Eastern Boulevard Bridge of the Bruckner Expressway: North Span BIN 2-06667-1

Location: Eastern Boulevard, Bronx NY

Resource Status:

1. Determination: Eligible

2. Contributing: False

Criteria for Inclusion in the National Register:

A. [ ] Associated with events that have made a significant contribution to the broad patterns in our history.

B. [ ] Associated with the lives of persons significant in our past.

C. [X] Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or posses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. [ ] Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement:
The Eastern Boulevard Bridge is located over the Bronx River linking the Hunts Point and Soundview sections of the Bronx. It consists of two parallel bascule bridges: the northern span (BIN 2-06667-1) opened in 1930 and the southern span (BIN 2-06667-2) was completed in 1953. The bridge control structures both date from 1953. The northern span carries the southbound Bruckner Expressway (I-278) and southbound Bruckner Boulevard service road. The southern span carries the northbound Bruckner Expressway and northbound Bruckner Boulevard service road.

This two-span bascule bridge meets National Register Criterion C for embodying the distinctive characteristics of dual double-leaf trunnion bascule bridge construction consisting of movable leaves fixed to each end of the channel and counterbalanced by weights. The bridge has a span of 118 feet, 6 inches center to center of trunnions. Two brick operator houses with stone quoins are located between the spans. The last major rehabilitation work done on the spans was in the 1980s. Most of the historic materials are present and the essential features of its design are intact.

When the northern span (BIN 2-06667-1) opened in 1930, the bridge carried Eastern Boulevard, a four-lane thoroughfare which was already a main route through the Bronx in the first half of the century. The road was renamed Bruckner Boulevard in the early 1940s after Bronx Borough President Henry Bruckner. Anticipating construction of the Bruckner Expressway, plans were prepared for the second (southern) span in 1938. Construction of the second span (BIN 2-06667-2) was delayed first by World War II and later by disputes between Robert Moses and the Bronx Borough President at the time, James Lyons. The second span finally opened to traffic in October 1953 at a cost of $2.8 million. Both of the bridge control structures were also built during this second phase.

The sections of the Bruckner Expressway east and west of the Eastern Boulevard Bridge were completed by 1962, but the expressway link was not completed until the interchange with the Cross-Bronx Expressway and the Hutchinson River Parkway was opened in 1972.

Due to its construction before the Interstate Highway System and later incorporation into the system, the Eastern Boulevard Bridge is one of the few bascule bridges on the Interstate Highway system.
Resource Evaluation

Date: 02/08/2018

Staff: Kathy Howe

USN Number: 00501.001421

Name: Eastern Boulevard Bridge of the Bruckner Expressway: South span BIN 2-06667-2

Location: Eastern Blvd, Bronx NY

Resource Status:

1. Determination: Eligible

2. Contributing:

Criteria for Inclusion in the National Register:

A. □ Associated with events that have made a significant contribution to the broad patterns in our history.

B. □ Associated with the lives of persons significant in our past.

C. X Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or posses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. □ Have yielded, or may be likely to yield information important in prehistory or history.

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The sections of the Bruckner Expressway east and west of the Eastern Boulevard Bridge were completed by 1962, but the expressway link was not completed until the interchange with the Cross-Bronx Expressway and the Hutchinson River Parkway was opened in 1972.

Due to its construction before the Interstate Highway System and later incorporation into the system, the Eastern Boulevard Bridge is one of the few bascule bridges on the Interstate Highway system.
Photograph 1. View of the Eastern Boulevard Bridge looking north.

Photograph 2. View of the Eastern Boulevard Bridge looking southwest.
Photograph 3. View of one of the operators’ towers located between the leaves.

Photograph 4. View of the Eastern Boulevard Bridge looking southeast.
Photograph 5. View of the Eastern Boulevard Bridge from the intersection of Bruckner Boulevard and Edgewater Road, view northeast.

Photograph 6. View of Edgewater Road looking toward Bruckner Boulevard, view north.
Photograph 7. View looking toward Edgewater Road from the Eastern Boulevard Bridge, view southwest.

Photograph 8. View toward the truss bridge to be replaced and the location of the Sheridan Flyover.
Photograph 9. View of the Bruckner Expressway looking east toward the Eastern Boulevard Bridge in the vicinity of the new ramps. Edgewater Road is to the far right and the location of the Sheridan ramp is to the left where the U-Haul sign is located.

Photograph 10. View of the Bruckner Expressway looking west toward the Eastern Boulevard Bridge, the location of the new ramps, and the truss bridge.
LEGEND

- Area of Potential Effects (APE)
- Photograph Location and Direction

Source: World Imagery Online Service, ESRI.

X731.55 HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT

Photograph Locations

Figure 3
Attachment E
Figure 4: Visual Rendering