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THE STATE EDUCATION DEPARTMENT

#6

CULTURAL RESOURCES SURVEY REPORT

SUBJECT :

PIN X730.17.111
Hunt's Point Access
Borough of the Bronx
Bronx County

Prepared by :

NEW YORK STATE MUSEUM 1870

DIVISION OF HISTORICAL AND ANTHROPOLOGICAL SERVICES
Office of the State Historian
Office of the State Archeologist

For :

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION

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THE STATE EDUCATION DEPARTMENT / THE UNIVERSITY OF THE STATE OF NEW YORK / ALBANY, N.Y. 12230

NEW YORK STATE MUSEUM
DIVISION OF RESEARCH AND COLLECTIONS

PROJECT: PIN X730.17.111
Hunt's Point Access
Borough of the Bronx
Bronx County

DATE: May 15, 1987

TO: MARY IVEY, Environmental Analysis Bureau
New York State Department of Transportation

FROM: BARBARA Ross, Cultural Resources Survey Program
Office of the State Archaeologist

The attached report provides the findings of a cultural resources survey recently completed for the above project. This study was completed under the 1986/87 SED/DOT interagency agreement for the Cultural Resources Survey Program.

I have reviewed the report and believe the scope of the research and the format of the report conform to the Work Scope Specifications included in this agreement.

If you need additional information or clarification relating to this stury, please feel free to contact me at (518) 473-1503.

NOTE: Structure 3, the railroad station, was included as an adjacent property whose visual integrity was in question because of its proximity to the proposed project area. Although, not stated in Section 5.0 Summary, in consultation with the author of the report, it is the opinion that there will not be any further compromise to the visual integrity of the railroad station as it is already situated in a paved, highly urbanized setting.

CULTURAL RESOURCES MANAGEMENT SURVEY

1987 HIGHWAY PROGRAM

HUNT'S POINT ACCESS

PIN X730.17.111

BOROUGH OF THE BRONX

BRONX COUNTY

BY

JOEL STEVEN DZODIN

SUBMITTED TO THE NEW YORK STATE MUSEUM
STATE EDUCATION DEPARTMENT
BY
THE PUBLIC ARCHAEOLOGY FACILITY
STATE UNIVERSITY OF NEW YORK AT BINGHAMTON
BINGHAMTON, NEW YORK

APRIL, 1987

TABLE OF CONTENTS

1.0 INTRODUCTION.....1
1.1 Project Goals.....1
1.2 Project Location and Background.....5

2.0 BACKGROUND RESEARCH.....5
2.1 Environment and Geology.....7
2.2 Prehistoric Background.....9
2.3 Historic Background.....10

3.0 FIELD INVESTIGATIONS.....11
3.1 Project Walkover.....14
3.2 Subsurface Testing.....16

4.0 DESCRIPTION OF PIN X730.17.111 CULTURAL RESOURCES.....21
4.1 The Garrison Ave.-Bruckner Blvd. Corridor.....21
4.2 The U-Haul Facility (Structure 1).....21
4.3 The Transit Mix Concrete Corporation Complex.....21
4.4 The Westchester Avenue Rail Station.....23
4.5 The Southbound Sheridan Expressway Exit Ramp.....28

5.0 SUMMARY.....30

APPENDIX 1: Information Sources.....31
APPENDIX 2: Informant List.....33
APPENDIX 3: Bibliography.....34
APPENDIX 4: Analytical Data.....36
APPENDIX 5: Project Correspondence.....41
APPENDIX 6: Project Map.....48

LIST OF FIGURES

FIGURE 1: Location of Project Area in New York State.....2

FIGURE 2: 1966/79 USGS Topographic Map, showing project Area.....4

FIGURE 3: Project Map.....back

FIGURE 4: 1960 NYSDOT "As-Built" Map.....6

FIGURE 5: 1943/47 USGS Topographic Map, showing Project Area.....8

FIGURE 6: 1868 Beers Map, showing the "Pre-Bruckner" Artery.....12

FIGURE 7: 1900/10 Harlem Quad Topographic Map.....13

LIST OF PHOTOGRAPHS

PHOTO 1: Detail of the 1966/79 USGS Topographic map: Project Area..3

PHOTO 2: Southern Start-up Point of Project:
Intersection of Garrison Ave. and Edgewater Rd.....14

PHOTO 3: View of the Garrison Ave.-Bruckner Blvd. Corridor,
looking south..... 15

PHOTO 4: View of the Garrison Ave.-Bruckner Blvd. Corridor,
looking north.....15

PHOTO 5: General View of the U-Haul Facility on Bruckner Blvd.....17

PHOTO 6: Detailed View of the U-Haul Facility.....17

PHOTO 7: Area east of the U-Haul Facility (ML 31+00).....18

PHOTO 8: Embankment north of Bruckner Blvd. and the southern end
of the Transit Mix Concrete Corp. Yard (facing north)....18

PHOTO 9: View North of Bruckner Blvd. Showing Area of Refuse on
the Grounds of the Transit Mix C. C.....19

PHOTO 10: View From Vantage Point of Photo 9 of Transit Mix C. C.
Showing Area of Fill Material.....19

PHOTO 11: View of the Transit Mix C. C. Showing Paved Area
South of Westchester Ave.....20

PHOTO 12: Transit Mix C. C.: Concrete Processing Structures
and Office (Small Shack) (Facing South).....20

PHOTO 13: Transit Mix C. C.: Small Office.....22

PHOTO 14: Transit Mix C. C.: Garage/Mechanical Shop
and Concrete Processing Structure.....22

PHOTO 15: General View of the Bronx River and the Docks of
the Clare Fishing Fleet.....24

PHOTO 16: Bronx River: View of the Clair Fishing Fleet Dock.....24

PHOTO 17: View of the Entrance to the Clair Fishing Fleet Dock showing Relationship of Dock to Transit Mix C. C.....25

PHOTO 18: Westchester Avenue Rail Station: View of Western Facade (facing East).....26

PHOTO 19: Westchester Avenue Rail Station: View of Southern Facade, Facing Northwest from the Transit Mix C. C.....26

PHOTO 20: Westchester Avenue Rail Station: Detail of Photo 19 Showing Decorative Use of Ceramic Tiles.....27

PHOTO 21: Westchester Avenue Rail Station: Showing Entrance Arch Which Bears the Legend "Westchester Avenue... NY-NH&H-RR" (Facing South).....27

PHOTO 22: Southbound Exit Ramp of the Sheridan Expressway (Facing South).....29

PHOTO 23: Southbound Exit Ramp of the Sheridan Expressway (Facing North).....29

1.0 Introduction

On April 1, 1987 the Public Archaeology Facility (PAF), through the Research Foundation of SUNY-Binghamton, contracted with the New York State Department of Education to conduct Paragraph 3 cultural resource investigations for the New York State Department of Transportation (NYSDOT) in the area designated as PIN x730.17.111, Hunts Point Access, in the Borough of the Bronx, Bronx County, New York (Figure 1 and Photo 1). Paragraph 3 fieldwork was conducted during April, 1987 in the vicinity of Edgewater Road in an area roughly bounded by Bruckner Boulevard and the southbound exit ramp of the Sheridan Expressway (Figure 2). The project area is under consideration as the venue for the construction of an access road to the Hunts Point Terminal Market.

This report presents the research strategy and results of the Paragraph 3 survey of PIN x730.17.111 in NYSDOT Region 11 which was conducted in compliance with the New York State Education Department's Revised Work Scope Specifications (April 1, 1986). Accordingly, the entire PIN x730.17.111 project area was considered the area of impact; the scope and findings of this study do not apply to territory beyond the project boundaries as specified below.

The research summarized in this document was performed under the supervision of Albert A. Dekin, Jr., Director of the Public Archaeology Facility and Associate Professor of Anthropology at SUNY-Binghamton; and Alan Beauregard, PAF Highway Program Director. Administrative duties were performed by Mary Margaret Polglase.

Joel S. Dzodin, PAF Research Associate, served as field director of the project and is the author of this report. Field investigations were conducted by Joel Dzodin and Lon Bulgrin. Field photographs were taken by Joel Dzodin and processed by Bruce Wrighton. The project map was drafted by Christine Kula.

1.1 Project Goals

The primary managerial goal of Paragraph 3 reconnaissance is the identification and inventory of potentially significant historic and prehistoric cultural resources within the area of proposed construction or land modification. The strategies employed to meet these objectives included:

1) background research detailing the history and prehistory of the project area;

2) surface survey and walkover, to identify potentially relevant aspects of natural topography, land modification, or evidence of material culture which might serve to inform subsequent field investigations; and

3) systematic subsurface investigation of all or part of the project area to effectively identify and map significant cultural resources.

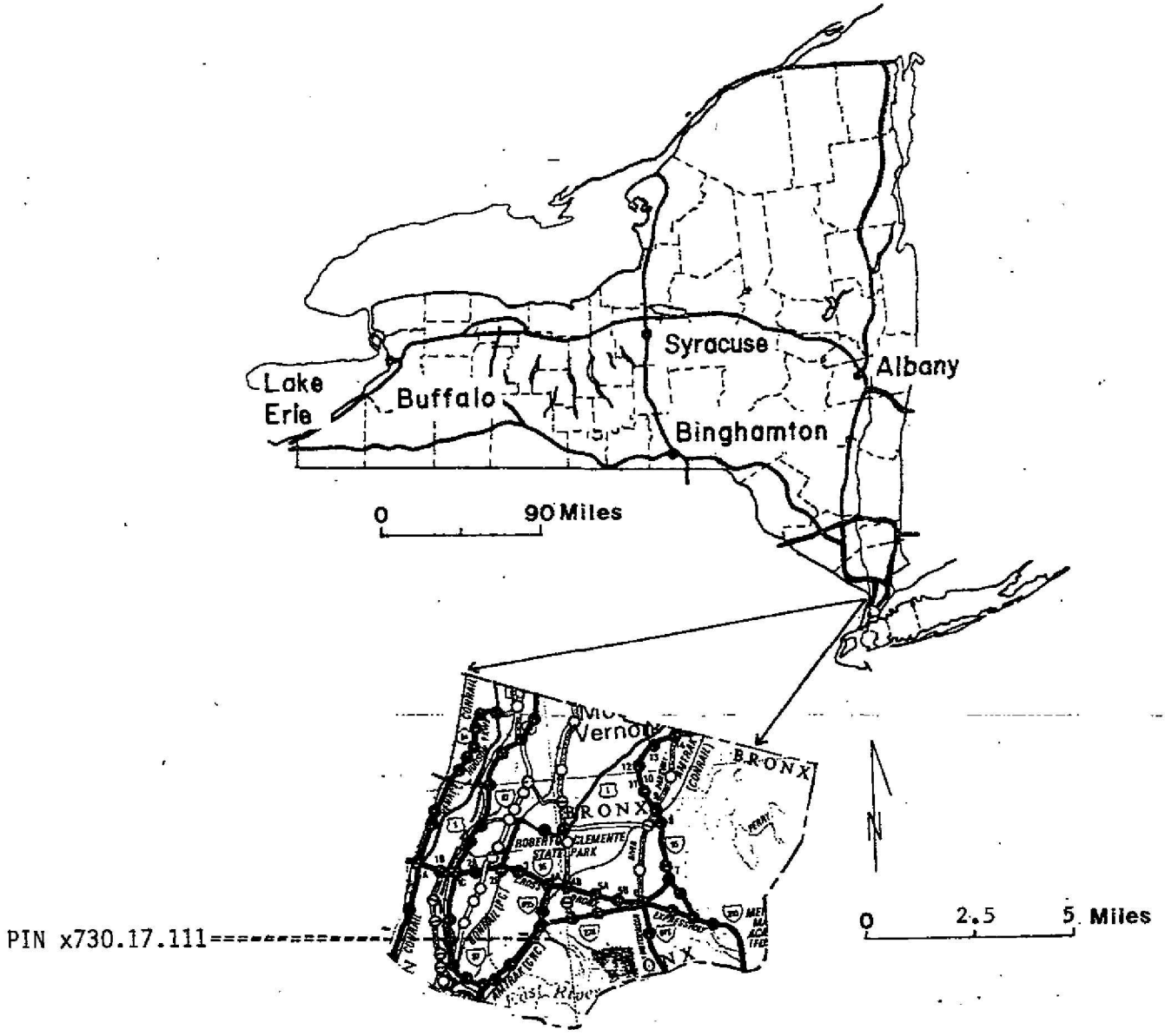


FIGURE 1: Location of project area in New York State and Bronx County.

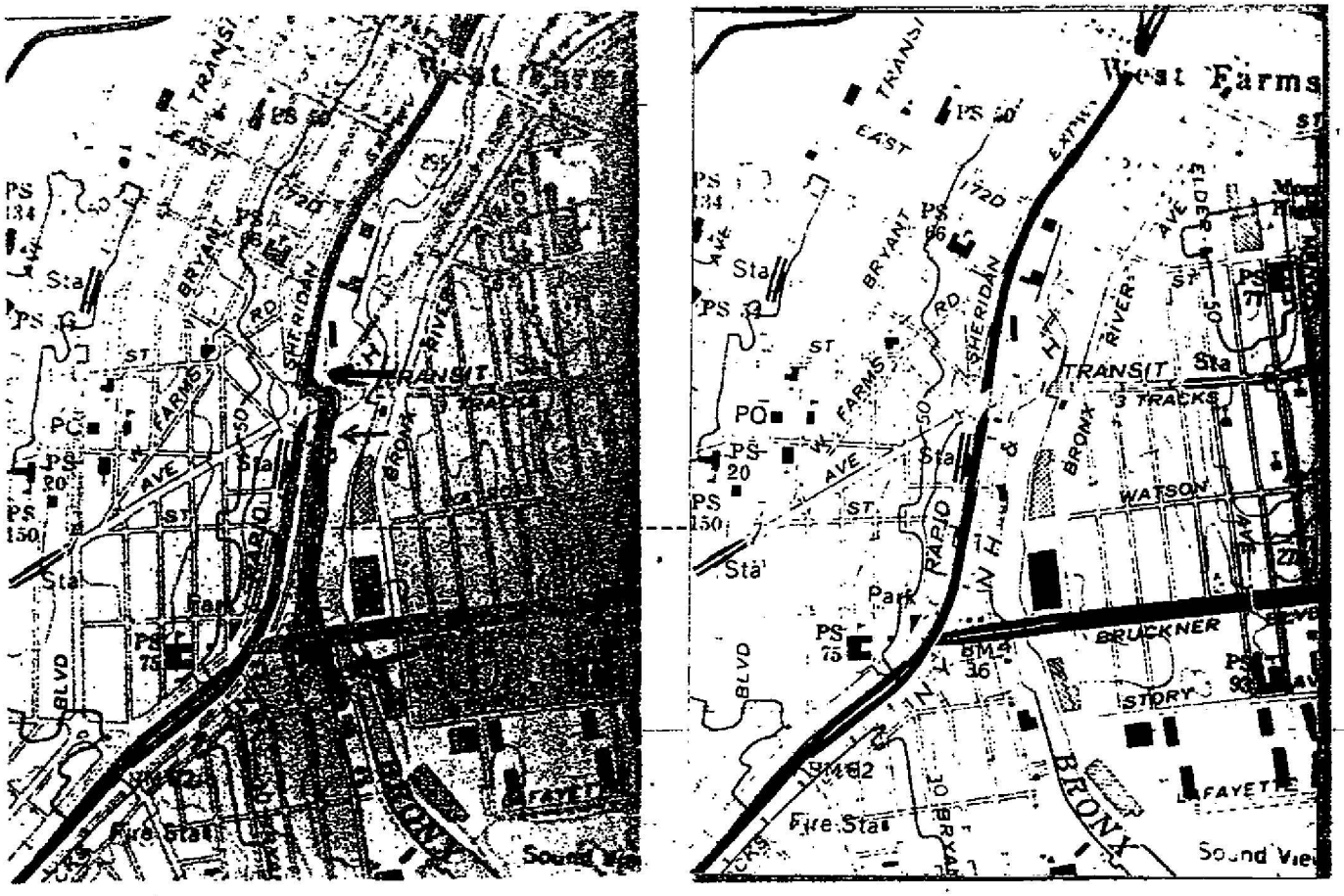


Photo 1: 1966/79 USGS Topographic map (Central Park Quad):
View of the project area.

Figure 2: 1966/79 USGS topographic map (Central Park Quad): vicinity of project area shown by arrow.

4) inventory and description of extant architecture within the project area.

1.2 Project Location and Background

The PIN x730.17.111 project area is situated in the Borough of the Bronx, Bronx County, New York (Figure 1). Located within a heavily built-up urban area (Figure 2), the project proposes the construction of a new service road designed to improve access to the Hunt's Point Terminal Market. The project area is shown in Figure 3. The exact PIN x730.17.111 project limits and boundaries were verified during a conversation with Mr. William McLoughlin, NYSDOT Region 11 Project Engineer. The proposed impact zone extends between Station Coordinates ML 24+00 (near the intersection of Garrison Avenue and Edgewater Road) and ML 56+00 (near the junction of Boone Avenue and Freeman Street). A walkover of the project area revealed that nearly all of PIN x730.17.111 has been paved or otherwise disturbed. Only two unpaved and potentially-testable areas were identified (Figure 3): the corridor situated between Garrison Ave. and Bruckner Blvd. and the area at the terminus of the southbound exit ramp of the Sheridan Expressway at Westchester Avenue). Documentary information provided by Mr. McLoughlin indicated that the latter of these 2 areas was cut away during the construction of the Sheridan Expressway in 1960 (Figure 4). The walkover also revealed that with the exception of the semi-circular area shown to the north of Bruckner Blvd. in Figure 3 (near "ML 31+00"), the project area consists mostly of a paved service road which currently provides access to the Transit Mix Concrete Corporation from Westchester Avenue as well as parking space for the Corporation's vehicles The width of proposed impact in this project segment is approximately 60 feet. Current plans situate the northern terminus of the Hunts Point Access at the entrance and exit ramps of the Sheridan Expressway, near the point where Freeman St. and Westchester and Boone Avenues converge. In addition to the grass shoulder shown in Figure 3, the proposed impact zone also includes a section of the Sheridan Expressway exit ramp.

2.0 BACKGROUND RESEARCH

Preliminary research was conducted by Joel Dzodin regarding the prehistory and history of the PIN x730.17.111 area, as well as soils and geology. Memos received by PAF from the New York State Museum and the Office of Parks, Recreation, and Historic Preservation (OPR&HP) presented the results of a their respective site-file checks. The information detailed in these two memoranda are detailed in Sections 2.2 and 2.3. In an effort to locate additional cartographic evidence of earlier settlement and structures within the project area and information about the abandoned Westchester Avenue Rail Station (Figure 3), inquiries were made at the Bartle and Science Libraries of the State University of New York at Binghamton, the Binghamton Public Library, the Hunts Point branch of the New York City Public Library, and the Bronx County Historical Society. The collections at the above libraries contain only contemporary maps and atlases of the Bronx and the PIN x730.17.111 project area. The Historical Society had no information about the Westchester Ave. Rail Station nor of

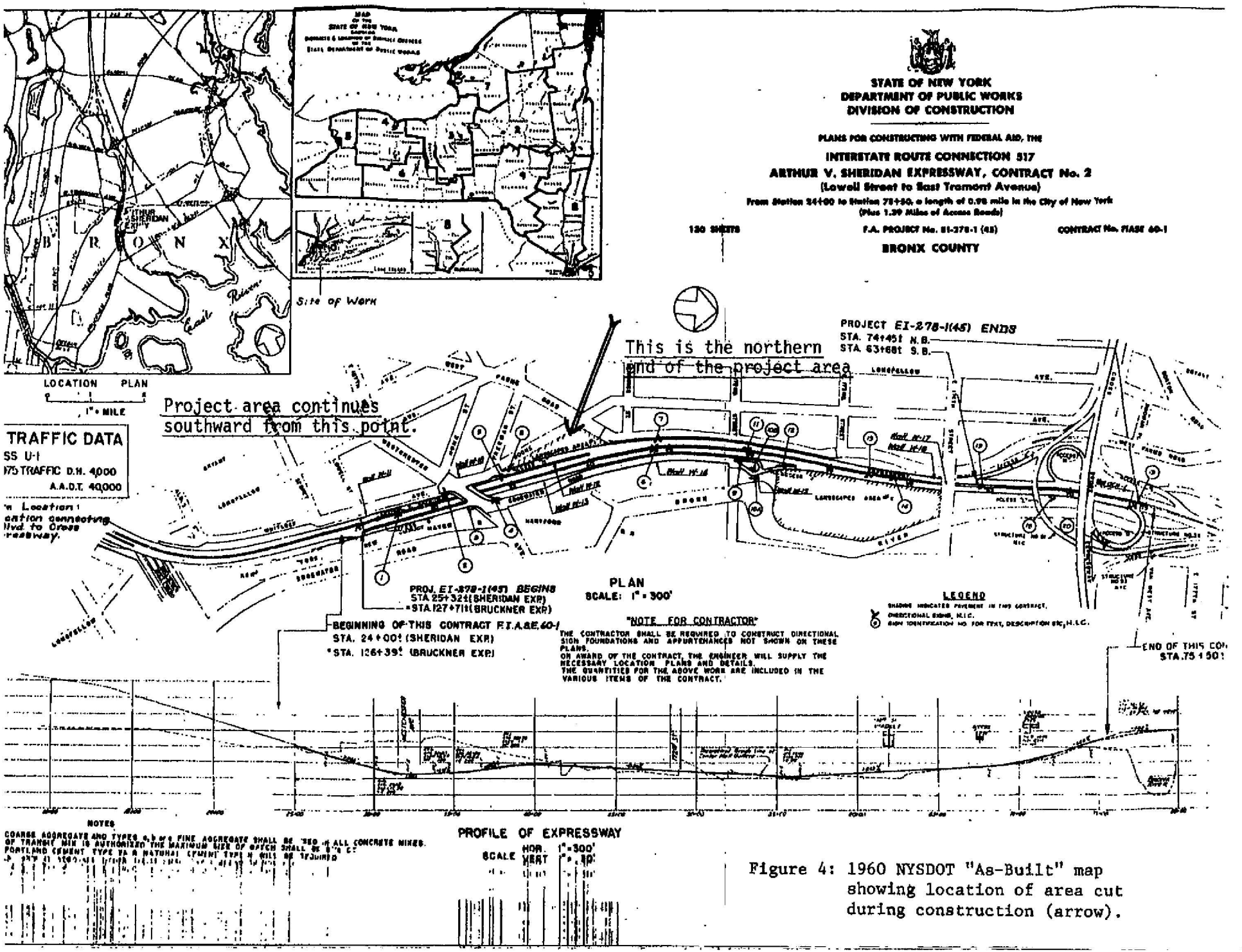


Figure 4: 1960 NYSDOT "As-Built" map showing location of area cut during construction (arrow).

the previous existence of structures in the vicinity of Bruckner Blvd.and Edgewater Rd. Inquiries were also made to the Long Island Studies Institute at Hofstra University regarding historical documentation; the Institute had no materials relevant to the PIN x730.17.111 project area. Mr. William McLoughlin of the Region 11 NYSDOT also had no information regarding the structures shown on the Beers and other maps.

2.1 Environment and Geology

Physiographic and geological factors are important elements in the analysis of land use and resource exploitation by both prehistoric and modern human populations. The interaction between the natural environment and human culture is dynamic and therefore the location and distribution of social groups on the landscape and the concommitant scope of socioeconomic activities will be influenced by regional and local physiography, geology, climate, and hydrology. Conversely, these environmental systems are subject to human influence and impact.

The project area is located at a point west of and adjacent to the Bronx River. In geological terms, the project area is situated within the Northeastern Coastal Plain, a physiographic province typified in the project area by glacial deposits above poorly stratified sheets of sand, gravel, and clay. The soils of the Coastal Plain are predominantly deep, strongly acid soils which typically consist of silts and clays derived from parent glacial substrates. In the vicinity of the project area, these soils mostly consist of well-drained sandy loams (Lull,1969). The PIN x730.17.111 project zone is drained by the adjacent Bronx River. A comparison of the width of the Bronx River in the vicinity of the project on the 1943/47 and 1966/1979 USGS topographic maps (Figures 5 and 2) suggests that the river's width was increased during this span of time but it could not be determined if such widening resulted from natural or artificial processes.

To date, no USDA Soil Surveys have been located and none appear to have been published for Bronx County. In an effort to collect additional sources of geological data for the PIN x730.17.111 area, contact was made with Dr. Frederick Gilbert, NY State Soil Scientist; Dr. Gilbert had no specific information pertinent to the Bronx but suggested contact with Mr. Harvey Mack at the Rockland County Department of Soil and Water Conservation. Mr. Mack also had no information relevant to the Bronx.

Although the project area lies mainly within an industrial zone, it is situated near a series of major transportational arteries (surface and elevated track) which provide the adjacent residential neighborhood with access to other sections of New York City. A surface survey (walkover) was undertaken in order to assess the nature and extent of areal disturbance. There were at least 3 probable factors related to vegetation and land modification likely to have influenced the integrity of subsurface cultural materials in PIN x730.17.111:

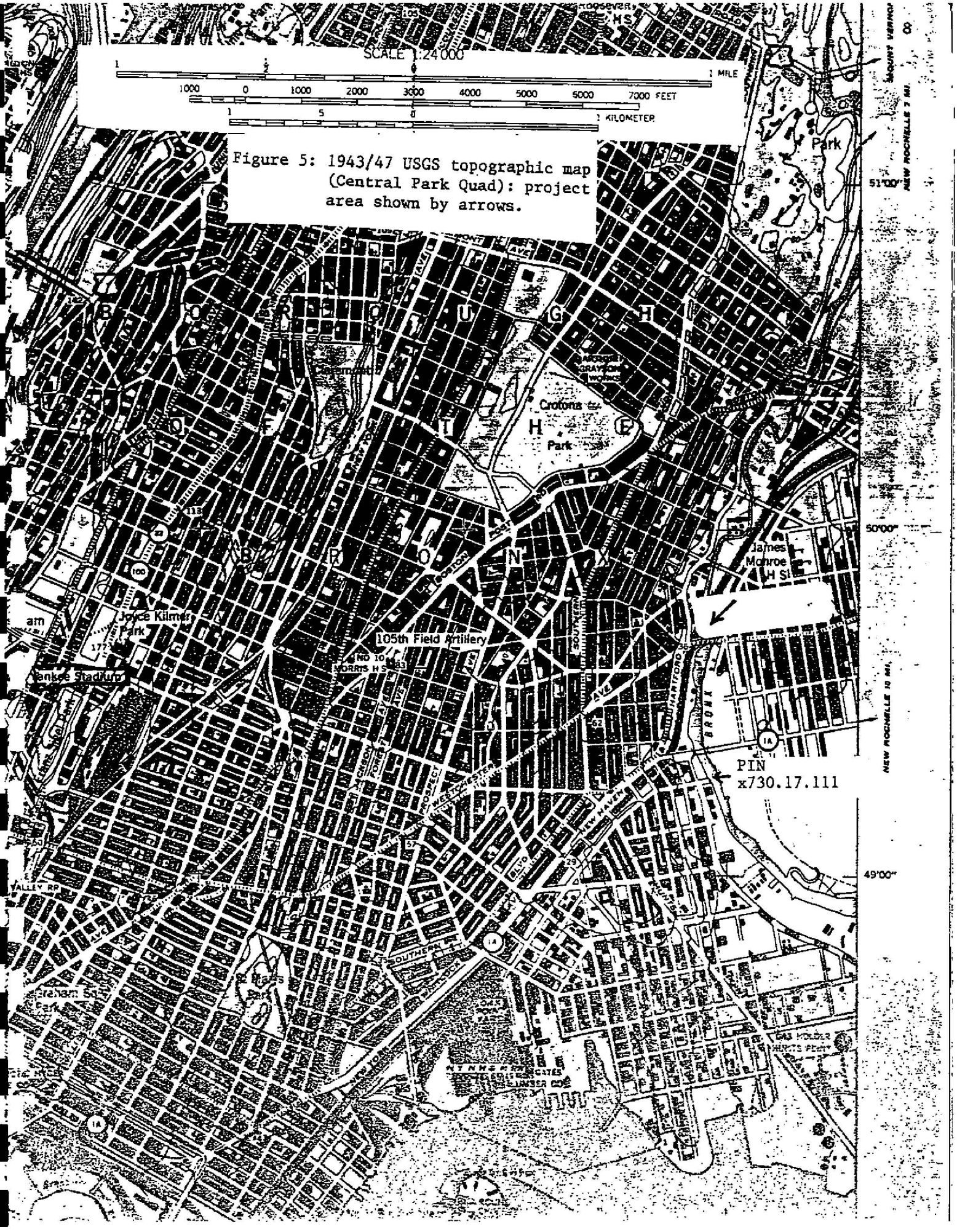


Figure 5: 1943/47 USGS topographic map (Central Park Quad): project area shown by arrows.

1) disturbances arising from 17th through 19th century agricultural exploitation of the Bronx (plowing, etc.),

2) 20th century construction of the industrial infrastructure within the project area, and

3) grading and other activities relating to the construction and improvement of the Sheridan and Bruckner Expressways.

Evidence of the latter two factors was observed within the study area. Road cutting, paving, and commercial construction have severely reduced the integrity of subsurface cultural deposits within the PIN x730.17.111 area. During the walkover, these zones of substantial disturbance were noted and thence were excluded from subsurface examination.

2.2 Prehistoric Background

Information furnished by the New York State Museum and the OPR&HP indicated the presence of two prehistoric site within a 2-mile radius of the project area (Figure 2). In a memo provided by the State Museum, site #2831/ACP Bronx-9 is described as "shell heaps in West Farms" (Appendix 5). A second memo, provided by the OPR&HP documents the existence of a second "historic Native American" site: A005-01-0028 consisted of a..."mound, camp-village, [and] planting ground located...on the Dickey Estate (Hunts Point Road at Crandell Avenue)". This latter site was destroyed during the construction of the Hunts Point Terminal Market. No information regarding the dating of sites or their place in the local cultural sequence was furnished by the Museum or OPR&HP. Both memos are reproduced in Appendix 5. PAF site files contained no information relevant to the project area.

The coastal region of New York State which subsumes the PIN x730.17.111 area has been the venue for a long and complex series of prehistoric occupations. The earliest known evidence of prehistoric occupation in the immediate vicinity of the project area comes from Paleo-Indian site(s) at Port Mobil on Staten Island (Funk, 1978: 16; Kraft, 1977: 1-9). The scarcity of Paleo-Indian sites in the coastal region is usually seen as a function of the flooding of the ancient New Jersey and New York coastlines. In the New York region, Paleo-Indian occupations included the exploitation of coastal marine resources; Kraft suggests that the Port Mobil site may have been a fishing-hunting-gathering site (Kraft, 1977: 4).

No references to Archaic or Transitional sites within a radius of 2 miles of the PIN x730.17.111 area were found in either Ritchie's Archaeology of New York State (1969) nor in Ritchie and Funk's Aboriginal Settlement Patterns in the Northeast (1973). [Ritchie provides a detailed description of the Archaic cultural sequence on Staten Island (Ritchie, 1969: 145-9).] A single Woodland site (ACP Bronx-18/Figure 2), type-site for the Clasons Point phase of the East River tradition) is located within a 2-mile radius of the project area. According to Ritchie, "...the Clasons Point development paralled that of the final Owasco and early Iroquois elsewhere in New York and survived to the period of European contact in the first quarter of the seventeenth century" (1969: 270-1).

Given that the PIN x730.17.111 area is situated along the banks of the Bronx River, the location would have potentially been a favored site for the prehistoric exploitation of riverine resources and for water-based transportation and movement.

2.3 Historic Background

The Borough of the Bronx is a geographic extension of Westchester County. Known to the Aboriginal population as "Keskeskeck", the tract was purchased by the Dutch West India Company in 1639. The district takes its name from Jonas Bronck, the first white to settle in the area. Bronck's original purchase consisted of 500 acres between the Haarlem and Aquahung (now the Bronx River). During the second half of the 17th century, the Bronx was settled largely by religious dissenters and other colonists from New England. Notable among these were John Throgmorton who in 1643 settled in the area now known as Throg's Neck and by Annie Hutchinson, who following her religious expulsion from Massachusetts in 1644 settled near the river which now bears her name. Most of these early British settlements were decimated by hostile Indian forces or suffered decline as a result of Dutch animosities. The British established their supremacy in the area in 1644; henceforth Westchester County (which included the area now called the Bronx) became a relatively thinly-settled agricultural zone (Gody, 1939/reissued 1982: 509-16). According to the Historical & Statistical Gazetterer of New York State (1860:696-9), the spatial boundaries of Westchester County were established and fixed on November 1, 1683 and remained unchanged at least until 1856.

Between 1790 and 1850, the population of the Bronx increased from 1,761 to 8,032. During this period, the Bronx underwent little change, and remained a primarily agricultural district. Beginning in the middle of the 19th century, the construction of the Harlem and Hudson River Railroads, and the Croton Aquaduct stimulated the rapid influx of Irish laborers. Further immigration occurred, as German farmers sought to escape the unsettled conditions resulting from the German Revolution of 1848. As a result of these influxes, the population nearly tripled between 1850 and 1860.

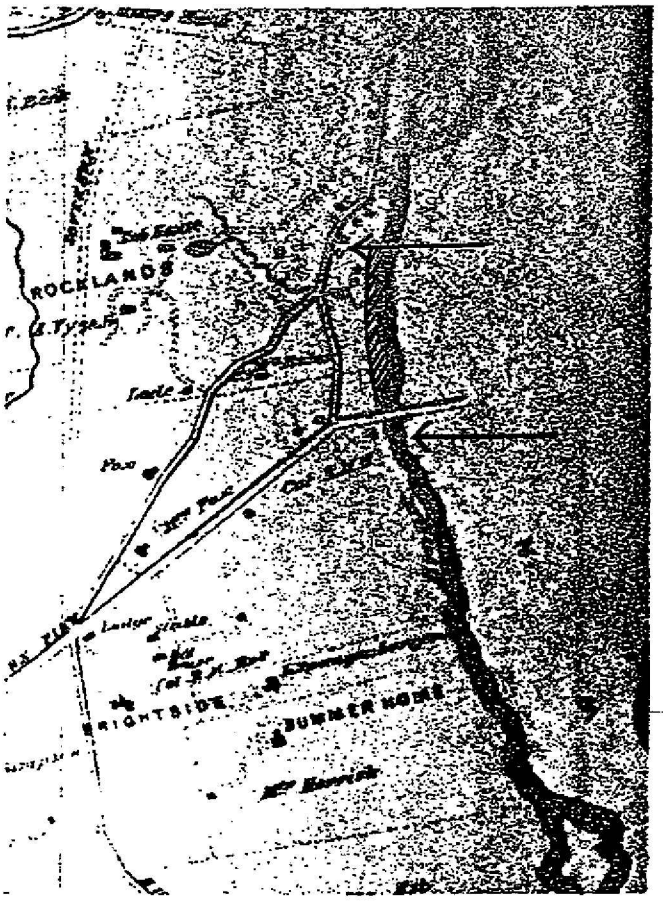
The urbanization of the Bronx was stimulated by the establishment of an industrial base along the Harlem and East River waterfronts and by the expanding rail-based transportation grid. In 1874, the townships of Morrisania, West Farms, and Kingsbridge were incorporated within New York City. In 1895, Westchester and sections of Pelham and Eastchester were also annexed by New York City. Under the New York City Charter of 1898, these precincts were combined to create the Borough of the Bronx. By 1898, the population had swelled to about two hundred thousand inhabitants. The economic integration of the Bronx within the greater metropolitan area was facilitated by the opening of the IRT Subway in 1904. Between 1900 and 1910, a real estate boom increased the population of the Bronx to 430,000 inhabitants. In 1914, the Bronx was formally separated from Westchester County and given its own County status. According to the New Deal WPA

researchers who surveyed the New York City area in the 1930s, 92% of the residential architecture extant at that time was post-1900 in construction date (Gody, 1939/reissued 1982: 509-16).

Photographs of two historic maps which include the present project area were provided by the New York State Museum; these maps date from 1868 (Beers/Figure 6), and 1900/1910 (USGS/Figure 7). The Beers map documents a standing structure consisting of 2 perpendicular wings east of the present-day location of Bruckner Blvd. at a point where the road crossed the Bronx River in 1868. The 1900/1910 map shows 2 structures in the same area, but problems of scale impedes the precise comparison of Figures 6 and 7 to standard-scale USGS topographic maps. These structures are missing from the 1943/47 USGS topographic map of the Central Park Quad (Figure 5) but 2 buildings appear again in the 1966/79 map (Figure 2) but at a slightly different orientation to the river and bridge than shown in Figure 7. The symbols used in mapping the structures in Figure 2 suggest that these buildings consisted of a residential structure (solid black square) and non-residential building (white square to the right of "BM 36"). All maps indicated that the artery now known as Bruckner Boulevard/Bruckner Expressway has been situated there from at least 1868. A comparison of Figures 2 and 5 show that a relatively large rectangular structure was located in the area where Structure 1 presently stands. This building is gone from the 1966/79 map (Figure 2) which shows the presence of two small buildings, one of which probably represents the U-Haul facility. Although the Claire Fishing Fleet docks are shown on the 1943/47 map, they are missing from the 1966/79 map. Both maps show structures in the Transit Mix Concrete Corp. area; the earlier map (Figure 5) shows 2 buildings represented by solid black squares (of differing size), while the most recent map (Figure 2) shows a large solid black rectangular building (probably the present day garage/mechanic shop) and two smaller buildings (represented by open squares). The Sheridan Expressway was built in 1960 and appears for the first time in the 1966/79 map. The OPR&HP memo also indicated that there are no National Register properties within the project area (Appendix 5).

3.0 1987 FIELD INVESTIGATIONS

In order to adequately investigate the cultural resources in PIN x730.17.111, an initial project walkover was conducted to inventory existing above-ground resources and to identify areas where disturbance has impacted the integrity of sub-surface materials. Paved areas were noted, photographed, and thence excluded from subsequent sub-surface investigation. Standing structures were photographed and are described in Section 4 of this report. Two potentially undisturbed areas were identified and underwent subsurface investigation in the form of Shovel Test Pit (STP) excavation. Soils from all STPs were screened through 5/8 inch mesh and artifacts were collected and returned to the PAF laboratory for analysis. Soil stratigraphy information and an inventory of subsurface cultural materials are contained in Appendix 4.



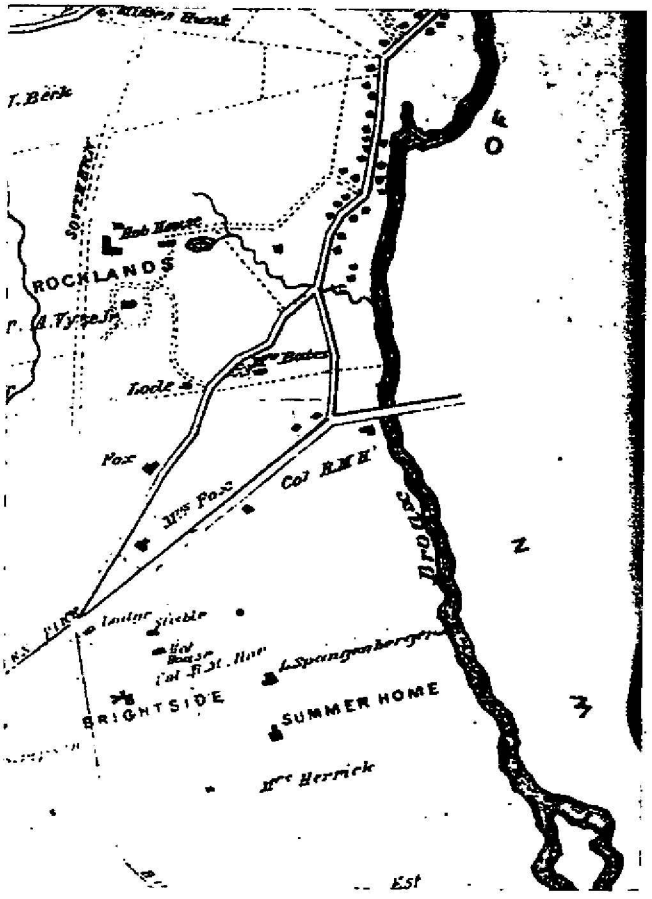


FIGURE 6: 1868 F. W. Beers map, showing the presence of a structure in the vicinity of what is today Bruckner Blvd. near Edgewater Road (near center of photo).

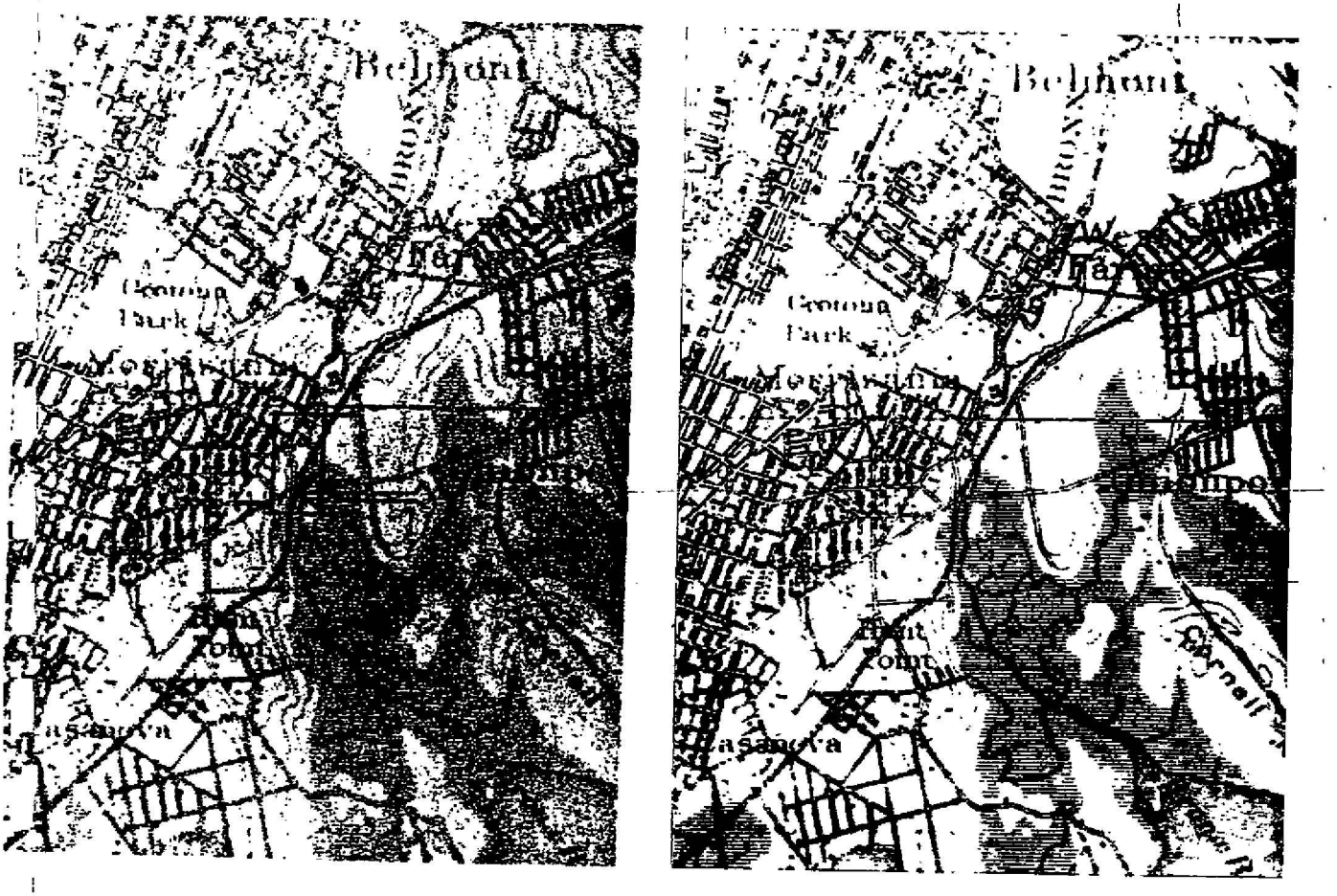


FIGURE 7: 1900/1910 Harlem 15′ topographic map showing the vicinity of the PIN x730.17.111 project area (center of photo).

3.1 Project Walkover

The area designated as PIN x730.17.111 begins appromimately 400 feet (122 meters) south of Bruckner Blvd. in the area between the Edgewater Rd./Garrison Ave. intersection and the Bronx River (Figure 3 and Photo 2).

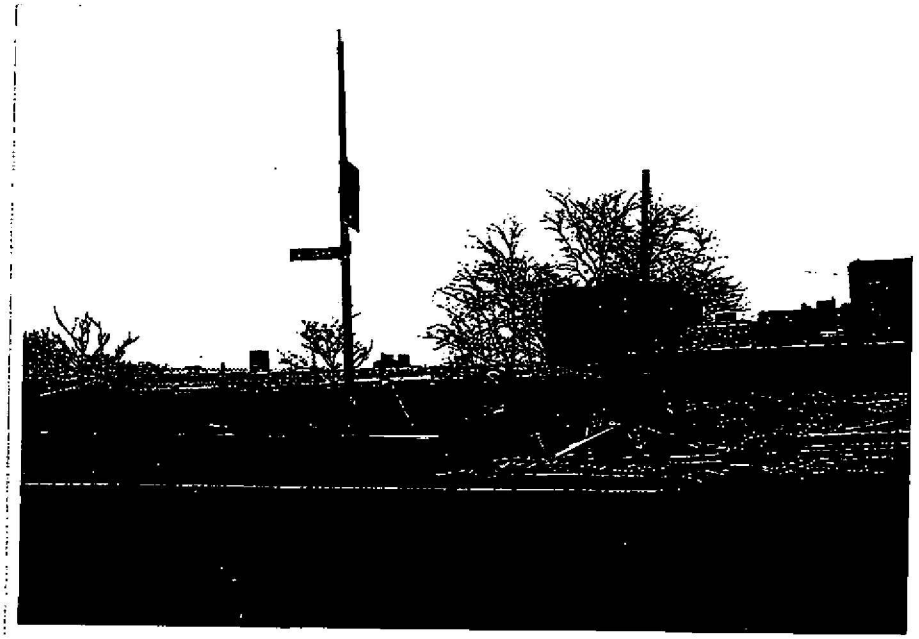


Photo 2: Start-up of Project Area: Intersection of Garrison Ave. and Edgewater Rd.

Information provided by Mr. McLoughlin of the DOT suggested that the land between this start-up point and Bruckner Blvd. represented the only undisturbed segment of the entire project area (Photos 3 and 4). In Figure 3, this corridor corresponds to the area between station coordinates ML 24+00 and ML 29+00; in this segment of the project area, the zone of proposed impact is approximately 25 feet wide (7.62 meters). The area is heavily overgrown with pithy vegetation, the presence of which may be related to soil disturbance, hydrological characteristics of the soil, and/or soil salinity.

The walkover revealed no evidence of foundations or alignments in the vicinity of the structure shown on the 1868 Beers map (Figure 6) and on the most recent USGS Topographic map (1966/79:Figure 2). While bricks and brick fragments were common on the surface, they were found interspersed with asphalt fragments; nothing suggesting intact architecture was found. Exposed in the Bronx River embankment were large concrete slabs which were spatially positioned at random angles to one another. The random way in which these were tumbled about suggested fill and disturbance by large earth-moving equipment. In Figure 3, at the "intersection" of Edgewater Road and Bruckner Boulevard, the elliptical zone (ML 29+00 through ML 33+00

Photo 3: View of the Garrison Ave.-Bruckner Blvd. Corridor, looking south.

Photo 4: View of the Garrison Ave.-Bruckner Blvd. Corridor, looking north.

is located west of Bruckner Blvd. in the vicinity of the U-Haul Facility [STRUCTURE 1] (Figure 3 and Photos 5 and 6), and a fenced-off area maintained by the NYSDOT (Photo 7).

Proceeding northward from Bruckner Blvd. toward the Westchester Ave. interchange, the majority of the remaining project area consists of the zone between the existing railroad tracks and the Bronx River along the premises of the Transit Mix Concrete Corporation (Figure 3). The specific structures located in the Concrete Yard are described in Section 4.2. Photo 8 shows an embankment north of Bruckner Blvd. as well as the southern end of the Concrete Yard. Further northward onto the the grounds of the Yard, there is an area where the company has dumped trash and fill material (Photos 9 and 10). Disturbances within the concrete yard proper consist of paving (Photo 11), and the erection of concrete-processing structures (Photo 12).

Near the entrance to the Transit Mix Concrete Corporation access road (approaching from the Westchester Avenue interchange) stands the now-disused Westchester Avenue Station which once served the New York, New Haven & Hartford Railroad [NY,NH&H]. It is described in Section 4.3.

As mentioned above, the northern end of the PIN x730.17.111 project area is located at the southbound exit ramp of the Sheridan Expressway. The NYSDOT map (Figure 4) shows that the area was disturbed by the 1960 construction of the Expressway.

3.2 Subsurface Testing

In the unpaved open zone between Garrison Ave. and Bruckner Boulevard, a series of Shovel Test Pits (STPs) were dug to test for the possible presence of cultural materials and to ascertain the degree of areal disturbance. A single STP transect consisting of units B1 ("Bruckner 1") through B7z was dug between the project start-up point at the Garrison Avenue/Edgewater Road intersection and the southern edge of Bruckner Boulevard. All units were dug to culturally sterile soil or discontinued when fill could not be penetrated. All soils were screened through 3/8 inch mesh. The average STP diameter was approximately 15 inches. Units B1-B6 were spaced at intervals of 20 meters but the final transect Unit (B6z) had to be placed at a distance of 10 meters north from B6 (An interval of 20 meters fell on Bruckner Boulevard). B1 was situated 10 meters north of a point collinear to Garrison Avenue and 21.4 meters (70 feet) east of the east side of Edgewater Road. The area south of B1 (near ML 24+00) was covered by dense concentrations of surface trash. STP B1' ("prime") was dug 5 meters north of B1, when the excavation of B1 was halted by compact fill (rubble and asphalt) at 15 cm. below surface (bs). Units B4 through B6 were situated in the vicinity of the structure shown on the 1868 Beers map (Figure 6). In order to more intensively test for possible foundations and attendant distributions of cultural material, units 4, 5, and 6 each had two ancillary STPs placed 5 meters to the west and east (These secondary units are designated as "x" and "y" units, respectively).

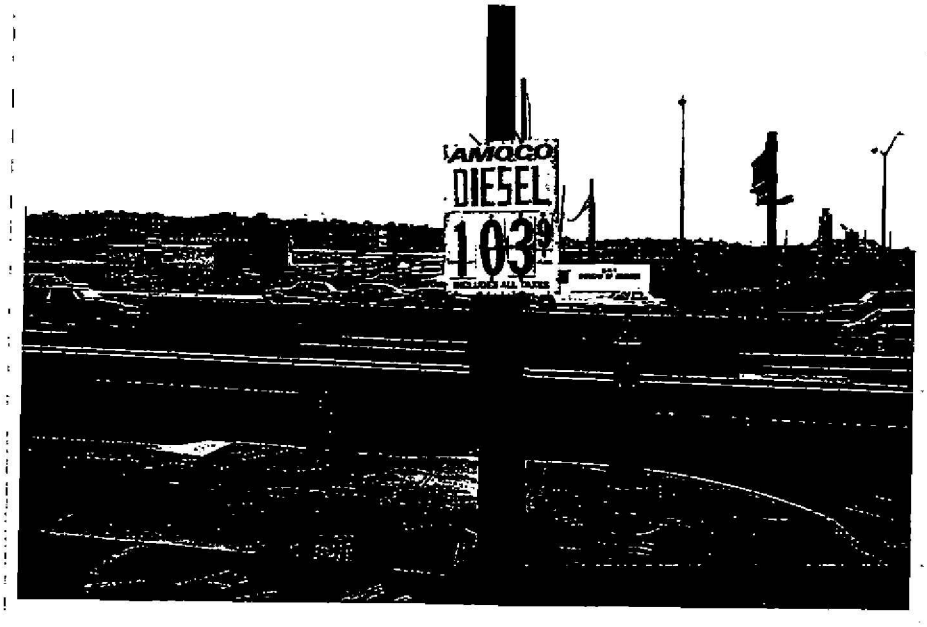


Photo 5: General View of the U-Haul Facility, on Bruckner Blvd.

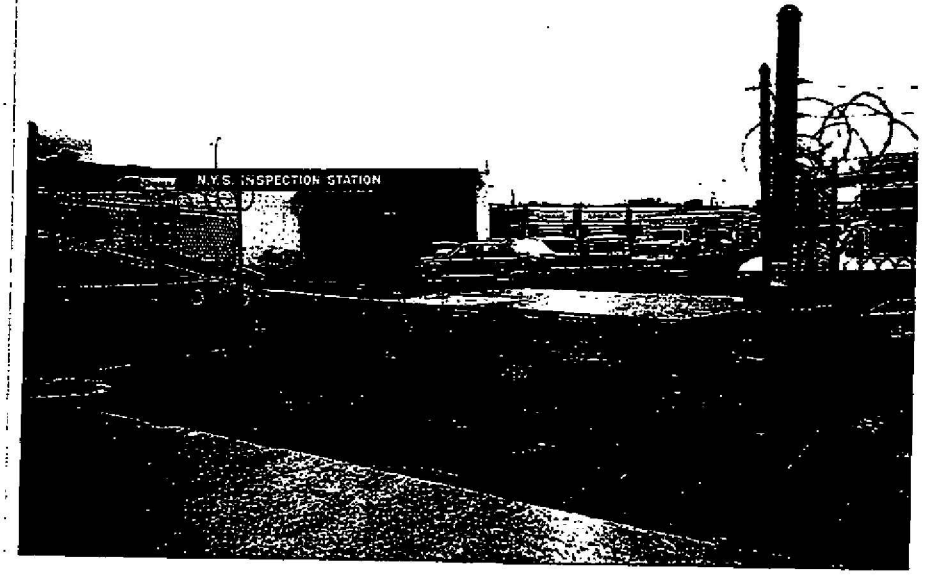


Photo 6: Detailed View of the U-Haul Facility.

Photo 7: Area east of the U-Haul Facility on Bruckner Blvd. (Station Coordinate ML 31+00).

Photo 8: Embankment north of Bruckner Boulevard and the southern end of the Transit Mix Concrete Corporation, facing north.

Photo 9: View north of Bruckner Boulevard, showing area of refuse on the grounds of the Transit Mix Concrete Corp.

Photo 10: View from vantage point of Photo 9 of Transit Mix Concrete Corporation Yard, showing area of fill material.

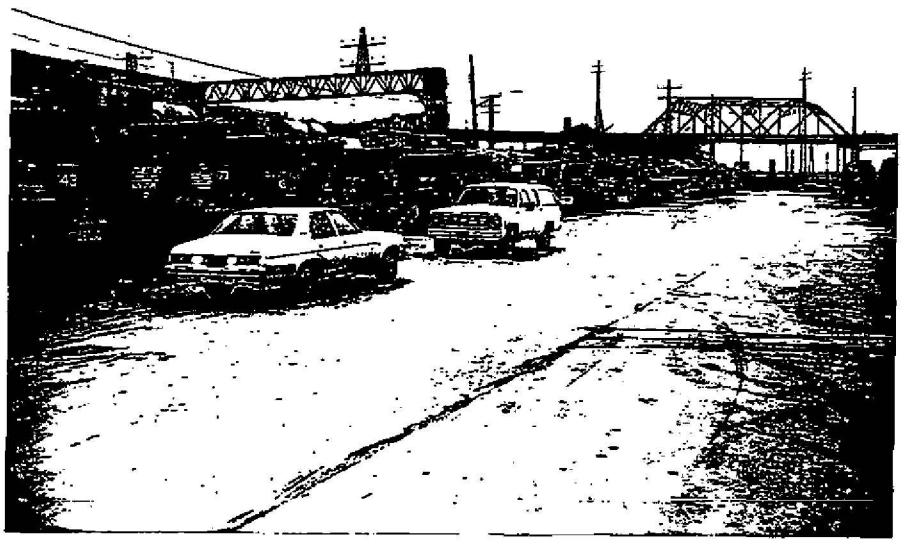


Photo 11: View of the Transit Mix Concrete Corp. Yard, showing paved area south of Westchester Ave.

Photo 12: Transit Mix Concrete Corporation: concrete processing structures and office (small shack) (Facing south).

STPs S1 [Sheridan 1] and S2 were dug in the greenbelt zone adjacent to the southbound exit ramp of the Sheridan Expressway, near Westchester Avenue. The units were excavated to confirm the disturbed status of the area, as documented by NYSDOT "As-Built" map (Figure 4). S1 was situated 35 meters north of the southernmost edge of the grassy corridor which separates the exit ramp from Boon Avenue at a distance of approximately 7 meters from the ramp edge. S2 was approximately 80 meters north of the southernmost edge of the grassy corridor, at a distance of approximately 12 meters from the ramp edge.

4.0 DESCRIPTION OF PIN x730.17.111 CULTURAL RESOURCES

4.1 The Garrison Avenue-Bruckner Boulevard Corridor

Of the 14 STPs excavated between Garrison Ave. and Bruckner Boulevard, 12 yielded subsurface cultural materials. In every case of artifact recovery, these materials were found in a clearly disturbed context. Evidence of such disturbance consisted of the frequent recovery of plastic and asphalt in soils lying below other cultural materials in units throughout the transect. A consistent stratigraphic pattern of disturbance was also noted across the B transect: large asphalt, concrete, and stone masses were encountered in all 14 STPs. Of these, 8 units were blocked by debris at depths ranging between 40 and 50 cm. bs.

Mapping the densities of recovered artifacts across the transect reveals no particular distributional pattern. Units in the probable vicinity of the 19th century structure yielded slightly greater quantities of brick and/or other structural materials. STPs B3 and B4 each contained a single cut marble tesserum. These were of a form typically seen in public buildings and less frequently in private homes or associated outbuildings. Most glass was obviously recent (Coca Cola and Canada Dry). Only 1 ceramic sherd with a probable 19th century date was recovered (a blue-on-white fragment from STP B4x). Bricks found on the surface or in STPs bore the stamps "ABC" [American Brick Company?], "EMPIRE", or "CA+". None of the bricks suggested handmade production. Fragments of Terra Cotta were found in units B1, B3, B6y, and B6z. These bore some resemblance to the tiles atop the Westchester Avenue Rail Station, at northern end of the project area. All STP units evinced substantial disturbance and lack of integrity.

4.2 The U-Haul Facility [Structure 1]

The U-Haul Facility [STRUCTURE 1], located in the vicinity of Edgewater Rd. and Bruckner Blvd. (Figure 3 and Photos 5 and 6) is situated within the project area. A used car lot, situated to the west of structure 1, is outside the project area and was not given further consideration. Visual inspection and analysis of the maps indicate that Structure 1 is post-1945 in construction date and is therefore exempt from OPR&HP inventory requirements.

4.3 The Transit Mix Concrete Corporation Complex

The structures in the concrete yard consisted of a small office [STRUCTURE 2a] (Photo 13), large concrete processing towers [eg. STRUCTURE 2b] (Photo 14), and a large garage/mechanical shop [STRUCTURE 2c] (Photo 14). According to two employees of the Concrete Yard, Mssrs. V. Farrelly and M. Broderick, the Transit Mix Concrete Corporation facility has been located at its present site for approximately 40 years. According to these informants, the area was previously known as the Lannigan Yard. In contrast to the above forty-year figure, information furnished by Mr. Charles Birnbaum, a Consultant to the New York City Planning Board,

Photo 13: Transit Mix Concrete Corporation: Small office.

Photo 14: Transit Mix Concrete Corportation: Garage/mechanical shop and concrete processing structure.

suggests that the Transit Mix Concrete Corporation has been active at this location since circa 1926. No additional information about the Lannigan Yard was found, but it is clear that the area now occupied by the Concrete Yard has been a venue for industrial/commercial activities for at least the past 50 years.

A docking wharf is situated north of the Concrete Yard, near the junction of the company's access road and Westchester Ave. The dock still serves as the embarkation point for the Bronx Queen, a floating restaurant and fishing yacht operated by the Clare Fishing Fleet (Photos 15, 16, and 17). According to information furnished by Mr. Birnbaum, the company has operated from this location for the last 40 or more years. Mr. Birnbaum also mentioned that the land on which both commercial operations are located is rented by them from the City. With the exception of the docking wharf, all of the structures described in Section 4.3 are situated within the project area, ie. in the territory between the railroad tracks and the Bronx River; Visual inspection and analysis of the maps indicate that these structures are post-1945 in construction date and are therefore exempt from OPR&HP inventory requirements.

4.4 The Westchester Avenue Rail Station

The Westchester Avenue Station [STRUCTURE 3] is situated near the entrance of the Concrete Yard access road and is the only intact public building in the immediate vicinity of the project area (Photos 18, 19, 20, and 21). In reference to the NY&NH Railroad, the Historical & Statistical Gazetterer of New York State (1860: 696-9) mentions that it "...crosses the southern part of the town [of Eastchester] at nearly right angles to the hill, requiring heavy cutting and embankments". In History of Westchester County, New York (1886:480-1), reference is made to the NY,NH&H Railroad:

> "This company was originally the 'New York and New Haven,' but in 1872 was consolidated with the Hartford and New Haven Company... It runs from its depot at the Harlem River through the towns of Morrisania, Westchester, Pelham and New Rochelle, where it joins the New Haven road...The stations along this road are Point Morris, Casanova, Hunt's Point, West Farms, Van Ness, Westchester, Bartow, Pelham Manor, and New Rochelle Junction."

Further reference to improvements in local transportation in the general vicinity of the project area is found in The Great North Side or Borough of the Bronx, issued by the North Side Board of Trade in 1897. This reference consists of a description of the plans for extending underground rail service into Westchester Avenue (pp.75-77). No specific reference to the station proper was found during our library searches nor did the Bronx County Historical Society have any information about the building. The structure retains a number of interesting architectural features. The Public Archaeology Facility was contacted by Mr. Charles Birnbaum who was seeking information about the station for the New York City Planning Board. In view of his request and as the station lies beyond the actual PIN x730.17.111 boundaries, PAF sought and received informal authorization from the New York State Museum to photograph the building from various perspectives and to include such pictorial documentation within this report.

Photo 15: General view of the Bronx River and the docks of the Clare Fishing Fleet. The access road for the Concrete Corp. is at the far right of the frame.

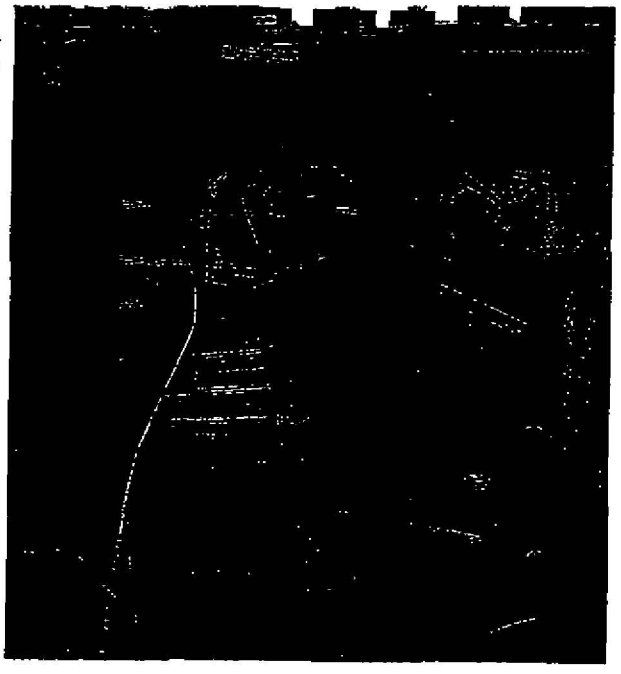


Photo 16: Bronx River: view of the Clare Fishing Fleet Dock.

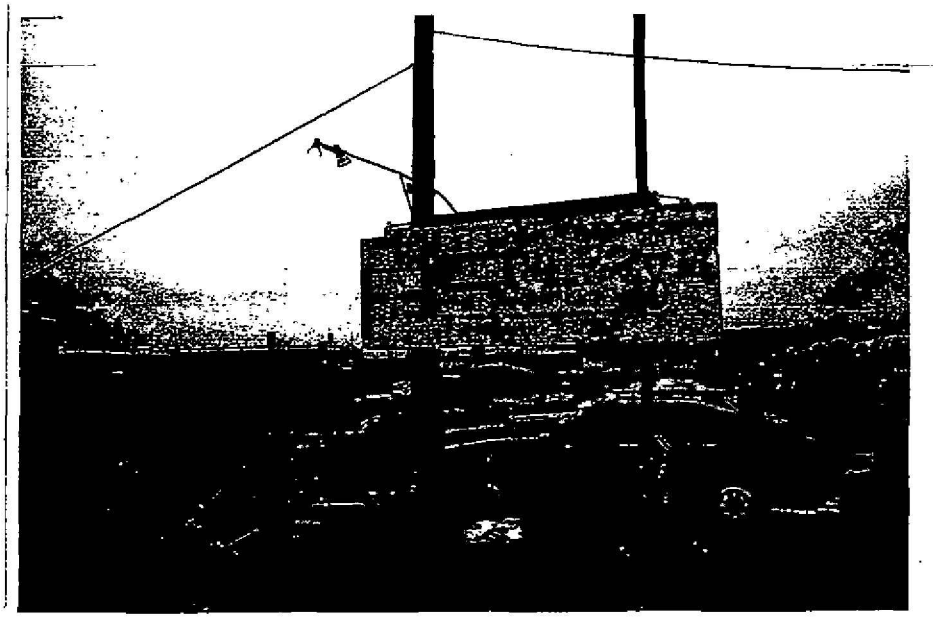


Photo 17: View of the entrance to the Clare Fishing Fleet dock, showing the relationship of dock to Transit Mix Corp.

Photo 18: Westchester Ave. Rail Station: view of western facade (facing east).

Photo 19: View of the Westchester Ave. Rail Station: view of southern facade, facing northwest from the Transit Mix Concrete Corp.

Photo 20: Westchester Ave. Rail Station: Detail of Photo 19 showing decorative use of ceramic tiles.

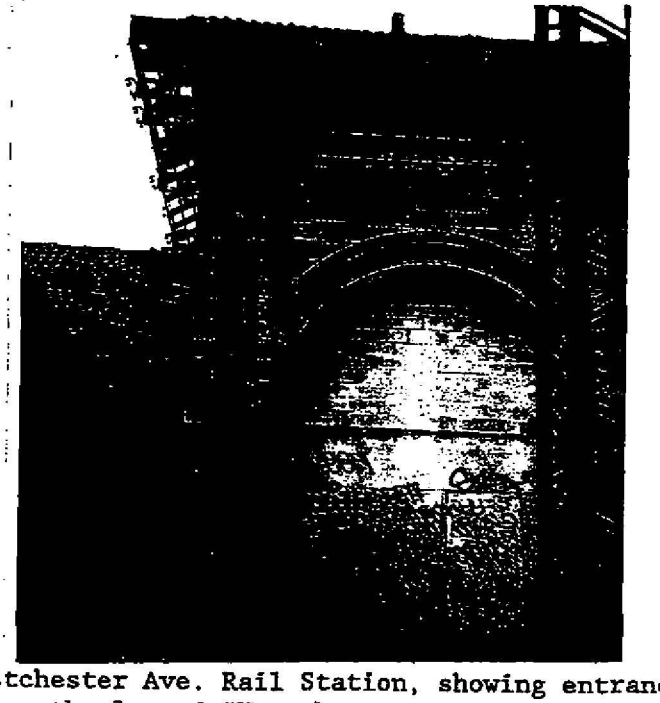


Photo 21: Westchester Ave. Rail Station, showing entrance arch which bears the legend "Westchester Avenue...NY-NH&H-RR" (facing south).

4.4 The Southbound Sheridan Expressway Exit Ramp

As mentioned in Section 3.2, the two STPs near the exit ramp of the Sheridan Expressway were excavated to confirm the disturbed status of the area, as documented by the 1960 NYSDOT "As-Built" map (Figure 4 and Photos 22 and 23). The remainder of the proposed impact zone in this vicinity is presently under concrete. Both units S1 and S2 contained road fill and very recent cultural material (concrete, glass, and plastic).

Photo 22: Southbound exit ramp of the Sheridan Expressway, showing area which was cut during 1960 construction (facing south). (Note the Westchester Ave. Rail Station in the background.)

Photo 23: Southbound exit ramp of the Sheridan Expressway, showing area cut during 1960 construction and paved section of the project area. Boone Avenue is shown to the left. (Photo facing north.)

5.0 SUMMARY

Based upon documentary information, areal walkover, and subsurface investigations, it is clear that the entire x730.17.111 project area has been substantially disturbed. None of the structures described in historic documentation or shown in historic maps presently exist within the proposed impact zone. Structures 1 and 2a/b/c are situated within the project area but are post-1945 in construction date; they are therefore exempt from inventory requirements under OPR&HP guidelines. These structures are situated in a paved area; proposed construction in this vicinity would cause no significant impact to the integrity of the existing setting.

Although the Westchester Avenue Rail Station (Structure 3) is located outside the project area, the New York State Museum authorized PAF to include photographs and descriptions of the station in this study because of interest shown by other agencies involved in preservation and cultural resource assessments in the area .

The stratigraphic integrity of subsurface cultural materials is minimal, with evidence of recent subsurface disturbance (buried plastic and modern glass). In the cases where cultural material of possible late 19th century date were recovered, soil disturbance suggested the possibility that such artifacts may have been (recently) transported to their present recovery points. No evidence of subsurface foundations were seen, nor was there evidence of intact artifact scatters related to previous (non-recent) occupation anywhere within the project area.

APPENDIX 1: INFORMATION SOURCES

Mr. Charles Birnbaum
Walmsley & Co Inc.
462 Broadway
New York, NY 10013

Bronx County Historical Association
3309 Bainbridge Ave.
Bronx, NY

Dr. Frederick Gilbert
New York State Soil Scientist
(315) 423-5510

Hunt's Point Branch
New York City Public Library
Southern Blvd.
Bronx, NY

Long Island Studies Institute
Hofstra University
Hempstead, NY

Mr. Harvey Mack
Rockland County Dept. of Soil
and Water Conservation
Rockland County, NY

Mr. William K. McLoughlin,PE
NYSDOT Project Engineer
Design Bureau
Albany, NY 12232

New York State Museum
Albany, NY

Office of Parks, Recreation,
and Historic Preservation
Albany, NY

SUNY-Binghamton Libraries
Binghamton, NY 13903

APPENDIX 2: INFORMANT LIST

Mr. Jeff Chattin
Transit Mix Concrete Corp.
Bronx, NY
(212) 590-1023
(arranged access to yard)

Mssrs. V. Farrelly
and M. Broderick
Transit Mix Concrete Corp.
Bronx, NY
(212) 590-1023
(provided information about the
history of the yard)

APPENDIX 3: BIBLIOGRAPHY

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1868 Atlas of New York and Vicinity
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1886 History of Westchester County, New York (vol. 1) Philadelphia: L. E. Preston & Co.

Smith, B. P.
1860 Historical and Statistical Gazetterer of New York State. Syracuse, NY: J. H. French.

United States Geological Survey
1900/10 Harlem Quad (15 Minute Series)
1943/47 Central Park Quad (7.5 Minute Series)
1966/79 Central Park Quad (7.5 Minute Series)

Wilcox, Franklin A.
1897 "Railway Facilities" in The Great North Side or Borough of the Bronx. Published by the North Side Board of Trade. New York: Knickerbocker Press.

APPENDIX 4: ANALYTICAL DATA

SUNYBINGHAMTON ARCHAEOLOGICAL SURVEY - SHOVEL TEST PIT RECORD

PROJECT OR PIN x730.17.111 CREW Dzodin
T OR KM DATE 4/19/87
PROP TRACT PAGE 1 OF

PZ-PLOWZONE
HU-HUMUS
SI-SILT
GR-GRAVEL
Lo-Loam

SA-SAND
CL-CLAY
OT-OTHER - decribe
BD & ED - beginning & ending depths

STP NO	SOIL	BD	ED	SOIL	BD	ED	SOIL	BD	ED	CM	COMMENTS
S1	Dark br Si	0cm.	25	Concrete Blockage	25	25				Y	glass+Plastic (not collected)
S2	Dark Br Sa Si.	0	20	yellow Si	20	30	ye Si w/fill (c.70% GR)	30	40	Y	Glass+Styrofoam (not collected)
B1	Brown Si	0	10	YeSi+stone	10	20				Y	STP blocked by lg. stone.CM=recent trash.
B1'	Brown SaSi	0	20	asphaltBlockg	at 20					N	bottle glass on surf. asphalt on surf.
B2	DkGrayBrSaSi w/Gr.	0	10	YeBrSa w/rock & Gr.	10	45	Rock Mass	at45		Y	L2: Brick ("Empire") metal ring, glass.
B3	DkGrayBrSiSa	0	11	GrayBrSiSa w/gravel.	11	47	Lg.Stone	at 47		Y	Glass, Hist.ceramic metal,nails,plastic(L2)
B4	DkGrayBrSiSa w/grit	0	10	grayBrSiSa	10	46	Lg.PcSandstone blocking Pit	at 46		Y	L2:brick,asphalt,coal. button,cut nail
B4x	Dk GrayBrSiSa w/grit	0	10	Or.BrSiSa	10	45	LgRock at base	at45		Y	brick,asphalt,cokeBottl concrete,histCeramic
B4y	Dk grayBrSiSa w/grit.	0	12	grayBrSiSa w/gravel	12	47	LgRock at base	at57		Y	L2:brick,asphalt,glass wirenail
B5	Dk grayBrSi Sa w/grit	0	10	grayBrSiSa w/Gr	10	35	Asphalt atBase	at35		Y	L2:cinder,glass,histCer. asphalt
B5x	DkGrayBrSi	0	12	GrayBrgritty SiSa w/gr.	12	36	2LgStones	at 36		Y	L2: metal,brick,spoon wire nail
B5y	BlkGrittySiSa	0	9	GrayGritty SiSa w/concrete	9	30	lg. rock	at 30		Y	brick,glass, ceramics?
B6	DkgrayBrSiSa	0	10	grayBrSiSa w/gr.	10	40				Y	L2:Fuse,slag,nails,bric
B6x	DkgrayBrSiSa	0	12	grayBrSiSa w/stones	12	24				N	

SUNYBINGHAMTON ARCHAEOLOGICAL SURVEY - SHOVEL TEST PIT RECORD

PROJECT OR PIN x730.17.111 CREW Dzodin
T OR KM DATE 4/19/87
PROP TRACT PAGE 2 OF 2.

PZ-PLOWZONE
HU-HUMUS
SI-SILT
GR-GRAVEL
Lo-Loam

SA-SAND
CL-CLAY
OT-OTHER - decribe
BD & ED - beginning & ending depths

STP NO	SOIL	BD	ED	SOIL	BD	ED	SOIL	BD	ED	CM	COMMENTS
B6y	DkBrSiSa	0	8	grayBrSiSa w/stones	8	44	lg. Rock	at 44.		Y	brick, nail, rubber &plastic.
B6z	DkgrayBr SiSa&Gr.	0	12	GrayBrSiSa	12	35	asphaltConglo	at 35		Y	tile, terraCotta (frags)?, glass.

*=See Comments

w=wire nail

ARTIFACT INVENTORY SHEET

Project Hunt's Point Access/PIN x730.17.111

PROVENIENCE	A	B	C	D	E	F	G	H	I	J	K	TOTAL LITHICS	ROUGH STONE	POTTERY	FCR	BONE/SHELL	COAL/CINDERS	BRICK	BUILDING MATERIAL	NAILS	OTHER METAL	GLASS	HISTORIC CERAMICS	KAOLIN	OTHER HISTORIC MATERIAL	SAMPLES	COMMENTS
B1																			1*	1	3*	2*	1*		1*		TerraCotta tile/screws(2) 1bottleGlass+1ruby glass
																											1circuit board.
B2																		(1)			2*	4*					brick:"Empire"/metal ring& bolt/glass:2bott+2plate.
B3																	1	1	5*	4w	12*	15*	2*				1marble tesserum/3pcs TerrCot 1plaster/can frags/12Cokeglass
																											2milk glass+1 brn glass/2wht glaze (asphalt)
B4																		5*	5*	1c	1*	4*	1*				3rd brick+2yell bricks/1 marble tesserum/2plast+2roof material/
																											glass:2windshield,1plate,1bottle ceramic:brown glaze.(asphalt)
																											(Asphalt)
B4x																					1*	17*	1*				screw/16coke bottle frags+ 1 clr bottle frag/blu-on wht porc.
B4y																			5*	1w	1*	12*					5Roof tiles(TerraC)(?)/1wire/ 7clrBottle+5plate glass/2asphalt
B5																					1	2*	1*				1clrBottle frag+1pc wire-rein
																											forced window glass. 1 wht glaze
B5x																	1	1		(3w) 4	4*						1 metal disk,21umps,1 spoon ("Sheffield Plate")
B5y																		1	6*			9*			1*		1TerraC roof tile frag(?)/
																											1pc cement,4 pcsunid ceramic material,Glass:5pcsclrBott+
																											2 plate+2Windshield./1Insul. wire.

ARTIFACT INVENTORY SHEET

Project Hunt's Point Access PIN x730.17.111

PROVENIENCE	A	B	C	D	E	F	G	H	I	J	K	TOTAL LITHICS	ROUGH STONE	POTTERY	FCR	BONE/SHELL	COAL/CINDERS	BRICK	BUILDING MATERIAL	NAILS	OTHER METAL	GLASS	HISTORIC CERAMICS	KAOLIN	OTHER HISTORIC MATERIAL	SAMPLES	COMMENTS
B6																		3*	4*	3	1*	4	1*		1*		4floor tiles(?)/1metal lump Brk:1 red+2yell gritty.
																											glass: 3 plate+1clrBottle/ ~~1white glaze porcelain./1~~
																											ceramic fuse w/mica window. (plastic)
B6x No Cultural Material**********																											
B6y																		1*	1*	1w				1*	1*		brick w/mortar/1 floor tile
																									fr.	y/	frag./porcelain tile frag. rubber belt.
B6z																						1*	2*				1 pc Canada Dry bottle glass ~~2 pcs~~ Ceramic ~~,tile (asphalt)~~ 1 Asbestos tile (actual Asbestos

APPENDIX 5: PROJECT CORRESPONDENCE AND RELATED DOCUMENTS

MEMORANDUM
DEPARTMENT OF TRANSPORTATION

TO: M. Ivey, Environmental Analysis Bur., B-5, R-303

FROM: J. M. Yourno, Design Bureau, B-5 ,R-308

SUBJECT: PIN X730.17.111, EDGEWATER ROAD, BRONX CO.

Town of Bronx?

DATE: December 4, 1986

Central Park 7½'
Harlem 15'

Provided for your use is a segment of the "Central Park" NYSDOT topometric map (1:24,000 scale) and a 1" = 50' scale plan sheet showing a layout of the proposed Edgewater Road project.

The project proposes a service road on new location which would provide commercial vehicles access into the Hunt's Point Terminal Market from the Sheridan Expressway. As proposed, the project would begin in the vicinity of the intersection of Garrison Avenue and Edgewater Road and proceed northerly between the existing Railroad tracks and the west shore of the Bronx River, interchanging at-grade with Westchester Avenue. The current proposal for the northern terminus requires that the roadway continue northerly and westerly on structure and terminate at the entrance and exit ramps of the Sheridan Expressway and Westchester Avenue. The proposal would require partial relocation of the southbound Sheridan Expressway exit ramp to Westchester Avenue and may disturb the existing topography for a band width of about 100 feet to the west between the existing S.B. exit ramp and Boome Avenue.

Kindly take the steps necessary to survey the Cultural Resources of the area and provide us with the C.R.S. report.

If additional information is needed, please contact Bill McLoughlin at 457-2806.

JMY:WKM:AMH

CC: R. J. Schmalz, Design, Region 11
R. K. Radliff, Prel. Plan Rev. Bur., B-5, R-408

Sites: 2831 ACP BRNX-9 shell heaps in West Farms

Note: There are 13 additional sites within a 2-3 mile radius.

PIN X730.17.111 BIN _____

PROJECT NAME OR LOCATION Edgewater Road
Hunts Point Access

TOWN _____ COUNTY Bronx

7 1/2' USGS Central Park 15' USGS Harlem

Prehistoric Sites within two miles of the project area: Yes X No ___
* site within project area boundaries

2831 ACP BRNX-9 shell heaps in West Farms

Note: There are 13 additional sites within a 2-3 mile radius

OPR&HP - check of site/National Register files: Yes ___ No ___
Information Enclosed ___
National Register Property: within ___ to be forwarded
adjacent ___

Project Area Map Enclosed: X

Historic Map Photographs Enclosed: ___ No. of copies ___

*Bridges: Screening Completed ___ Screening Enclosed ___
Bridge Eligible: Yes ___ No ___ According to OPR&HP Survey

*only bridges involved in the project area description were checked, any others that you may encounter while surveying the project area were not. In the later case, you may contact this office with the BIN#. All bridges post-dating 1935 are exempt from inventory under OPR&HP guidelines.

BUDGET $3798

DUE DATE 4/30/87

Additional Comments:

INSTITUTION: BING

DATE: 2/17/87

TO: LINDA HARVEY

FROM: BARBARA ROSS

SUBJECT: Field Services Bureau Files Check
Project
PIN X730.17.111 &
Edgewater Road, Hunts Point

County: Bronx

USGS Quad: Central Park 7½'

1. Archeological Site Files (within 2 miles radius):

a. number of sites: 1

b. Comments:

A005-01-0028 - Historic Native American - destroyed by Hunts Point Terminal Market - components: mound, camp-village, planting ground located near Old Hunt burial ground & spring on Dickey Estate, Hunts Point Rd. at Crandall Ave. On a mound surrounded by marshland on the line of Eastern Blvd.

2. Surveys and reports on file:

a. number of surveys on file within immediate or adjacent Minor Civil Division: None

b. references for surveys proximal to project area:

c. other reference sources on file (i.e., private manuscripts):

3. National Register files: No National Register properties in proposed project area.

4. Structure Inventory Files

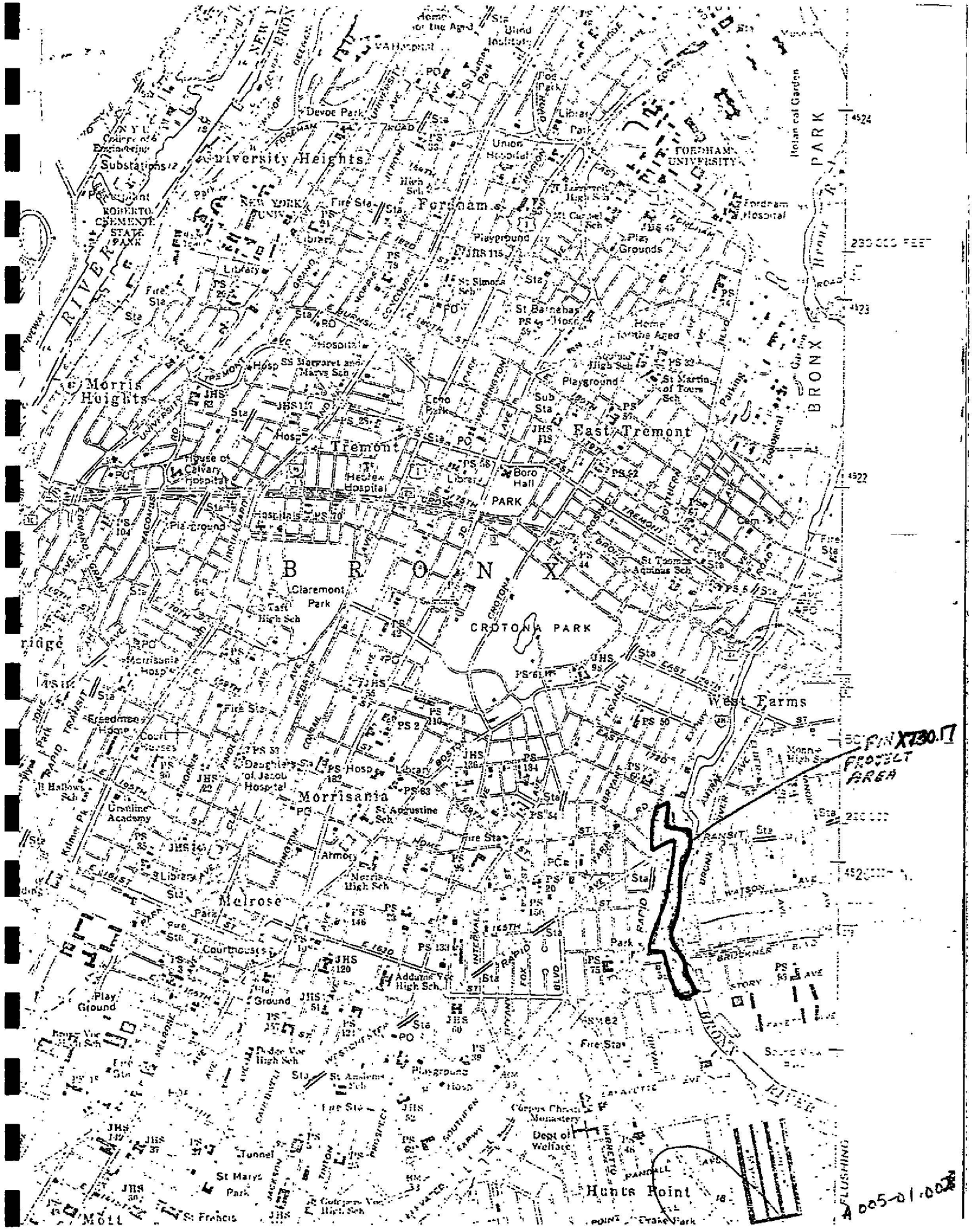
   a. number of structures/sites within appropriate Minor Civil Division: No inventory forms for proposed project area.

   b. comments:

5. National Register Staff Consultation (this is merely an initial contact in order to assess basic NR level activities which might require further follow-up): National Register staff unavailable at this time for comment.

ADDENDUM

(continuation space for previous comments)


University Heights
Fordham
Morris Heights
Tremont
East Tremont
BRONX
CROTONA PARK
West Farms
Morrisania
Melrose
Hunts Point
FORDHAM UNIVERSITY
Bronx Park
Boro Hall
PARK
Claremont Park
Crotona Park
Devoe Park
Union Hospital
Fordham Hospital
Playground
Playgrounds
House of Calvary Hospital
Hebrew Hospital
Freedmen's Home
Daughters of Jacob Hospital
Ursuline Academy
Courthouses
Armory
Morris High Sch
Addams Voc High Sch
Dept of Welfare
Tunnel
St Mary's Park
Crake Park
Fire Sta
Library
Hospital
Sub Sta
Parking
Zoological
Botanical Garden
230 000 FEET
FIN X730.17
PROJECT AREA
A 005-01.003

THE UNIVERSITY OF THE STATE OF NEW YORK
THE STATE EDUCATION DEPARTMENT

To: Project Research Staff

Date: 3/18/87

From: Phil Lord

Subject: Historic Map Photographs

In reply to:

The maps being sent to you represent our best attempt to identify the project area and photograph avaliable NYS Library mapping that we feel would be needed in preparation for field study.

This collection of map photographs is not meant to replace the need for you to review historic map collections or to determine the need for specialized mapping (DOT plans, canal maps, village maps, etc.).

If you feel that you require additional map photographs and these can most conveniently be obtained here at the State Museum/Library, please call and request additional shots. If you have access to maps in the field, however, we urge you to shoot your own.

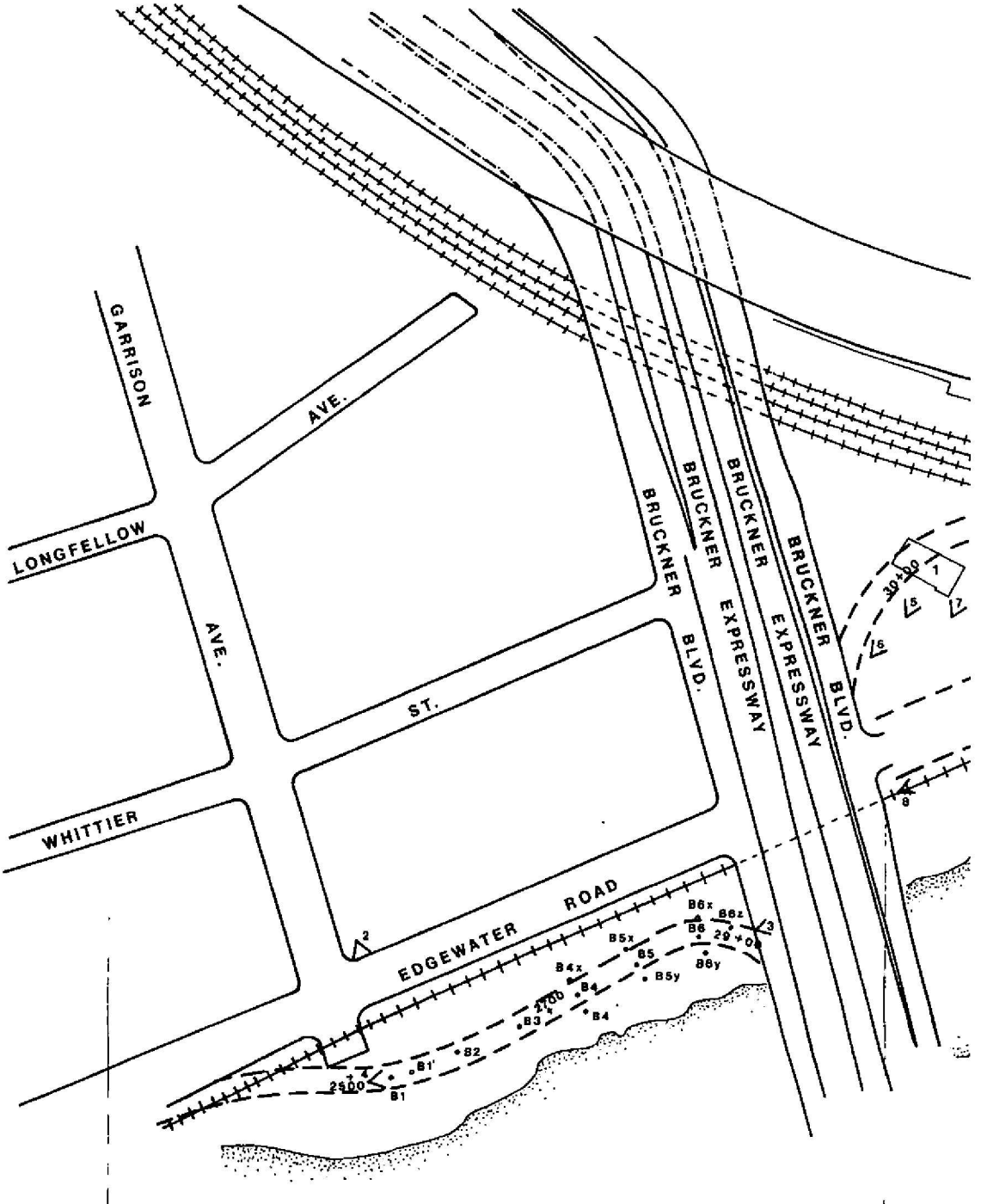
We recommend old DOT construction plans as sources for useful historic data. Check with the regional offices of DOT for microfilm libraries of such plans. If the regional staff think such plans exist in Albany at the DOT main office, call us and we will obtain prints.

ENCLOSE ONE COPY OF THIS MEMO WITH EACH SET OF HISTORIC MAP PHOTOGRAPHS BEING SENT TO THE FIELD.

APPENDIX 6: PROJECT MAP

PUBLIC ARCHAEOLOGY FACILITY
DEPARTMENT OF ANTHROPOLOGY
STATE UNIVERSITY OF NEW YORK
BINGHAMTON NEW YORK 13901

FIGURE 3
PIN X730.17.
HUNTS POIN
BOROUGH O
BRONX COU



17.111
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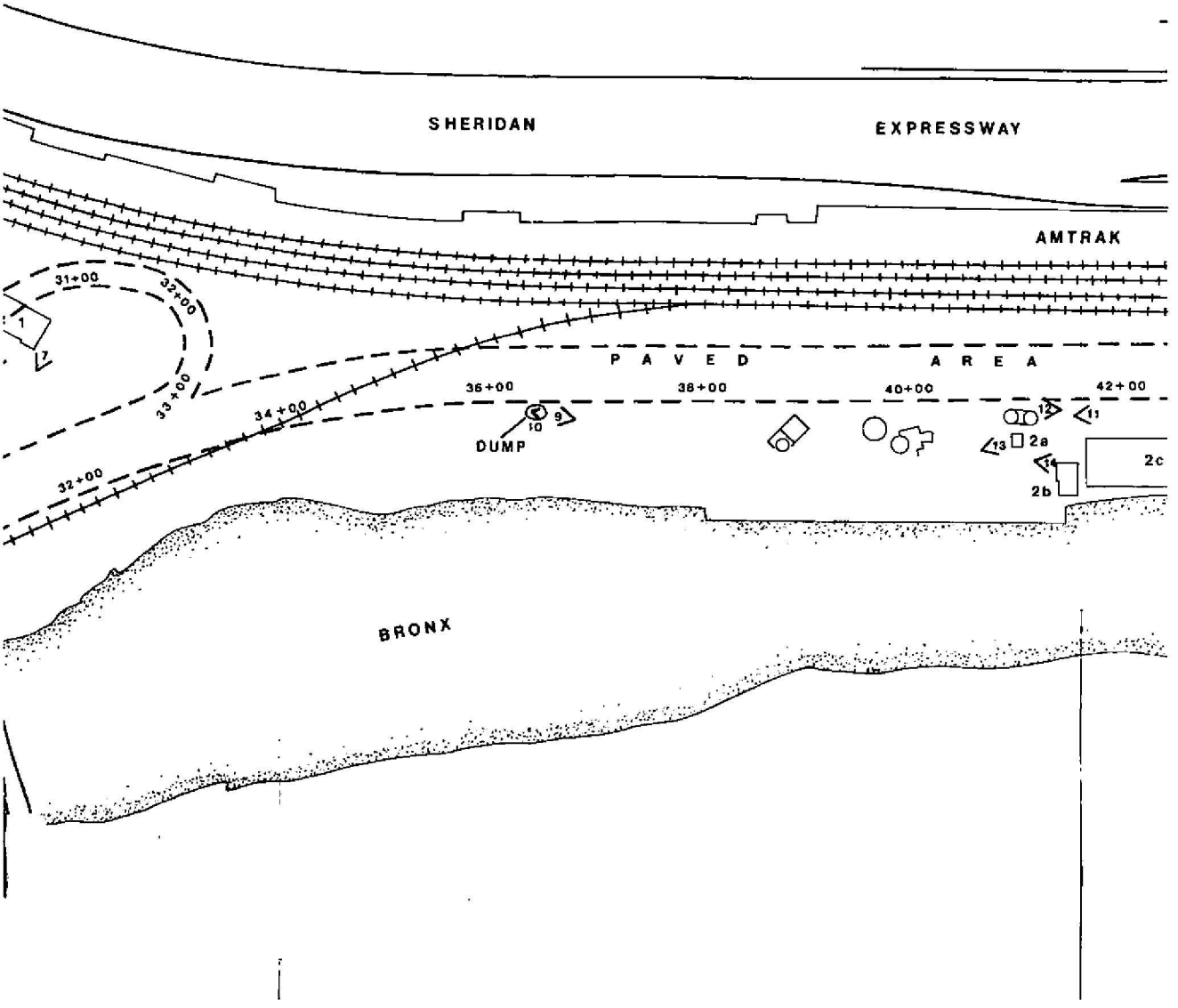
KEY

- Project Area
- Structure and Numb
- Shovel Test Pit Wit
- Shovel Test Pit Wit
- Photo Angle and Nu



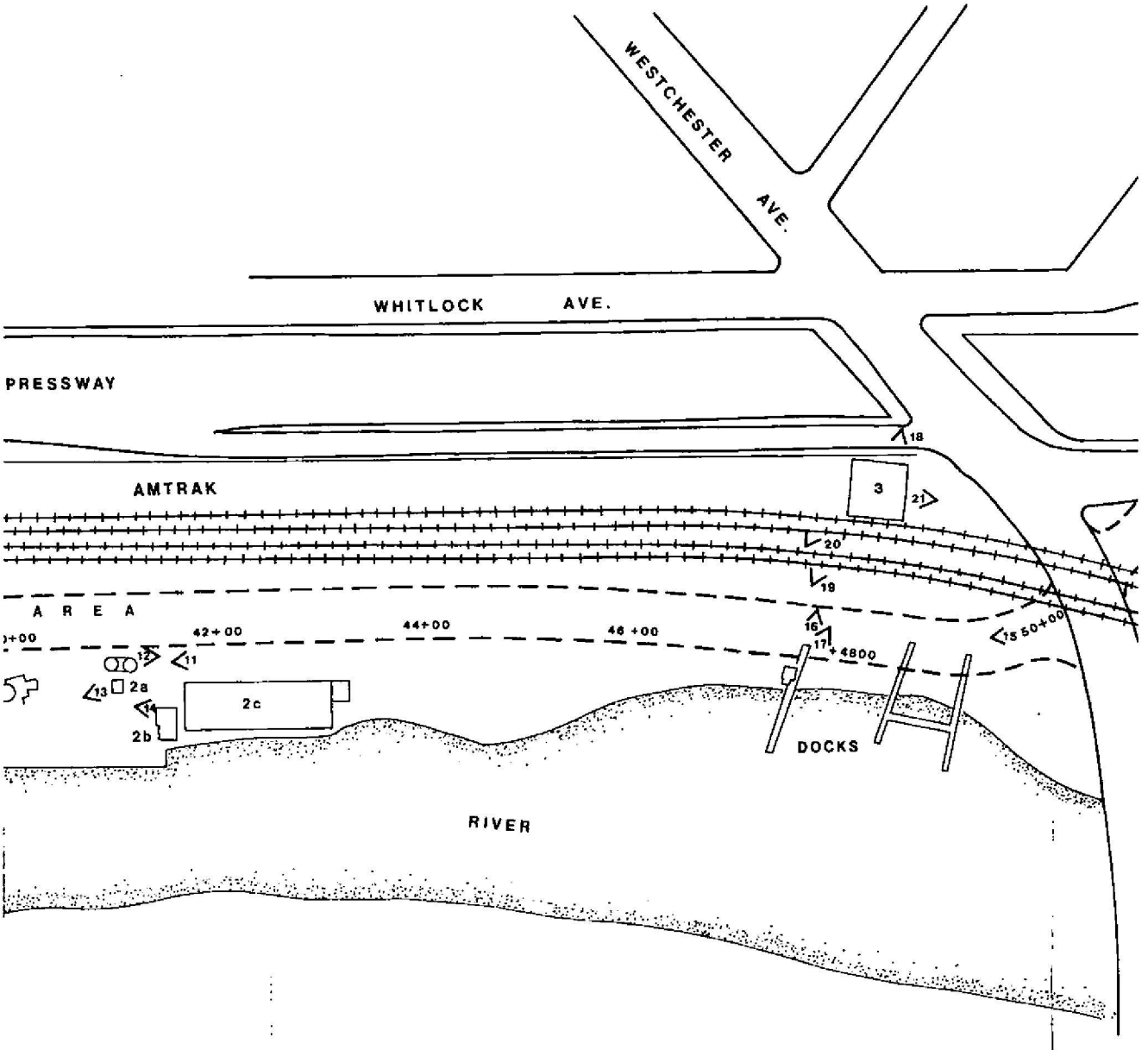
·ct Area

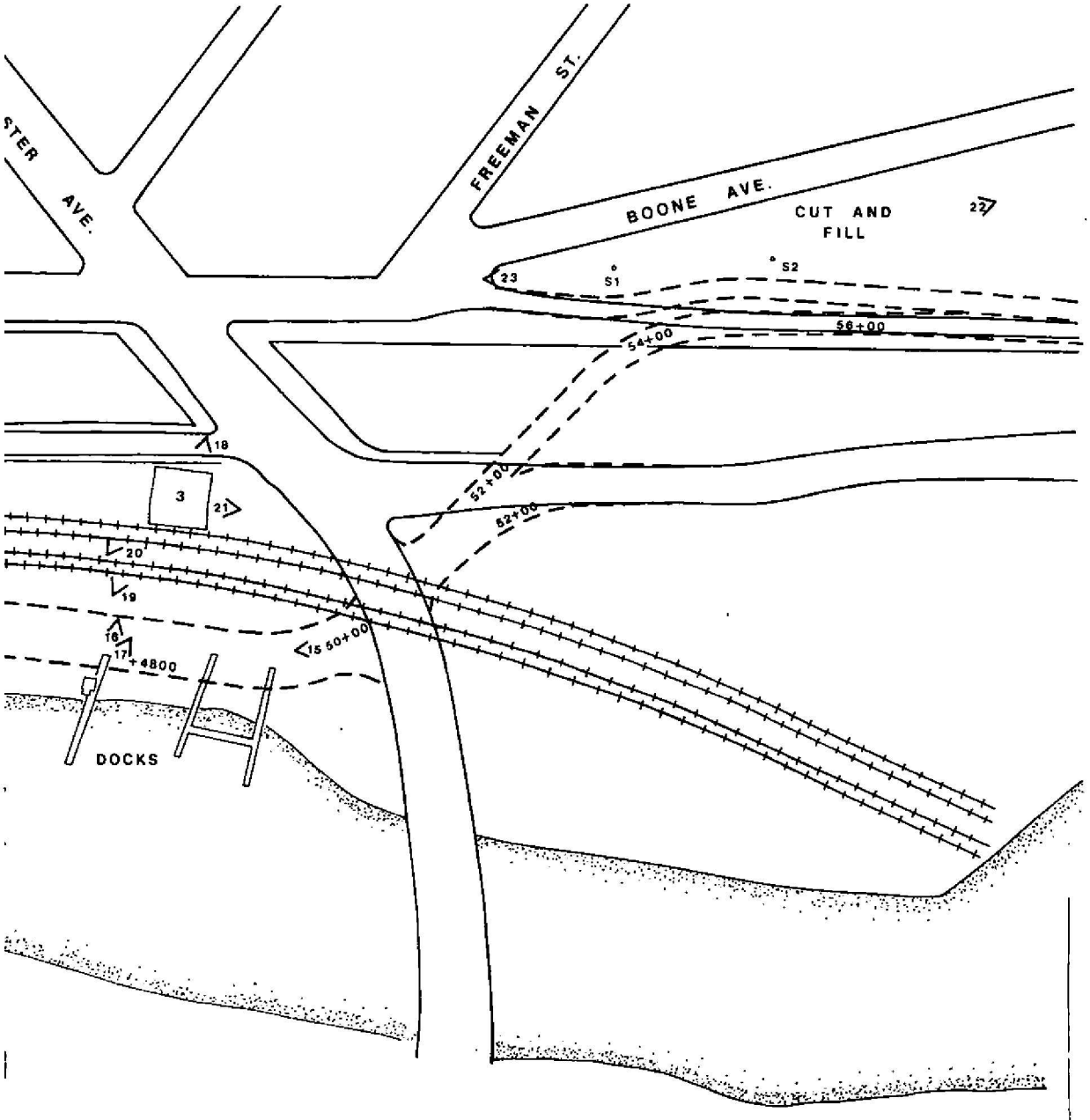
:ture and Number

el Test Pit With Cultural Material

el Test Pit Without Cultural Material

o Angle and Number




STER AVE.
FREEMAN ST.
BOONE AVE.
CUT AND FILL
22
23
S1
S2
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3
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