

BRIDGE SUMMARIES



BRIDGE LOCATIONS

#	Bridge Name	Milepost	Municipality
1	Crum Elbow - FDR	78.05	Hyde Park
2	Coal Dock Lane	78.49	Hyde Park
3	Former Dominican Camp	81.59	Hyde Park
4	Hoyt Drive	83.95	Hyde Park
5	The Locusts - Penny Lane	84.59	Hyde Park
6	The Locusts - Strawberry Lane	84.74	Hyde Park
7	Hopeland Trails South	84.87	Hyde Park
8	Hopeland Trails North	84.90	Hyde Park
9	The Meadows	91.77	Rhinebeck
10	Poets' Walk Park	93.74	Red Hook
11	Astor Point - Rokeby	94.16	Red Hook
12	Midwood	102.01	Clermont

COLOR KEY: ADJOINING PROPERTY USE

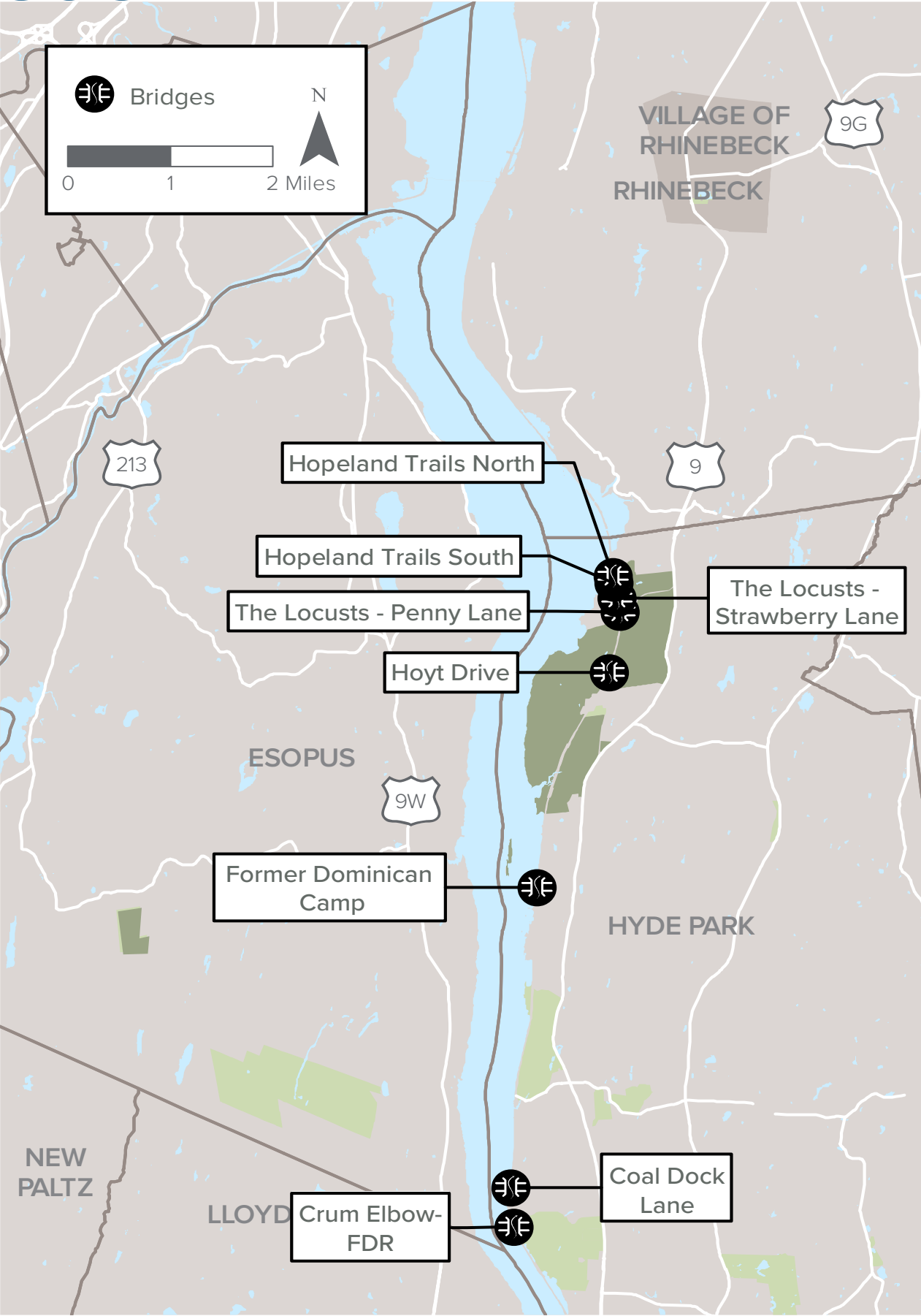
Federal/State Park

Private Park (open to public)

Residential/Commercial

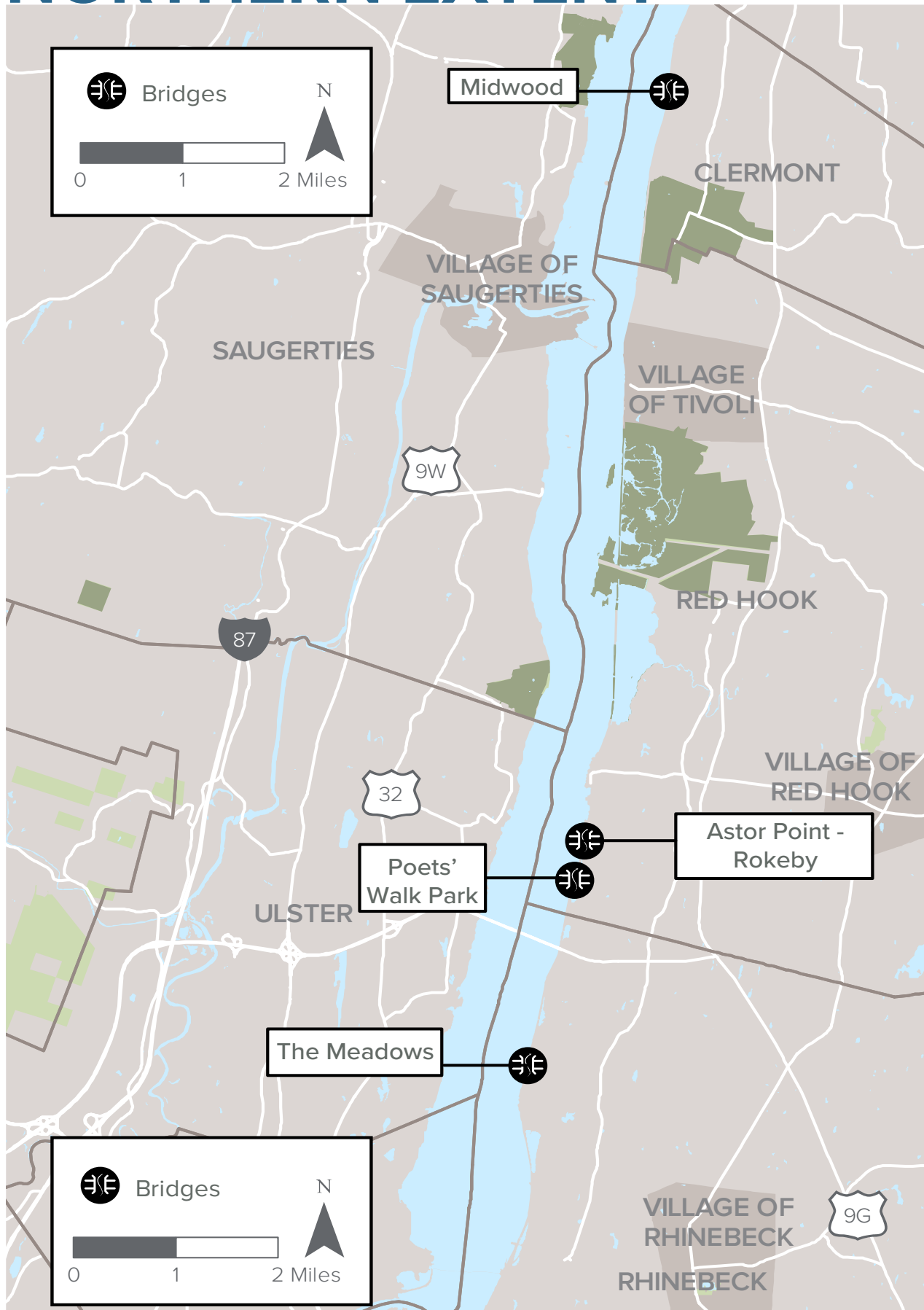
Residential

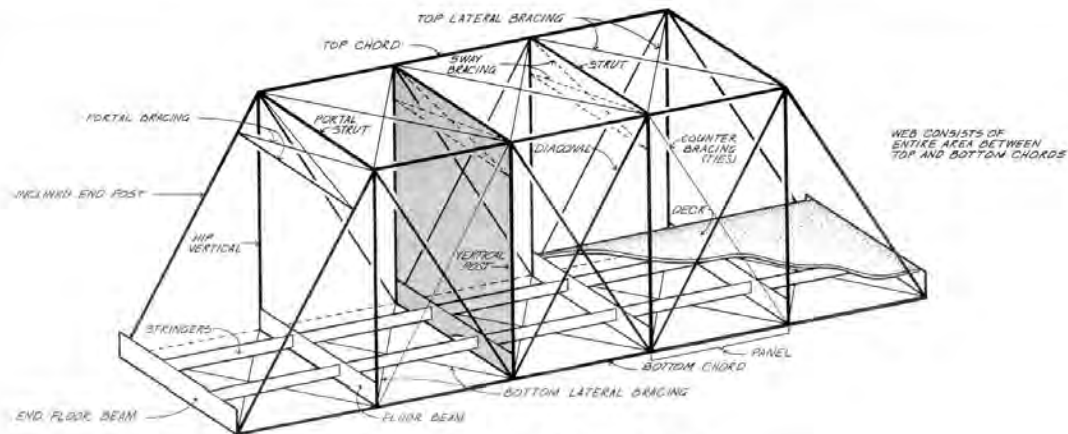
SOUTHERN EXTENT



NORTHERN EXTENT

SAVE THE BRIDGES





TRUSSES

A STUDY BY THE HISTORIC AMERICAN ENGINEERING RECORD

A TRUSS IS COMPOSED OF STRUCTURAL TRIANGLES JOINED TOGETHER WITH PINNED OR RIVETED CONNECTIONS. THE MAIN MEMBERS OR MEMBERS MAY BE EITHER STIFF HEAVY STRUTS, POSTS OR THIN FLOOR BEAMS. IT IS THE ARRANGEMENT OF THESE MEMBERS THAT DETERMINES THE SPECIFIC TRUSS TYPE.

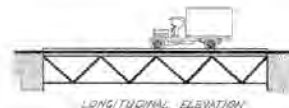
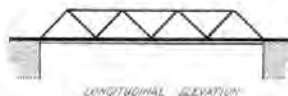
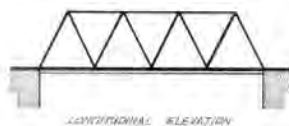
STRUCTURAL MEMBERS RESIST FORCES IN TWO PRINCIPAL WAYS — COMPRESSION AND TENSION. HEAVY RIGID MEMBERS MAY RESIST BOTH COMPRESSION AND TENSION, BUT THIN RODS CAN ONLY RESIST TENSION AND THESE CHARACTERISTICS ARE MAJOR CLUES IN TRUSS IDENTIFICATION. NOTE THAT THE MAIN STRUCTURAL MEMBERS OF A TRUSS PANEL MAY BE SUPPLEMENTED BY THIN DIAGONAL TIES, BECAUSE TRUSS TYPES ARE DETERMINED BY THEIR MAIN STRUCTURAL MEMBERS. THESE COUNTER BRACES (INDICATED BY DOTTED LINES) IN THE IDENTIFICATION SHEET) MAY BE IGNORED. AFTER MATCHING THE STRUCTURAL OUTLINE OF THE TRUSS IN QUESTION WITH THE DIAGRAM IT MOST RESEMBLES CHECK TO MAKE SURE THE ARRANGEMENT OF HEAVY COMPRESSION AND LIGHT TENSION MEMBERS IS COMPATIBLE WITH THE DIAGRAM. IF THERE IS AGREEMENT THEN

THE BASIC TRUSS TYPE IS IDENTIFIED.

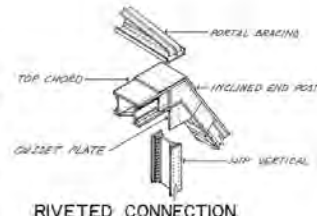
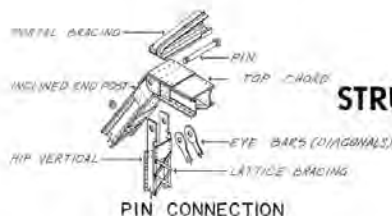
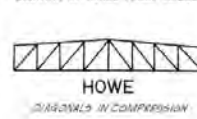
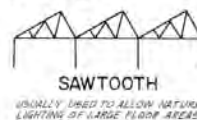
THE SHEET OF TRUSS DIAGRAMS REPRESENTS ONLY THE STANDARD FORMS OF THE MOST COMMON TRUSSES. THERE ARE ALSO MANY "HYBRID" TRUSSES THAT DO NOT FALL INTO EASILY-DEFINED CATEGORIES. IN SUCH CASES IDENTIFICATION SHOULD BE MADE AS CLOSELY AS POSSIBLE IN TERMS OF THE STANDARD DESIGNS. ADDITIONALLY, TRUSSES OFTEN ARE INVERTED, CREATING OUTLINES QUITE DIFFERENT FROM THE ORIGINAL — TENSION MEMBERS BECOMING COMPRESSION MEMBERS AND VICE VERSA BEFORE ASSUMING A TRUSS IS NOT REPRESENTED ON THE DIAGRAM, CHECK TO SEE IF IT IS AN INVERTED FORM.

MOST BRIDGE TRUSSES ARE OF THESE BASIC TYPES. IF THE DECK AND/OR RAILS ARE LEVEL WITH THE BOTTOM CHORDS, IT IS A THROUGH TRUSS. A DECK TRUSS IS A THROUGH TRUSS WITH NO LATERAL BRACING BETWEEN TOP CHORDS. A DECK TRUSS CARRIES ITS TRAFFIC LOAD LEVEL WITH THE TOP CHORDS.

TRUSS BRIDGES



ROOF TRUSSES



STRUCTURAL CONNECTIONS

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
TECHNICAL INFORMATION PROJECT
UNDER DIRECTION OF THE NATIONAL PARK SERVICE,
UNITED STATES DEPARTMENT OF THE INTERIOR

TRUSS IDENTIFICATION: NOMENCLATURE

HAER
TR-1
HISTORIC AMERICAN
ENGINEERING RECORD
SHEET 1 OF 2 SHEETS

IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

CRUM ELBOW - FDR

HYDE PARK

A 1913 Warren truss bridge with verticals (85' x 16.75') crosses the railroad to Crum Elbow Point in Hyde Park. Locally, the bridge was called the "Pony Truss Bridge."^[1] A map in *FDR and the Land* shows Bellefield River Road (later called Stone Cottage Road) crossing a double track rail line, indicated with a symbol appearing as a bridge.^[2] This may indicate a bridge prior to the existing (1913) truss bridge constructed when the railroad was expanded to four lines. The bridge is potentially eligible for listing on the National Register of Historic Places, but needs NYSHPO evaluation.^[3]

Today, Scenic Hudson owns the land east of the bridge. The National Park Service (NPS) owns the rocky ½ acre spit of riverfront land west of the bridge,^[4] however this is not part of the Home of Franklin D. Roosevelt National Historic Site.^[5] The riverfront site was formerly owned by Archibald Rogers, later by Gerald Morgan and conveyed in 1975 to the NPS.^[6] A US Coast Guard fixed navigational aid stands

on the shoreline here. It was near this location that Henry Hudson anchored his Half Moon and his crew made friendly contact with Indigenous people of the Wappinger tribe on his 1609 voyage of discovery.^[7]

The 1939 USGS map indicates a system of unpaved roads, one of which crosses the 1913 bridge to access the river at Crum Elbow Point where a building is indicated; the 1898 map shows no road at this location.^[8] These roads were formerly part of the Archibald Rogers Estate, Crumwold, and connected to the north to the truss bridge at Rogers Point (now Coal Dock Lane).

Development of this property dates back to 1795 when Jacob Bush sold a 175-acre parcel to John Johnston, a local judge and gentleman farmer. Johnston built a 16-room federal-style home he called Bellefield near Old Post Road^[9] and developed his property into a large riverfront farm typical of others in the region in the mid-eighteenth century. He sold his farm in 1820, due

[1] Correspondence from Shannon Butler, Hyde Park Historian; 12/19/2020

[2] Sears, Ph D, John T; *FDR and the Land*; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2011; Wheeler Place Map 1867-1900; p.107

[3] Letter from Chelsea Towers, Historic Preservation Program Analyst, NYSOPRHP, Division of Historic Preservation; 12/31/2020

[4] Correspondence from David Hayes, Chief of Resource Management; National Park Service; 1/4/2021

[5] Letter from Chelsea Towers, Historic Preservation Program Analyst, NYSOPRHP, Division of Historic Preservation; 12/31/2020

[6] Sears, Ph D, John T; *FDR and the Land*; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2011; p. 357

[7] <https://www.scenichudson.org/viewfinder/historic-bridges-for-all-people/>

[8] USGS 15-minute Rhinebeck topographic maps; 1898, 1939)

[9] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p. 23
<https://irma.nps.gov/DataStore/DownloadFile/462159>

to financial hardship.^[10]

In subsequent years the property changed hands many times, until 1885, when Senator Thomas Newbold and his wife Sarah Coolidge purchased 15.57 acres of the property from neighbor Archibald Rogers.^[11] Bellefield, unlike other neighboring riverfront estates, did not extend down to the Hudson because Rogers retained this portion of the land.^[12] The Newbolds and their three children lived seasonally during the spring and fall at Bellefield, wintered in New York City, and vacationed during the summer at destinations such as Bar Harbor, Newport, Europe, Canada, or England.^[13] The three Newbold children, Mary, Thomas Jefferson, and Julia, were good friends with their young neighbor, Franklin D. Roosevelt, who would later

become America's 32nd President serving from 1933 until his death in 1945. When at Bellefield, the Newbold children and the young Roosevelt spent many hours riding the bicycles and horses through the estate and neighboring Springwood, including along the road leading past the stone cottage down to the Hudson River at the site of the truss bridge.^[14] A map in the *Cultural Landscape Report for Bellefield* indicates this as "Stone Cottage Road."^[15]

The Newbolds and Roosevelts participated in boating competitions on the Hudson River, including ice boating in the winter. In 1909 the Hyde Park Ice Yacht Club had 78 active members.^[16] During the summer the children canoed and sailed on the Hudson River.^[17] In a 2012 interview, Mrs. Mary (nee Newbold) Morgan

[10] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; pgs. 4-5
<https://irma.nps.gov/DataStore/DownloadFile/462159>

[11] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p. 38
<https://irma.nps.gov/DataStore/DownloadFile/462159>

[12] Sears, Ph D, John T; FDR and the Land; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2011; p. 88

[13] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p. 38
<https://irma.nps.gov/DataStore/DownloadFile/462159> (January 27, 1895, 3; January 19, 1896, 8; March 13, 1904, 7 cited in Snell, Historic Structure and Grounds Report,

Bellefield Mansion and Estate, Franklin D. Roosevelt National Historic Site, p. 90)

[14] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p. 38
<https://irma.nps.gov/DataStore/DownloadFile/462159> (Pottker, Jan, Sara and Eleanor: The Story of Sara Delano Roosevelt and Her Daughter-in-Law (New York: Writer's Cramp Inc., 2004) and Randolph Traudt and Mrs. Gunner Hagaboon, interview by Leon Froats, 1973, interview 1973.07, ROVA, 11

[15] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p. 81
<https://irma.nps.gov/DataStore/DownloadFile/462159>

[16] Hyde Park Landing; "Hyde Park Landing, A Historical Summary," <http://www.hydeparklanding.com/history.html>

[17] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p.38-39
<https://irma.nps.gov/DataStore/DownloadFile/462159>

recalled that she and the other children “were always down by the river...we were out all the time on the boats.”^[18]

In 1916 Mary Newbold married Gerald Morgan, Sr. and in 1929 the couple inherited the property from her father. In 1949 she purchased from the Estate of FDR a 52.64-acre parcel that was formerly part of the Rogers estate. Gerald Morgan Jr. inherited the property from his mother in 1969 and donated the land to the National Park Service in several transactions between 1973 and 1975. In 1975 the National Park Service incorporated the property into the Home of Franklin D. Roosevelt National Historic Site.^[19]

Morgan, who at the time lived in Richmond, Virginia, donated the land with the express purpose of expanding the Franklin D. Roosevelt National Historic Site, just to the south. Morgan retained for his own use about 80 acres, with a house and some outbuildings. Mr. Morgan told the New York Times in a telephone interview that he was concerned “about the preservation of the historic property in its relatively open state in these days of high real estate taxes and of maintenance costs. I wanted the house and grounds put to some good use, not to be divided up by a developer.”^[20]

In 1985, Gerald Morgan, Jr. donated a conservation easement to Scenic Hudson on the 90-acre property to conserve its scenic and natural values. Mr. Morgan bequeathed the property to Scenic Hudson and passed away in 2011. In 2014, the property was transferred by Mr. Morgan’s estate to Scenic Hudson. The land remains protected by a conservation easement and it is anticipated that the property will be transferred to the National Park Service to expand the Home of Franklin D. Roosevelt National Historic Site.^[21]

The Roosevelt Site, a National Historic Landmark, has no access across the railroad to the small ½-acre riverfront parcel. Restoring the bridge would provide valuable shoreline access for hikers on the Hyde Park Trail and visitors at the National Historic Site. Reopening the bridge would also provide kayakers access to the Franklin D. Roosevelt National Historic Site trails and FDR Library and Springwood, the home of FDR. At this time the nearest public shoreline access is 2.5 miles to the south at Quiet Cove, (a Dutchess County Park) and 2.25 miles to the north at the Bard Rock (the Vanderbilt National Historic Site), a distance of nearly five miles.

[18] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p.38-39 <https://irma.nps.gov/DataStore/DownloadFile/462159> (Mrs. Gerald Morgan and Mrs. Theodore Douglas Robinson, interview by George A. Palmer, December 13, 1949. interview 2005, ROVA, 7

[19] Holder, Kristen; Cultural Landscape Report for Bellefield; Boston: Olmsted Center for Landscape Preservation; National Park Service; 2012; p 23 <https://irma.nps.gov/DataStore/DownloadFile/462159>

[20] <https://www.nytimes.com/1976/06/16/archives/hyde-park-gets-a-mansion-to-help-it-cater-to-new-flow-of-visitors-a.html>

[21] Correspondence from Seth McKee; Land Conservation Director; Scenic Hudson; 1/5/2021



North elevation

CRUM ELBOW - FDR

HYDE PARK

BRIDGE STATISTICS

National Register Status	Potentially eligible for NR; Needs SHPO evaluation
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.769877 -73.94718589
Milepost / BIN	78.05
USN	02707.000676
Year Built	1913
Line	AR NY
Public Access Opportunities	Trails, scenic views, swimming
Feature Carried	Trail for bike and pedestrians
Condition Rating/Flags	N/A
Rehabilitation year(s)	N/A
Year of last major inspection	2014
Date load rating performed	N/A
Design live load	13 ton road roller
Existing posted load	Closed since 2010
Length / width	85 ft. / 16.75 ft.
Number of spans	1
Type of deck	3" x 12" Yellow Pine
Type of Truss	Warren Truss with Verticals

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number



Survey map - 1898



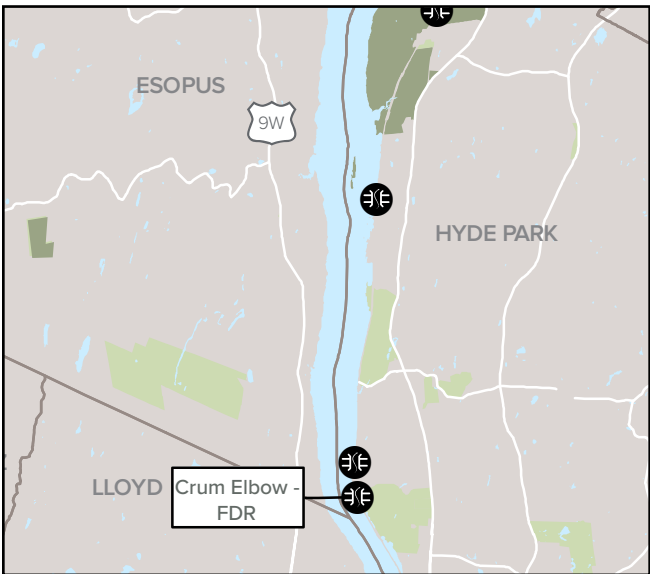
South elevation



Survey map - 1939



Bridge deck looking west



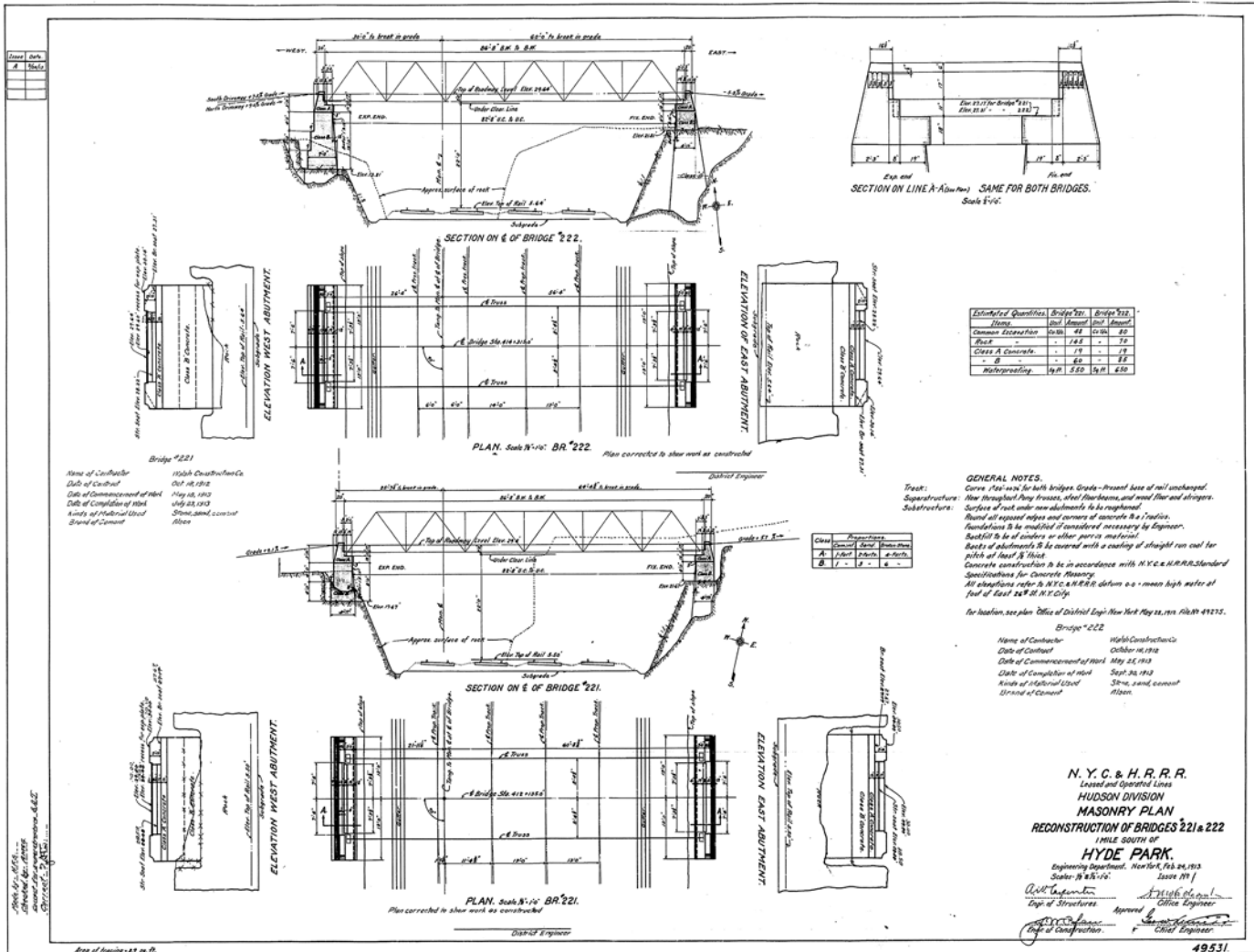
Bridge location - 2021



View of fence and climbing guard on east end of bridge

CRUM ELBOW - FDR

SAMPLE ORIGINAL CONSTRUCTION DRAWING



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FDR / CRUM ELBOW

PHOTOS & AMENITIES



FDR HOME NATIONAL HISTORIC SITE: CRUM ELBOW POINT/ROOSEVELT COVE

CROSSING TYPE



SIZE

640 acres (entire FDR site); 0.6 acres (river edge)

OWNERSHIP

National Park Service

EXISTING AMENITIES



CROSSING CHARACTERISTICS

An historic steel truss bridge over the rail line currently closed due to condition.

EXISTING USE & FACILITIES ON SITE

The site has a navigation aid for vessels on the Hudson River. There is an existing historic truss

DESIRED AMENITIES

bridge that crosses the railroad but is closed for public and motor vehicle use. To the south is Roosevelt Cove. FDR & Hyde Park trail systems provide access to or near both these locations but do not continue across the tracks to provide access to the river. At Roosevelt Cove, there is also issues with flooding due to an existing beaver dam.

“

Crum Elbow Point was long used as a hike destination, scenic viewpoint and picnicking spot... The bridge needs repair.”

—Survey Respondent

“

The now-closed Cove Trail was historically important, as the route used to bring FDR’s coffin from the train [boathouse] to the grave site. In recent times, it enabled wildlife viewing and birding...”

—Survey Respondent

RECOMMENDATION

Restore historic truss bridge for pedestrian and bicycle access. Include the bridge in a corridor wide bridge repair contract. Resolve flooding/path issue due to beaver dam to reopen historic Roosevelt Cove.

38
respondents already use
this site, and

36
respondents would like
to use this site

The most desired amenities
for this site are:



79%
would like to use this site for
scenic views

71%
would like to use this site for
trails

COAL DOCK BRIDGE

HYDE PARK

This 1913 Warren Truss bridge with verticals (85' x 16.75') crosses the railroad to access Rogers Point in Hyde Park. Prior to the construction of this bridge, a road crossed the tracks at-grade just south of the existing bridge. The 1939 USGS 15-minute map indicates this crossing, with the road then turning south to reach a building on the shore at Rogers Point.^[1] The bridge is potentially eligible for listing on the National Register of Historic Places, but needs NYSHPO evaluation.^[2]

Today the bridge accesses the Rogers Point Boating Association (a private boat club), a few homes, Dutchess County's water intake, and a US Coast Guard fixed navigational aid, about ½ mile to the south. The Rogers Point Boating Association was founded in 1953 and today welcomes about 200 members. At first the members rented—and then in 1956 purchased—Colonel Archibald Rogers' Boathouse.^[3] The Rogers family was one of the wealthiest families in Hyde Park at the turn of the 20th century.^[4] Archibald Rogers was born in Jersey City in 1852, but grew up in Hyde Park in a house on the site where today's Vanderbilt Mansion

stands. His grandmother was Anna Pendleton Rogers and is descended from Pierre Fauconnier, who was granted 10,000 acres in Dutchess County and named his estate Hyde Park.^[5]

After graduating Yale's Sheffield Scientific School, Rogers became a millionaire by building railroads in Wisconsin. In 1880 he married Anne Caroline Coleman, a wealthy woman whose fortune came from her father's side of the family acquiring furnaces and mines in Pennsylvania.^[6] While Rogers was wealthy in his own right it was Coleman's wealth that largely funded Rogers' aspirations in Hyde Park.^[7]

After working briefly in Milwaukee, the couple moved to Hyde Park where they rented Drayton House, just south of Placentia, where Rogers' grandmother grew up.^[8] Back in Hyde Park, Rogers began purchasing nearby farms. In 1886 Rogers purchased Francis Reed Butler's farm, Crumwold named after Crum Elbow,^[9] the dogleg bend in the Hudson River near the property. Butler's property enjoyed a spectacular river view and included a house with a library, as

[1] [1] USGS 15-minute Rhinebeck topographic map; 1939

[2] Letter from Chelsea Towers, Historic Preservation Program Analyst, NYSOPRHP, Division of Historic Preservation; 12/31/2020

[3] <https://www.rogerspoint.com/about-us/>

[4] <https://hydeparkhistorian.tumblr.com/post/182278323041/crumwold-acres-the-construction-of-a-little>

[5] <https://househistree.com/houses/crumwold-hall>

[6] <https://househistree.com/houses/crumwold-hall>

[7] Correspondence with Wint Aldrich; 1/3/2021

[8] <https://househistree.com/people/archibald-rogers>

[9] <https://househistree.com/houses/crumwold-hall>

well as greenhouses built by his father Elias Butler. Colonel Rogers hired Richard Morris Hunt, who either remodeled Butler's mansion or constructed a new home. The result was a 74-room chateau that Rogers named Crumwold Hall.

In 1883 "Colonel" Rogers began building docks at Rogers Point so that he could sail up the Hudson to Hyde Park in his 70-foot cutter, "Bedouin." Rogers was also an avid "hard water" sailor. In 1902 he joined the Hudson River Ice Yacht Club and welcomed other members to his Rogers Point boathouse, which was home to the "Jack Frost," Rogers' world famous, trophy-winning ice yacht. Rogers and his neighbor John Aspinwall Roosevelt "were two of the most competitive and successful Captains, successively building many boats that won many races, including, America's most prestigious ice yachting prize, the Ice Yacht Challenge Pennant of America."^[10]

Rogers' legendary boathouse served as a landmark for more than 50 years. It was finally purchased in 1956 by the Rogers Point Boating

Association for \$5,000 and, unfortunately, succumbed to fire on December 14, 1957.^[11] Rogers died on May 9, 1928^[12] at his home at Crumwold Hall and his family remained there until 1942. Subsequent to the family's departure, the 306th Military Police Unit was posted at Crumwold Hall between 1942 and 1945, charged with protecting President Franklin Delano Roosevelt, who lived next door at Springwood. Whenever President Roosevelt was in Hyde Park, the Coast Guard cutter "Aphrodite," John Hay "Jock" Whitney's old yacht converted to military use, would patrol the Hudson River from a point ten miles south of the President's property north to Rhinecliff. The Aphrodite would the dock at Rogers Point, which was considered part of "Camp Rogers."^[13]

[10] <https://www.nps.gov/articles/000/ice-yachting-on-the-hudson.htm>

[11] <https://www.rogerspoint.com/about-us/>

[12] Archibald Rogers; Sportsman is Dead; New York Times; May 10, 1928

[13] <https://www.rogerspoint.com/about-us/>

COAL DOCK BRIDGE

HYDE PARK

BRIDGE STATISTICS

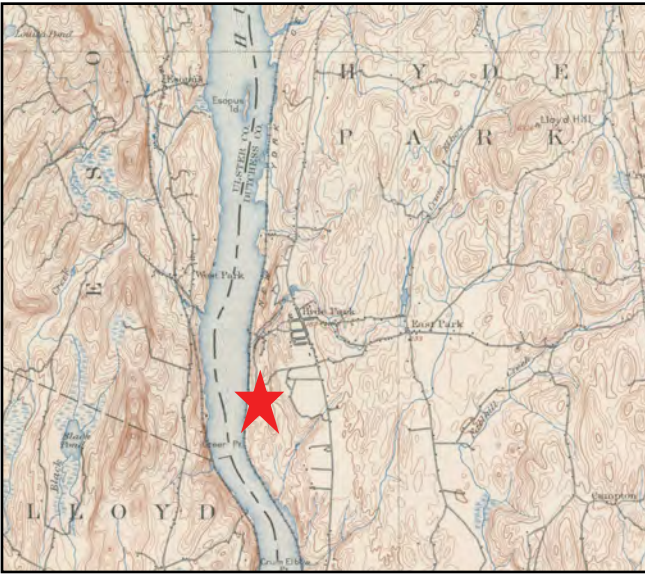
National Register Status	Potentially eligible for NR: Needs SHPO Evaluation
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.775798-73.94773306
Milepost / BIN	78.49
USN	02707.000677
Year Built	1913
Line	AR NY
Public Access Opportunities	Parking, boat launch
Feature Carried	Private Road: Coal Dock Lane
Condition Rating/Flags	Red
Rehabilitation year(s)	2019 and 2020
Year of last major inspection	2020
Date load rating performed	04/01/2020
Design live load	13 ton road roller
Existing posted load	10 tons
Length / width	85 ft. / 16.75 ft.
Number of spans	1
Type of deck	3" x 12" Yellow Pine
Type of truss	Warren Truss with Verticals

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number



Survey map - 1898



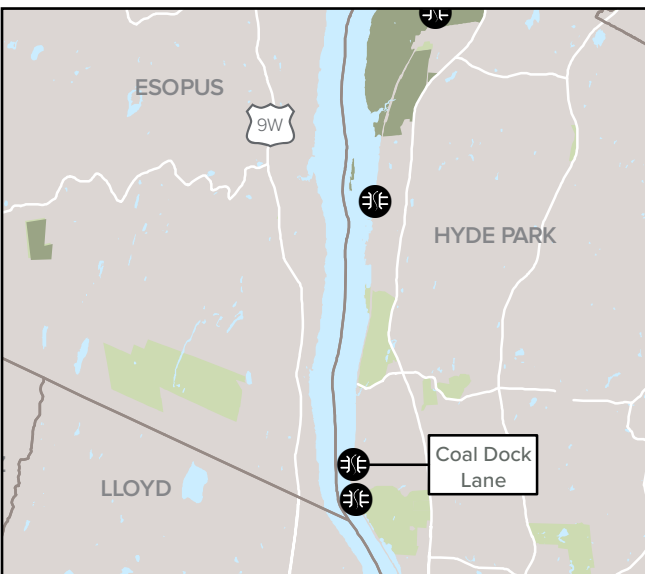
South elevation



Survey map - 1939



East approach



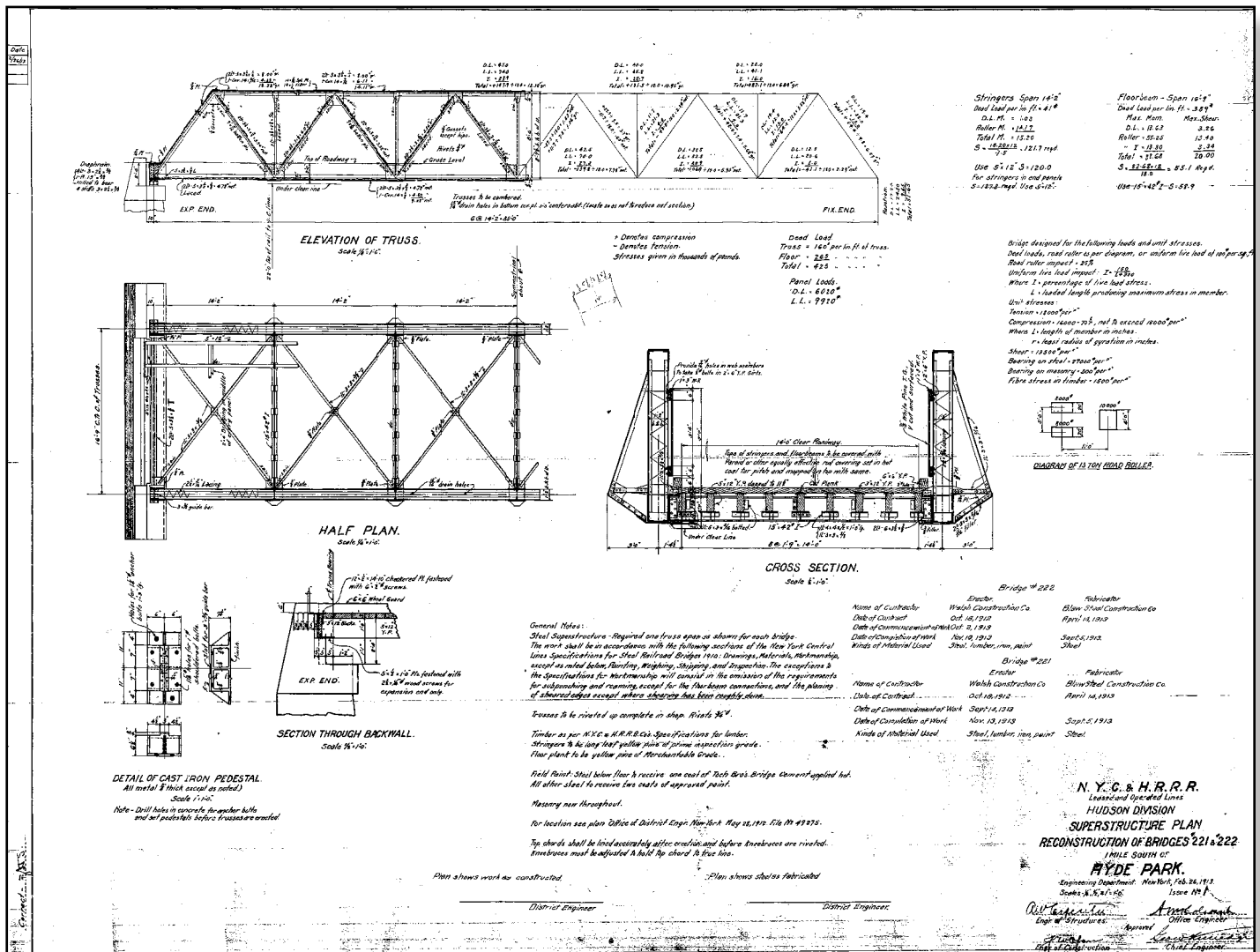
Bridge location - 2021



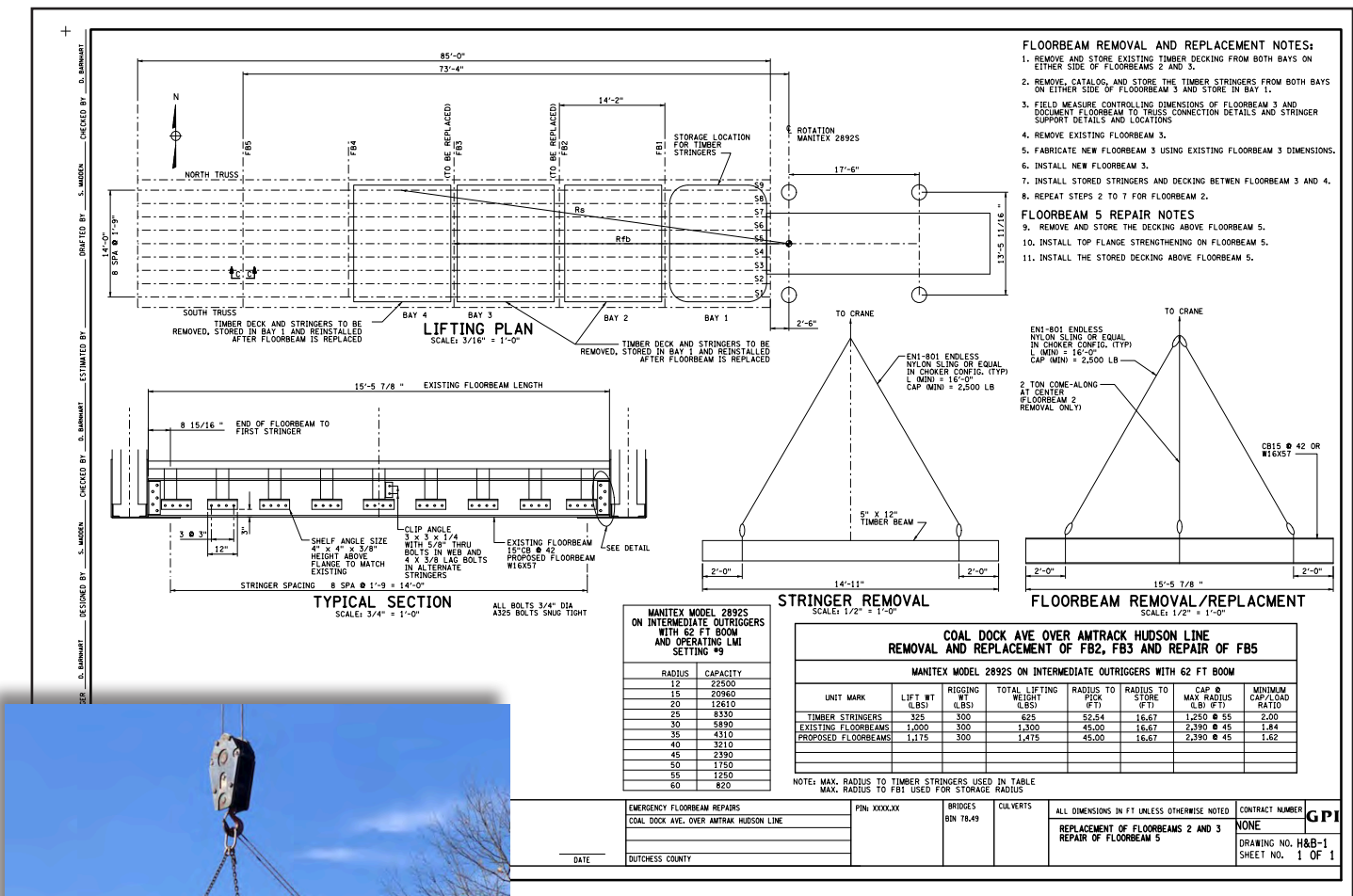
View of deteriorated steel floor beam and wood stringer prior to replacement

COAL DOCK LANE

SAMPLE ORIGINAL CONSTRUCTION DRAWING



COAL DOCK FLOORBEAM LIFTING PLANS



One of two seriously deteriorated floor beams being removed.

COAL DOCK REPAIR PHOTOS



3 inch wood planks removed over Amtrak tracks revealing wood stringers and steel floorbeams



Harrison & Burrowes crew carefully removing wood stringers from the steel floor beams for reuse.



Corroded beam after removal



Bridge reopened on December 8th, 2020 with a 10 ton weight limit

COAL DOCK BRIDGE

PHOTOS & AMENITIES



COAL DOCK LANE

CROSSING TYPE



SIZE

2.4 acres

OWNERSHIP

Private

EXISTING AMENITIES



CROSSING CHARACTERISTICS

The site is accessible by a vehicular bridge over the railroad tracks on Coal Dock Road.

DESIRED AMENITIES

EXISTING USE & FACILITIES ON SITE

This is the location of several single-family homes and a private boat club - “Rogers Point Boating Association”. There are two existing boat launches and slips where members can keep their boats. Events are also hosted here. The historic truss is open to vehicular traffic, but is in need of rehabilitation so that it can remain open.

//

This is an important access point for Hyde Parkers. It provides access to Roger’s Point Boat Club, where residents keep boats and attend events...A loss of this access would hurt Hyde Park”

—Survey Respondent

30
respondents already use
this site, and
31
respondents would like
to use this site

The most desired amenities
for this site are:



92%
would like to use this site for
trails and scenic views

77%
would like to use this site for
canoe/kayak access

RECOMMENDATION

Maintain existing bridge crossing. Include the bridge in a corridor wide bridge repair contract.

FORMER DOMINICAN CAMP

HYDE PARK

A 1928 Warren through truss bridge with steel columns (85.5' x 7.75') crosses the tracks to riverfront land at the Former Dominican Camp in Hyde Park. The bridge, built for pedestrians, has a main span supported by steel columns. The bridge is currently fenced off and inaccessible. In 2007 Scenic Hudson purchased a 72-acre site with 700 feet of shoreline in Hyde Park.^[1] The property, which is open to the public, accommodates the Hyde Park Trail and stretches between Route 9 and the Hudson River. Unfortunately, the railroad prevents public access to the shoreline. The bridge is potentially eligible for listing on the National Register of Historic Places, but needs NYSHPO evaluation.^[2]

When the Reverend William O. Whelan established the Dominican Camp on the site in 1928 a pedestrian bridge was constructed across the rail line to the riverfront. Little is known about how the riverfront was used, however a USGS map indicates three buildings at the site in 1939.^[3]

The former Dominican Camp contains federally

designated wetlands, including numerous ecologically important vernal pools, and the circa-1769 George Rymph house, listed on the National Register of Historic Places.^[4] Johannes George Rymph, a filemaker from Wittenberg, Germany emigrated to the Hudson Valley and bought 215 acres in what is now Hyde Park. He constructed a house and carved his initials and the year 1769 in the lintel above the main entrance.^[5] The house remained in the Rymph family until 1914, when Estelle Rymph sold the property for \$17,000 to Reverend Raymond Meagher, who envisioned an educational facility on the site.^[6] He handed the property over to Reverend William Leo Whalen who created the Dominican Camp, a camp for children attending Dominican Sisters-run schools in New York City.^[7]

When the camp was first established children slept in tents, but by the early 1930s huts were constructed. By 1931, 251 boys and 167 girls attended the camp, which became an all-boys camp by the 1950s. Whalen used The Rymph House served as camp headquarters and the residence of Reverend Whelan and his sister

[1] <https://www.scenichudson.org/success-stories/dominican-camp-hyde-park-dutchess-county/>

[2] Letter from Chelsea Towers, Historic Preservation Program Analyst, NYSOPRHP, Division of Historic Preservation; 12/31/2020

[3] USGS 15-minute Rhinebeck topographic map; 1939

[4] <https://www.scenichudson.org/success-stories/dominican-camp-hyde-park-dutchess-county/>

[5] John A. Bonafide; National Register of Historic Places Registration: George Rymph House; New York State Office of Parks, Recreation and Historic Preservation; January 1993

[6] <https://hydeparkhistorian.tumblr.com/post/187035875741/the-dominican-summer-camp>

[7] <https://www.poughkeepsiejournal.com/story/news/local/2015/03/10/dateline-rymph-house-anthony-musso/24716721/>

and brother-in-law, Fred and Edna Kirby. The house was expanded with one-story wings added to the structure's main block and new porticos replacing the original gable-roofed porticos. The camp operated until 1986 and in 1993 was listed on the National Register of Historic Places.^[8]

Restoring access across the pedestrian bridge would provide valuable public shoreline access at the former Dominican Camp and to hikers on the Hyde Park Trail. At present no public shoreline access exists along this 1.85-mile stretch between Bard Rock (Vanderbilt National Historic Site) and Mills-Norrie State Park.

[8] <https://www.poughkeepsiejournal.com/story/news/local/2015/03/10/dateline-rymph-house-anthony-musso/24716721/>

FORMER DOMINICAN CAMP

HYDE PARK

BRIDGE STATISTICS

National Register Status	Potentially eligible for NR: Needs SHPO Evaluation
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.8206925 -73.9423183
Milepost / BIN	81.59
USN	02707.000677
Year Built	1928
Line	AR NY
Public Access Opportunities	Trails, scenic views, wetland and protected Hudson River habitat
Feature Carried	Pedestrian – foot bridge
Condition Rating/Flags	Unknown
Rehabilitation year(s)	Unknown
Year of last major inspection	Unknown
Date load rating performed	Unknown
Design live load	N/A: Designed as ped bridge
Existing posted load	Closed (wood deck deterioration)
Length / width	85 ft. / 7.75 ft.
Number of spans	1
Type of deck	3" x 12" Yellow Pine
Type of truss	Warren Throught Truss / Rigid

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number

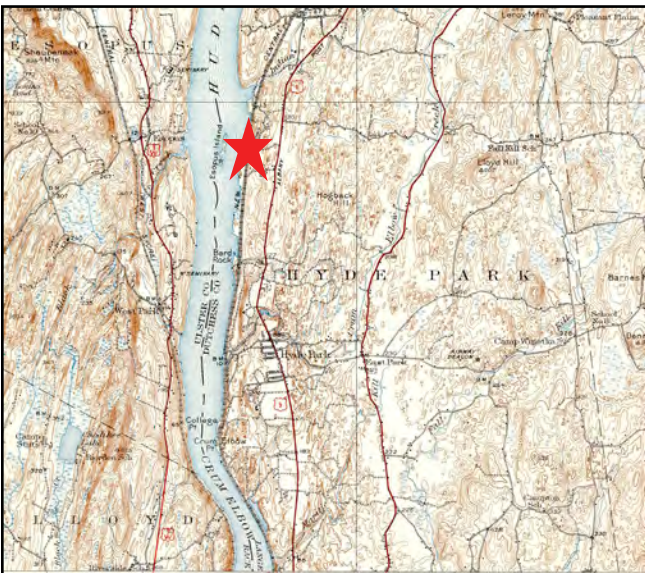
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Survey map - 1898



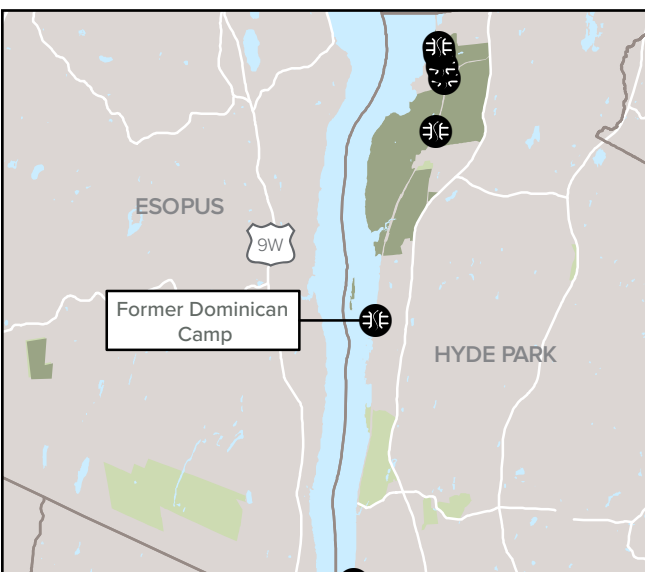
South elevation



Survey map - 1939



Portal view



Bridge location - 2021



Truss / steel column transition



* Hudson River Access Reference pages are copied directly from the 2020 Hudson River Access Plan

FORMER DOMINICAN CAMP

PHOTOS & AMENITIES



FORMER DOMINICAN CAMP

CROSSING TYPE



SIZE

72 acres

OWNERSHIP

Scenic Hudson

EXISTING AMENITIES



CROSSING CHARACTERISTICS

An historic bridge is located over the railroad tracks but is currently closed due to its condition.

EXISTING USE & FACILITIES ON SITE

A former summer camp, this wooded property on the Hudson River offers spectacular views of the Black Creek Preserve, directly across

DESIRED AMENITIES

the river, as well as Esopus Island, Shaupeneak Ridge (also a Scenic Hudson park) and the Catskill Mountains. The site also contains 60 acres of federally designated wetlands, including numerous ecologically important vernal pools, and the circa-1769 George Rymph house, listed on the National Register of Historic Places. It safeguards iconic views from parkland across the river and ensures that the property’s 700 feet of shoreline will forever remain a public resource. The Hyde Park Trail runs through the site, connecting a neighborhood to the south of Mills-Norrie State Park.

“

Repairing the bridge here and enabling river access would vastly improve the old Dominican Camp property and make it more attractive for all recreational uses.”

—Survey Respondent
”

Please fix this bridge. It would allow access between the Hyde Park Trail and the river’s shore.”

—Survey Respondent

10
respondents already use
this site, and

22
respondents would like
to use this site

The most desired amenities
for this site are:



100%
would like to use this site for
recreation and birding

75%
would like to use this site for
**scenic views, trails, and canoe/
kayak access**

RECOMMENDATION

Rehabilitate and reopen the existing bridge over the railroad as part of a corridor wide bridge repair contract to provide river access.

HOYT DRIVE

HYDE PARK

A 1912 Warren Truss bridge with verticals (136' x 17.5') crosses the railroad to access The Point, the 92-acre former estate of Lydig Monson Hoyt and his wife Blanche Geraldine Livingston. The span is currently fenced off and inaccessible but leads to hundreds of acres of State parkland along the Hudson River. The bridge is located in and is a contributing feature to the Hudson River National Historic Landmark District.

In August 1852, shortly after service began on the Hudson River Railroad, Lydig Hoyt purchased a 62-acre site in Staatsburg, NY. Two years later his wife, a descendent of Governor Morgan Lewis, received from her mother a portion of the adjacent Lewis-Livingston property.^[1] Soon thereafter Hoyt engaged Calvert Vaux to design the landscape and house. Vaux is best known as co-designer, along with Frederick Law Olmsted, of Central Park. Vaux completed the design of The Point and the Hoyt House was constructed in 1855, just two years before Vaux began plans for Central Park. He also designed a home (ca. 1860) for Major Rawlins Lowndes and his wife Gertrude Livingston, Blanche Geraldine Livingston's sister, just to the north at Hopeland as well as the landscape at Wilderstein in nearby Rhinebeck. Hoyt also assisted Hudson River School artist Frederic Church in his design of

Olana's landscape. As an aside, it is notable that Calvert Vaux's mentor, Andrew Jackson (AJ) Downing died just three years prior to Vaux's design of The Point.

According to the *Mills-Norrie State Park Master Plan*, "The Point's landscape is nationally significant for its exceptional design and intrinsic scenic beauty. The property's significance is heightened by its association with Calvert Vaux, a distinguished architect and landscape designer, and a proponent of the Romantic styles in art and architecture. Vaux was an advocate of the harmonious union of buildings and scenery and The Point skillfully captures these romantic ideas. The Point may be the last, or one of the last, remaining examples of an intact Gothic Revival structure and landscape designed by Calvert Vaux."^[2]

The estate and home, according to the Calvert Vaux Preservation Alliance, represent "a pivotal example of American Picturesque design" and "iconic for its success in marrying architecture with its landscape."^[3] Hoyt House was sited to afford Hudson River views to the north and west and integrated into the landscape in order to save a beautiful grove of trees.

[1] <https://buffaloah.com/h/kowsky/hoyt/> Kowsky, Francis R.; Country, Park, and City: The Architecture and Life of Calvert Vaux; Oxford: Oxford University Press; 1998

[2] <https://www.parks.ny.gov/documents/inside-our-agency/MasterPlans/MillsNorrieStaatsburghStateHistoricSite/MillsNorrieStaatsburghStateMasterPlan.pdf> p.39

[3] <https://calvertvaux.org/>

The original carriage road crossed the Hudson River Railroad over a bridge^[4] that predates the existing 1912 truss bridge.^[5] However, the Calvert Vaux Preservation Alliance has not been able to find any images of the prior bridge during their extensive research of the site.^[6] Vaux extended the “existing farm road that entered the property across the rail line along a winding route along an upland marsh, hugging the base of a forested ridge and eventually rising to the top of a small ridge where Vaux sited a brick stable. At this point the road forked, to the north to a farm cottage and vegetable garden and to the south, through a shallow ravine and then ascending to the Hoyt House site.”^[7] The winding drive leading from Old Post Road was aligned to preserve trees and high aesthetic value.^[8]

Francis R. Kowsky, in *Country, Park and City: The Architecture and Life of Calvert Vaux*, provides a wonderful description of the route: “Following this three-quarter-mile approach road today, one can still appreciate the care with which Vaux adapted its twistings and turnings to the singularity of the ground. Along this shady lane, we can almost hear Vaux reciting the words

that he wrote on planning rural drives. ‘A single existing tree,’ he said, ‘ought often to be all-sufficient reason of slightly diverting the line of a road, so as to take advantage of its shade, instead of cutting it down and grubbing up its roots.’ The accumulated influences of study, travel, sketching, and life with Downing that had formed Vaux’s attitude toward landscape design had reached maturity by the time he laid out the drives and otherwise arranged the Hoyt property. And although the landscape stands in need of restoration, it is still poignantly evocative of its past beauty.”^[9]

The Calvert Vaux Preservation Association’s interpretive panel at the site describes The Point as a bridge from Andrew Jackson Downing’s historic vision. “At The Point and ultimately with his work at Central Park, Calvert Vaux provided a bridge between the work of his mentor Andrew Jackson Downing—the father of American Landscape design—and that of Frederic Church at Olana, Frederick Law Olmsted, and the evolution of American city parks and county homes.”^[10]

[4] A prior bridge crossing is presumed because the railroad runs through a cut much lower than the elevation of the carriage road

[5] USGS 15-minute Rhinebeck topographic map; 1898

[6] Correspondence with Jon Lawson, Chairman; Calvert Vaux Preservation Alliance; 12/31/2020

[7] <https://buffaloah.com/h/kowsky/hoyt/> Kowsky, Francis R.; *Country, Park, and City: The Architecture and Life of Calvert Vaux*; Oxford: Oxford University Press; 1998

[8] <https://tclf.org/landscapes/hoyt-house>

[9] <https://buffaloah.com/h/kowsky/hoyt/> Kowsky, Francis R.; *Country, Park, and City: The Architecture and Life of Calvert Vaux*; Oxford: Oxford University Press; 1998

[10] “What’s the Point?”; Interpretive panel at The Point; 1/1/2021

HOYT DRIVE

HYDE PARK

The Hoyt family resided at The Point for over a century. Hoyt's grandson, Lydig Hoyt, inherited the property in 1927 and lived there with his wife Helen until his death in 1959. Helen resided in the house until 1963 when, against her wishes, she was compelled to sell the property to the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) for \$300,000, lest the property be taken by condemnation.^[11] New York State purchased the property in order to consolidate 900-acres of State parkland to the north and south. However, the acquisition was nearly the death knell for the Hoyt House as the State's intent was to demolish the building and use its footprint as a swimming pool.^[12] Thankfully those plans never came to fruition and The Point is now incorporated into Staatsburgh State Historic Site.^[13]

During State ownership between the 1960s and early 90s, little maintenance was conducted at the estate, which caused the buildings to continue to fall into disrepair. OPRHP in 2013 completed its Mills Norrie Master Plan which validated efforts to restore the property in accordance with the Secretary of Interior's Standards for Rehabilitation of Historic Structures.^[14] These efforts began approximately

20 years earlier by Joan K. Davidson, whom at the time was NYS OPRHP Commissioner, Deputy Commissioner Wint Aldrich, and then by the Calvert Vaux Preservation Alliance (CVPA). The CVPA, which became a 'Friends Group' for the Point in 2007, and OPRHP collaborated on securing two grants (Save America's Treasures [\$320,000] and Environmental Protection Fund [\$320,000]) to stabilize the house. This funding—along with other private donations—facilitated the replacement of the slate roof, reconstruction of the chimneys, restoration of the gutters, and stabilization and repointing of the masonry walls.^[15]

At present, the 1912 steel truss bridge with wood planking, and carriage road are closed due to a lack of maintenance, but the CVPA continues to work to restore and find sustainable uses for the Vaux-designed Hoyt House and landscape, as well as the site's 20th-century barn complex and gentleman's farm.^[16]

The Master Plan for the Park (2013) addresses the condition of the truss bridge and recommends its restoration: "The Hoyt Bridge is in very poor condition and in need of rehabilitation. This bridge is critical to the

[11] Estersohn, Pieter; *Life Along the Hudson: The Historic Country Estates of the Livingston Family*; Rizzoli Press; 2018; p. 222

[12] <https://tclf.org/landscapes/hoyt-house>

[13] <https://parks.ny.gov/documents/historic-sites/StaatsburghTrailMap.pdf>

[14] <https://www.parks.ny.gov/documents/inside-our-agency/MasterPlans/MillsNorrieStaatsburghStateHistoricSite/MillsNorrieStaatsburghStateMasterPlan.pdf>

[15] <https://hvmag.com/home-real-estate/properties/point-hoyt-house-staatsburg/>

[16] <https://calvertvaux.org/>

integrity of ‘The Point.’ The existence of a prior bridge may predate the estate development and effectively fixed the location of the estate entrance—the Old Post Road frontage, low wall/pillars, entrance lane and bridge over the railroad are all one piece and all capable of being restored. There is a consensus that this original entrance is not suitable for access for future uses of ‘The Point’ and that an alternate route is necessary for that purpose. Therefore, the treatment of the entrance, the bridge deck and nearly all of the estate’s carriage road system can and should be as close (sic) the original as possible; including grade, alignment, and width. These resources will be restored as funding allows.^[17]

It is important to note that Staatsburg residents strongly support re-opening the bridge for hikers and walkers. When the CVPA held a June 21, 2018 public forum about the future of The Point and Hoyt House, a capacity crowd of over 60 people attended with many residents expressing strong support for bridge restoration. Many people said that they had been walking the roadway for years and considered the truss bridge closing a great loss.^[18] In addition to enhancing the experience of park visitors, reopening the bridge would provide a more direct, beautiful and historically significant, route for local residents to enter the park.



View of stone wall at Hoyt Trail

[17] <https://www.parks.ny.gov/documents/inside-our-agency/MasterPlans/MillsNorrieStaatsburghStateHistoricSite/MillsNorrieStaatsburghStateMasterPlan.pdf> p.79

[18] Correspondence with Jon Lawson, Chairman; Calvert Vaux Preservation Alliance; 1/4/2021

HOYT DRIVE

HYDE PARK

BRIDGE STATISTICS

National Register Status	NR; HRNHLD
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.769877 -73.94718589
Milepost / BIN	83.95 / 83.95
USN	02707.000211
Year Built	1912
Line	AR NY
Public Access Opportunities	Trails
Feature Carried	Park trail to Hoyt House
Condition Rating/Flags	Unknown
Rehabilitation year(s)	1988 (bridge raised by Conrail)
Year of last major inspection	1988
Date load rating performed	Unknown
Design live load	10.5 ton road roller
Existing posted load	Closed due to poor wood deck
Length / width	136 ft. / 17.5 ft.
Number of spans	3
Type of deck	3" x 12" Yellow Pine
Type of truss	Warren Truss with Verticals

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number

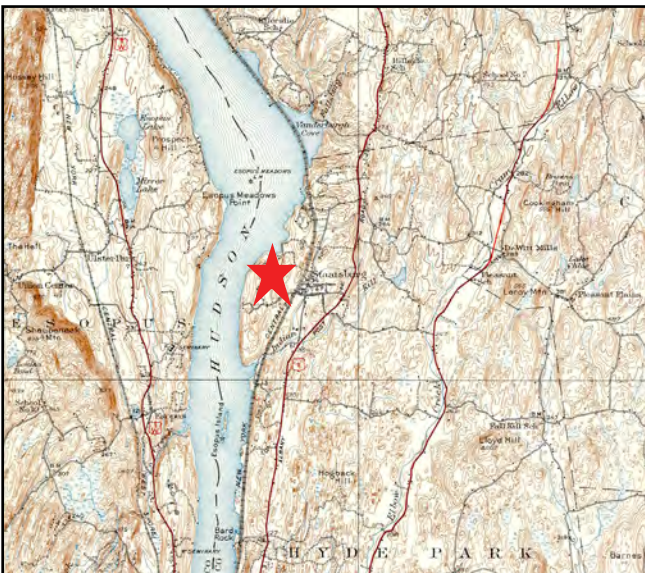
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Survey map - 1898



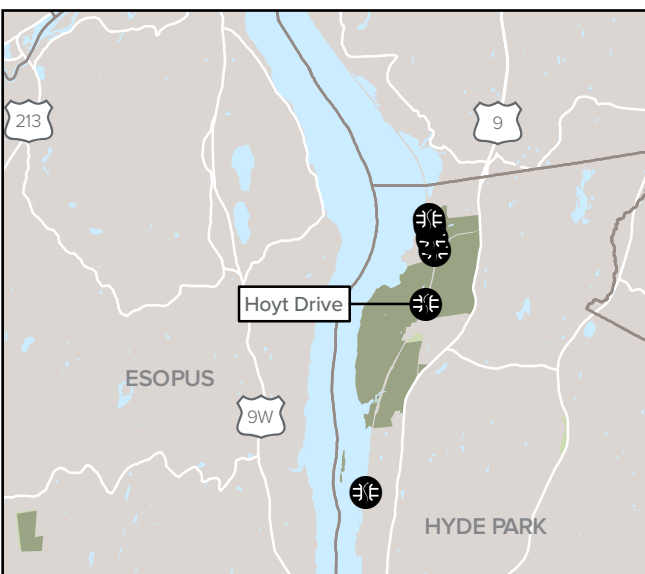
East approach



Survey map - 1939



View of bridge deck



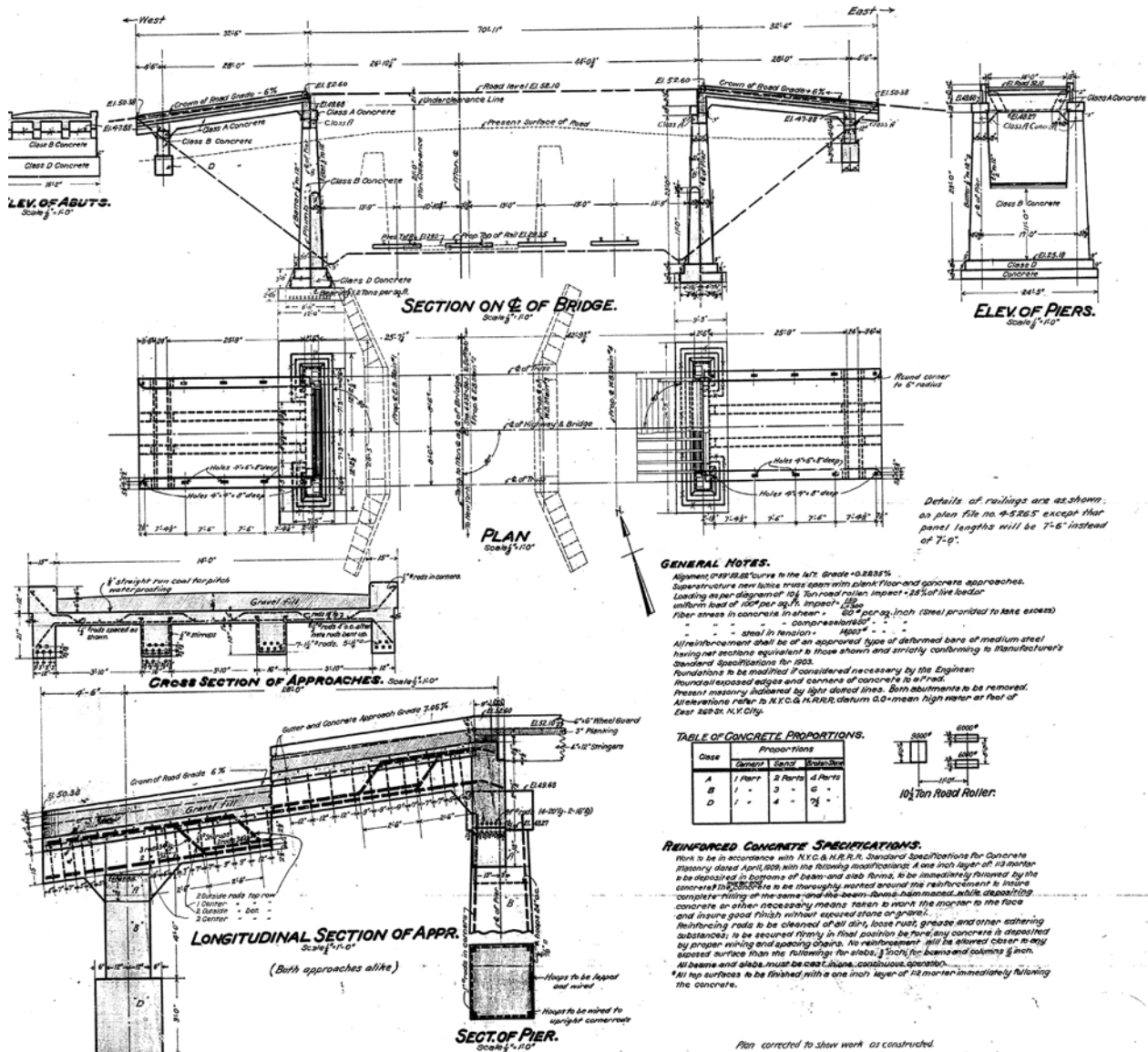
Bridge location - 2021



Approach/Main Span Transition

HOYT DRIVE

SAMPLE ORIGINAL CONSTRUCTION DRAWING



HOYT DRIVE

PHOTOS & AMENITIES



HOYT DRIVE / STAATSBURGH STATE HISTORIC SITE

CROSSING TYPE



SIZE

9.1 Acres

OWNERSHIP

NYS OPRHP

EXISTING AMENITIES



CROSSING CHARACTERISTICS

Grade-separated crossing via an historic closed one-lane truss bridge over the rail line (pictured above). Bridge is currently closed due to a lack of maintenance.

DESIRED AMENITIES

EXISTING USE & FACILITIES ON SITE

There are many excellent reasons to restore the Hoyt Bridge as a pedestrian entrance to the state park. Hoyt Drive was the original carriage road leading to the historic Hoyt House (1855) an estate once known as “The Point.” The house and carriage roads were designed by Calvert Vaux, who just a few years later teamed up with Frederick Law Olmsted to design Central Park.



//

A beautiful trail falling into disrepair from lack of use and neglect. “

—Survey Respondent

RECOMMENDATION

Rehabilitate existing bridge as part of a corridor wide bridge contract to restore the trail and additional access to the park.

21
respondents already use
this site, and

11
respondents would like
to use this site

The most desired amenities
for this site are:



100%

would like to use this site for
trails

55%

would like to use this site for
recreation

THE LOCUSTS (STRAWBERRY LANE AND PENNY LANE)

HYDE PARK

Two private bridges span the tracks about 740 feet apart in Staatsburg, just south of the Hopeland bridges. Both bridges access the Locusts. To the south, Penny Lane a 1912 concrete-encased Pony Truss (103' x 18') carries the front drive to the main house as well as a separately-owned private residence. The northernmost bridge at Strawberry Lane is a 1912 Warren Truss with verticals (103' x 18'; 1912) conveying the service drive to the farm buildings.^[1] The 1891 Beers Atlas symbology indicates crossings at both locations.^[2] USGS 15-minute maps dated 1898 and 1939 indicate crossings at these locations as well with buildings riverward of the railroad. ^[3] It is believed that due to the topography, the 1912 truss bridges replaced earlier spans.^[4] The bridges are located in and are contributing features to the Hudson River National Historic Landmark District.

This area was once part of the Wittemount estate, created by the Petrus DeWitt.^[5] DeWitt sold the land in 1782 to American Revolutionary War officer and Associate Justice Henry Brockholst Livingston who, in 1797, named the property "The Locusts" after its black locust trees.^[6]

The property passed through several hands, including Major George William Augustus Provost, James Duane Livingston (son of Robert Cambridge Livingston), and William C. Emmet, who occupied it as a country seat until 1854, when it was purchased by William Brown Dinsmore, president of the Adams Express Company. In 1873 Dinsmore constructed a mansion on the property and landscaped between 50 and 60 acres with an elaborate lawn and extensive gardens.^[7] Dinsmore, and later his son William Brown Dinsmore II, expanded the estate, eventually to about 2,000

[1] Correspondence with Wint Aldrich; 1/5/2021

[2] Atlas of the Hudson River Valley from New York City to Troy; New York: Watson & Co, 1891

[3] USGS 15-minute Rhinebeck topographic map; 1898, 1939

[4] Correspondence with Wint Aldrich; 1/5/2021

[5] http://freepages.rootsweb.com/~emty/family/Section_F_DeWitt_Family.html

[6] Abraham, Henry J. (1992); *Justices and Presidents: a political history of appointments to the Supreme Court* (3rd ed.); New York: Oxford University Press; ISBN 0-19-506557-3

[7] *Historical and Genealogical Record Dutchess and Putnam Counties New York*; Poughkeepsie: Press of the A. V. Haight Co.; 1912

acres.^[8] Because the 1891 Beers map indicates crossings and given the difference in grade between the railroad cut and adjoining roads, the two bridges constructed for Mr. Dinsmore II in 1912 most likely replaced earlier spans.

Dinsmore's (Jr.) daughter, Helen Dinsmore Huntington, inherited the property which had been renamed "Staatsburg on Hudson."^[9] After her divorce from Vincent Astor and marriage to Lytle Hull, she had the mansion demolished in 1941 and replaced it with the current home naming the property again "The Locusts." The property was later purchased by Bob Guccione, founder and publisher of Penthouse magazine, and renamed "The Willows." André Balazs, who has owned the property for the last 16 years, immediately renamed the property "The Locusts," respecting its historical significance, and is his personal residence.

The Penny Lane bridge is also used to access another single-family home on 10 acres of land to the south and west of "The Locusts," continuing the river frontage between that property and the Staatsburgh State Historic Site.

The home is a Hudson River Bracketed building built in the 19th century as part of original estate continuing its aesthetic and stylistic scheme. It has belonged to direct descendants of the Dinsmore and Huntington families since the death of Helen Hull in 1976.^[10]

Maintaining these historic bridges is essential to provide the property owners continued access to their riverfront properties.

[8] Zukowsky, John; Hudson River Villas; Random House; 1985; p.168

[9] https://en.wikipedia.org/wiki/Locusts_on_Hudson & Reynolds, Cuyler (1914). Genealogical and Family History of Southern New York and the Hudson River Valley: A Record of the Achievements of Her People in the Making of a Commonwealth and the Building of a Nation, Volume 3. Hudson River Valley (N.Y. and N.J): Lewis Historical Publishing Company; p. 1258

[10] Correspondence with Christopher and Ines Scholz; 1/7/2021

THE LOCUSTS - PENNY LANE

HYDE PARK

BRIDGE STATISTICS

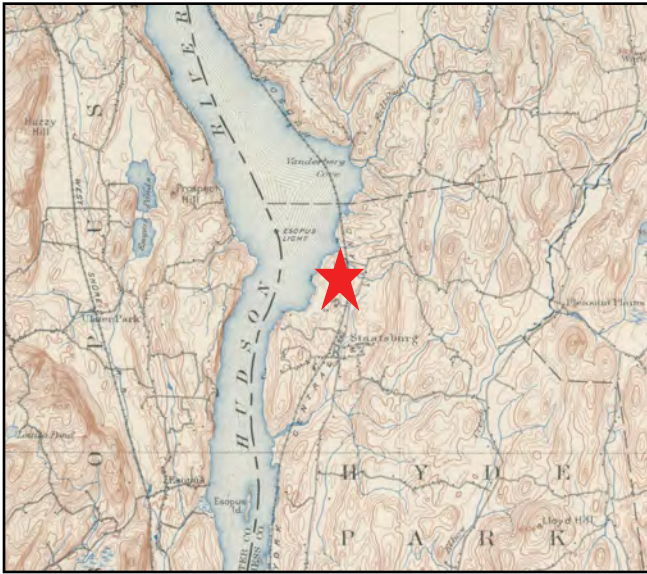
National Register Status	NR; HRNHLD
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.861886 -73.926264
Milepost / BIN	84.5
USN	None
Year Built	1912
Line	AR NY
Public Access Opportunities	None
Feature Carried	Private Road: Penny Lane
Condition Rating/Flags	Unknown
Rehabilitation year(s)	1988 (bridge raised by Conrail)
Year of last major inspection	1988
Date load rating performed	Unknown
Design live load	10.5 ton road roller
Existing posted load	Open
Length / width	103 ft. / 18 ft.
Number of spans	2
Type of deck	3" x 12" Yellow Pine
Type of truss	Concrete Encased Pony Truss

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

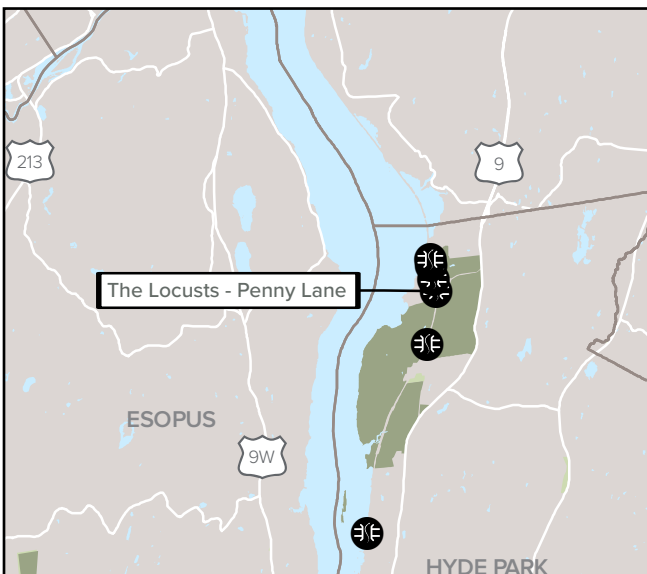
USN: Unique Site Number



Survey map - 1898



Survey map - 1939



Bridge location - 2021



Failure of concrete cover at tie rod connection plate



View of bridge deck



View of north facade



THE LOCUSTS - STRAWBERRY LANE

HYDE PARK

BRIDGE STATISTICS

National Register Status	NR; HRNHLD
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.863887 -73.926786
Milepost / BIN	84.6
USN	None
Year Built	1912
Line	AR NY
Public Access Opportunities	None
Feature Carried	Private Road: Strawberry Lane
Condition Rating/Flags	Unknown
Rehabilitation year(s)	Unknown
Year of last major inspection	Unknown
Date load rating performed	Unknown
Design live load	10.5 ton roller
Existing posted load	Open
Length / width	103 ft. / 18 ft.
Number of spans	2
Type of deck	3" x 12" Yellow Pine
Type of truss	Warren Truss with Verticals

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number



Survey map - 1898



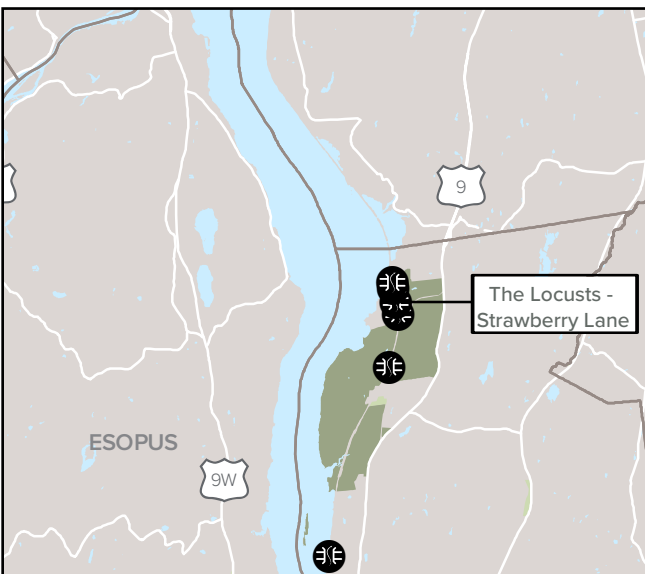
View of bridge deck - looking west



Survey map - 1939



Bridge overview - south elevation



Bridge location - 2021



North bridge elevation looking south



HOPELAND TRAILS SOUTH AND NORTH HYDE PARK

Two truss bridges span the rail line approximately 315 feet apart in the Hopeland Area of the Ogden and Ruth Livingston-Mills State Park in Staatsburg. Hopeland North is a 1912 Warren Truss with verticals (97.75' x 12.5'; 1912); Hopeland South is a 1912 Howe Truss bridge (97.75' x 12.5'). These fenced-off bridges once provided access to the waterfront where the remains of stone walls, a drainage system and docks can still be seen. A 1939 USGS map indicates an unpaved road crossing a bridge over the rail line at Hopeland South and a trail crossing at Hopeland North to access the riverfront where buildings sat on the ends of piers extending far out into the Hudson.^[1] These bridges are in the Hudson River National Historic Landmark District and are considered contributing features to the district.

The southern bridge is comprised of a Howe Truss with wood stringers and planking, and remnants of the old “horse fence,” a solid wall that prevented horses from being startled crossing over the tracks. The approach span is comprised of concrete beams and a concrete deck. The bridge has one concrete pier. The concrete abutments have handsome stone facades. While all wood components need replacement, the steel and concrete

components appear to be in good condition.

The northern bridge is comprised of a Warren Truss with Verticals, wood stringers and planking, and remnants of the old “horse fence”. The approach span is comprised of concrete beams and a concrete deck. The bridge has one concrete pier. The concrete abutments have handsome stone facades. While all wood components need replacement, the steel and concrete components appear to be in good condition.

The park was once part of Hopeland, an estate purchased in 1859 by Major Rawlins Lowndes and his wife Gertrude Livingston. They hired Calvert Vaux, who visited the couple in 1860, to design their home. Their house was completed in the early 1860s and included in Vaux's 1864 edition of *Villas and Cottages*.^[2] Just a few years earlier, in 1855, Calvert Vaux designed a nearby estate called ‘The Point’ for Gertrude's sister Blanche Geraldine Livingston and her husband Lydig Hoyt.

In 1892 architect and tennis champion Robert Palmer Huntington married Helen Gray Dinsmore. His father-in-law William Brown Dinsmore II gave the couple as a wedding

[1] USGS 15-minute Rhinebeck topographic map; 1939

[2] Interpretive sign at Hopeland Area, Mills-Norrie State Park

gift 300 acres of his 2,000-acre estate, The Locusts.^[3] In 1907 Huntington and his wife purchased the former Lowndes estate and in 1911 completed construction of a 35-room Tudor Revival mansion and called it Hopeland House. The couple had three children, the eldest of whom, Helen, married Vincent Astor, son of John Jacob Astor, IV. Their marriage lasted 26 years until their divorce and her remarriage to Lytle Hull.^[4]

Helen Hull inherited The Locusts from her grandfather and Hopeland from her father^[5] eventually demolishing Hopeland House in 1941.^[6] Family members used the bridges to access the waterfront as late as 20 years ago^[7].

The NYS Office of Parks Recreation and Historic Preservation in the 1980s acquired from Robert Ford Huntington, Jr. 51 acres on the north side of the golf course and a 10-acre conservation easement on an adjacent parcel containing the Huntington barn and a residence. The acquisition pushed the park boundary north to Old Post Road and Route 9. In the late 1990s Scenic Hudson acquired the 10-acre parcel

as well as 97 acres north of Old Post Road, stretching from Route 9 to the Hudson River. In consultation with OPRHP on the future desirability of adding this property to the park, Scenic Hudson in 1999 acquired the 107-acre Hopeland area of the present park and in 2003-4 sold the land to OPRHP.^[8]

While Hopeland House is long gone, the land now serves the public as the Hopeland Area of Ogden and Ruth Mills-Norrie State Park. However, due to the two truss bridges' lack of maintenance, access across the bridges to the Hudson River is not permitted.

According to Master Plan for the Park (2013) it is expected that the Hopeland South Bridge would be rehabilitated as part of the trail system to provide pedestrian access to the river. The Plan also indicates that Hopeland North is slated for removal due to the anticipated high costs for rehabilitation, the close proximity of the bridges to each other on five acres of land, and the challenges associated with construction over active rail lines. As a result, the plan states that a need to keep both structures was not identified."^[9] However, the

[3] Zukowsky, John; Hudson River Villas; Random House; 1985; p.172

[4] Keeping up with the Joneses in the Hudson Valley; Timeless Traveler Magazine; September 2, 2015

[5] Keeping up with the Joneses in the Hudson Valley; Timeless Traveler Magazine; September 2, 2015

[6] <https://hydeparkhistorian.tumblr.com/post/183390654956/the-house-of-many-faces-locusts-on-hudson>

[7] Conversation with Christopher and Ines Scholz; 12/8/2020

[8] <https://www.parks.ny.gov/documents/inside-our-agency/MasterPlans/MillsNorrieStaatsburghStateHistoricSite/MillsNorrieStaatsburghStateMasterPlan.pdf> p. 39

[9] <https://www.parks.ny.gov/documents/inside-our-agency/MasterPlans/MillsNorrieStaatsburghStateHistoricSite/MillsNorrieStaatsburghStateMasterPlan.pdf> p.91

HOPELAND TRAILS SOUTH AND NORTH HYDE PARK

field review conducted as part of developing this CRS found that the steel and concrete on both bridges are in overall good shape. Utilizing the bundling concept discussed elsewhere in this document, these two bridges can be bundled to reduce costs to replace the wood components, and work coordinated with the Amtrak train schedule. Given what we know today, there is no reason both bridges cannot be restored at a reasonable cost, and minimal future maintenance costs.

While these two bridges are near each other and might at first blush seem redundant, the fact

that the Hopeland South Bridge is a Howe Truss and the Hopeland North Bridge is a Warren Truss, saving both would provide people, particularly engineering students and historians, examples of both types of early 20th century truss designs at a single location in a State Park

Restoring these bridges would also provide the only shoreline access at the Hopeland Trails section of the Staatsburgh State Historic Site. The nearest publicly-accessible river access is one-mile to the south at Mills Mansion (Staatsburgh State Historic Site) and 4.75 miles north at Rhinecliff Landing (a Town park).



View south of Howe Truss from the Warren Truss



View of Southbound Amtrak Train Passing Beneath Hopeland Trails South Bridge

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HOPELAND TRAILS SOUTH HYDE PARK

BRIDGE STATISTICS

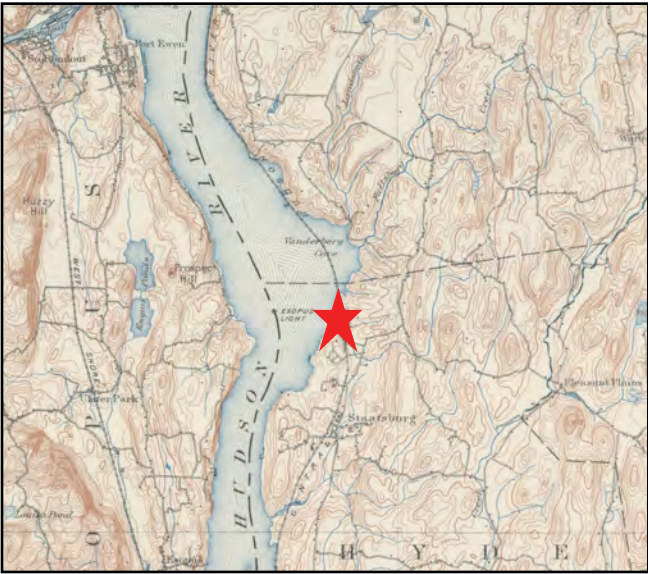
National Register Status	NR; HRNHLD
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.866225 -73.92729818
Milepost / BIN	84.8
USN	02707.000679
Year Built	1912
Line	AR NY
Public Access Opportunities	Trails, wetland or protected Hudson River habitat
Feature Carried	State Park trail to river
Condition Rating/Flags	Unknown
Rehabilitation year(s)	Unknown
Year of last major inspection	Unknown
Date load rating performed	Unknown
Design live load	6 ton wagon
Existing posted load	Closed due to poor wood deck
Length / width	97.75 ft. / 12.5 ft.
Number of spans	2
Type of deck	3" x 12" Yellow Pine
Type of truss	Howe Truss

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number



Survey map - 1898



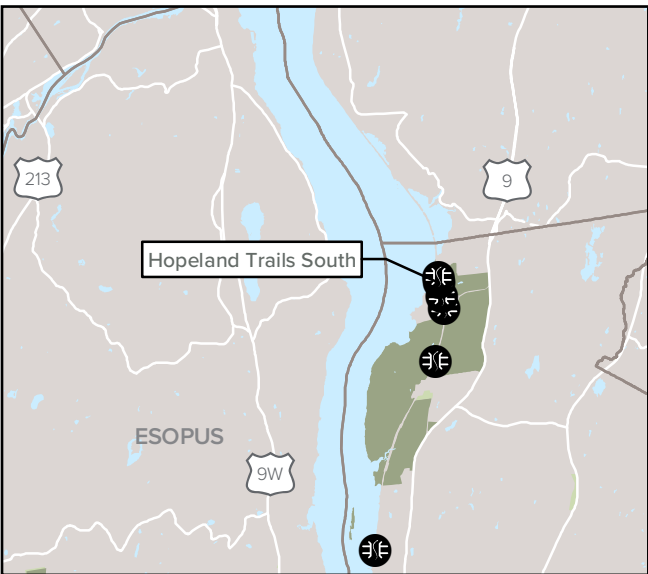
Stone abutment



Survey map - 1939



Bridge elevation - North Bridge in background



Bridge location - 2021



Bridge elevation

HOPELAND TRAILS SOUTH

SAMPLE ORIGINAL CONSTRUCTION DRAWING

***Note:** Original Construction Drawings continue to be researched, and are not available at this time.

HOPELAND TRAILS NORTH

HYDE PARK

BRIDGE STATISTICS

National Register Status	NR; HRNHLD
Town / County	Hyde Park / Dutchess County
Longitude and Latitude	41.867148 -73.92755031
Milepost / BIN	84.9
USN	02707.000400
Year Built	1912
Line	AR NY
Public Access Opportunities	Trails, wetland or protected Hudson River habitat
Feature Carried	State Park trail to river
Condition Rating/Flags	Unknown
Rehabilitation year(s)	Unknown
Year of last major inspection	Unknown
Date load rating performed	Unknown
Design live load	6 ton wagon
Existing posted load	Closed due to poor wood deck
Length / width	97.75 ft. / 12.5 ft.
Number of spans	2
Type of deck	3" x 12" Yellow Pine
Type of truss	Warren Truss with Verticals

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number



Survey map - 1898



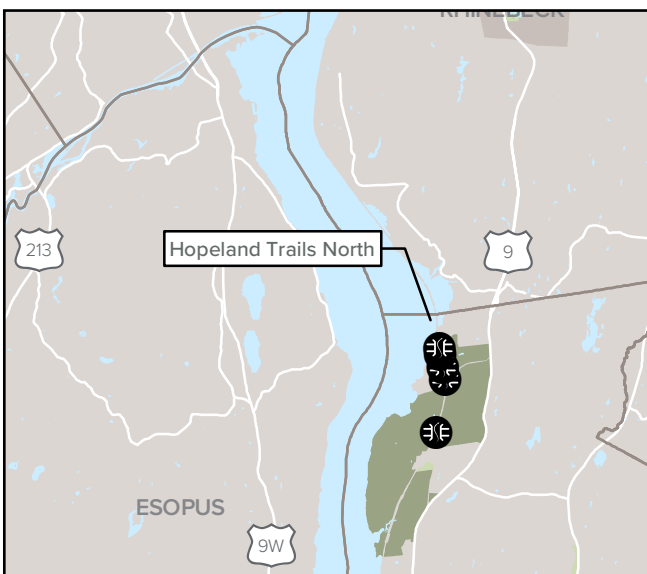
Bridge elevation - north side



Survey map - 1939



Deteriorating wood horse barrier - South Bridge in background



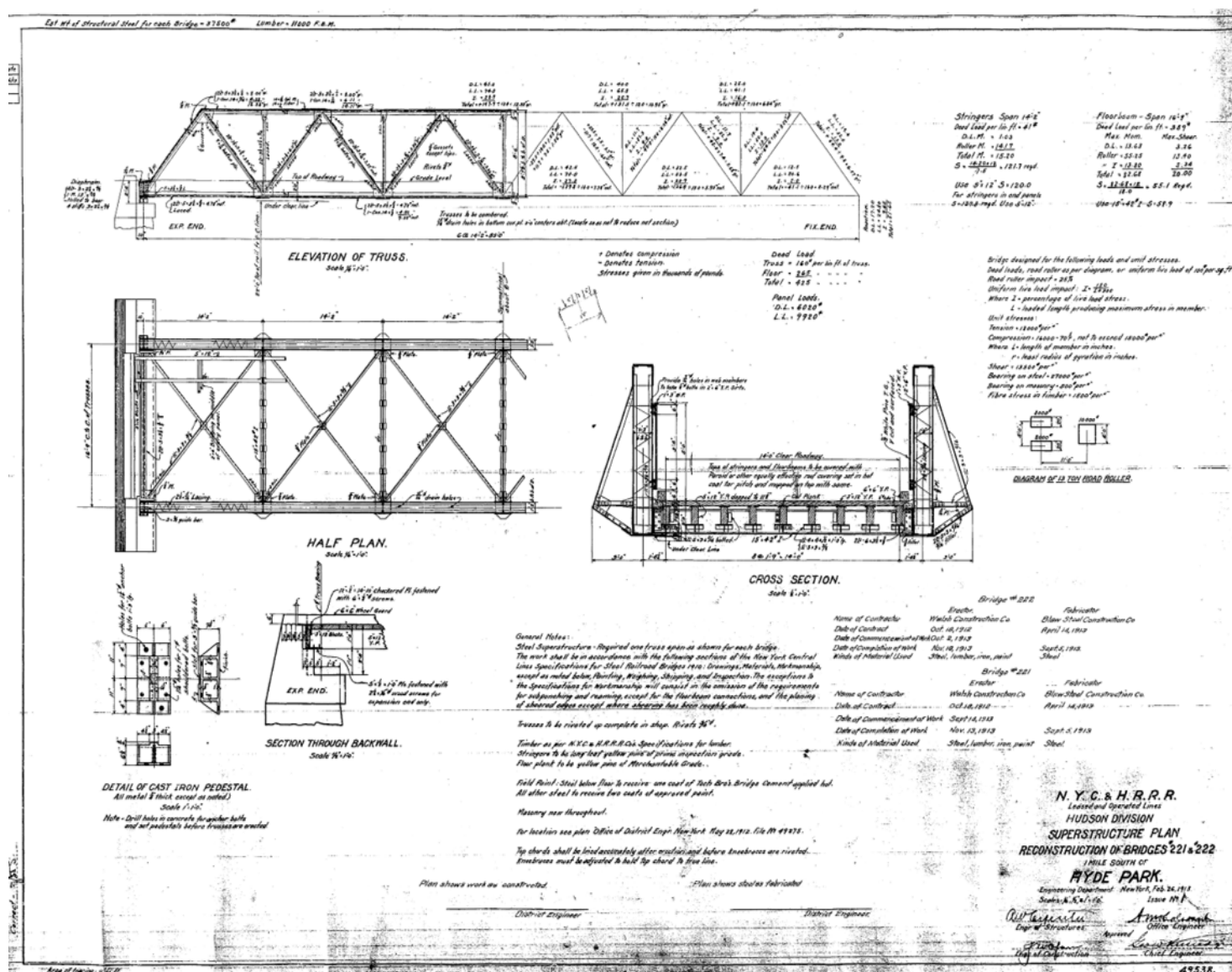
Bridge location - 2021



South truss looking east

HOPELAND TRAILS NORTH

SAMPLE ORIGINAL CONSTRUCTION DRAWING



* Hudson River Access Reference pages are copied directly from the 2020 Hudson River Access Plan

HOPELAND TRAILS NORTH AND SOUTH



HOPELAND TRAILS

CROSSING TYPE



EXISTING AMENITIES



SIZE

97 acres / 6.5 acres (river's edge)

OWNERSHIP

NYS OPRHP

CROSSING CHARACTERISTICS

Two historic steel truss bridges provide access to the Hudson River waterfront. Currently, both

DESIRED AMENITIES

bridges are closed due to deck conditions.

EXISTING USE & FACILITIES ON SITE

The riverfront is undeveloped. Remnants of a dock or pier are seen on aerial photographs. As shown on the trail map, the existing hiking trails no longer extend to the bridges due to their poor condition. One bridge’s deck has been removed and the other bridge deck has fallen into disrepair.

“

A beautiful site, especially good for viewing migrating/ wintering waterfowl. Unfortunately, it’s only accessible either by boat or by crossing the railroad tracks at grade level... “

—Survey Respondent

36
respondents already use
this site, and

16
respondents would like
to use this site

The most desired amenities
for this site are:



100%
would like to use this site for
trails and scenic views

75%
would like to use this site for
birding and recreation

RECOMMENDATION

Rehabilitate and reopen one or both of the two structures as a bicycle and pedestrian bridge to restore access to the river. Include the bridges in a corridor wide bridge repair contract.

THE MEADOWS

RHINEBECK

A private 1912 Warren Truss bridge with double verticals (59' x 14.75') crosses the rail line at this location to a riverside landing and seasonal dock. The property owner uses the bridge to access the river for water-related recreation. USGS 15-minute maps show no indication of a road or railroad crossing in 1898 and 1939.^[1] Remnants of the original dock can still be seen there today. The bridge is located in and is a contributing feature to the Hudson River National Historic Landmark District.

In 1847, William Pratt Wainwright and his brother Charles Shields Wainwright purchased more than 300 acres of Rusten Suckley's farmland along what is known today as River Road in Rhinebeck. The following year the brothers completed construction of a large home and named the estate "The Meadows."^[2] A dairy cottage was constructed two years later in 1849.^[3]

In 1875, Douglas Merritt, the eldest son of George Merritt of Lyndhurst, purchased the Meadows for \$53,000.^[4] Just prior to the purchase, Merritt wrote in a December 26, 1874 letter to the noted American architect and

longtime family friend A.J. Davis, "If I get a farm at all I should prefer one with a house already built." He did just that and renamed the estate Leacote, an anglicized name more suitable to his taste.^[5] Some believe that Davis, who designed nearby Montgomery Place, the Plumb Bronson House, Locust Grove,^[6] Blithewood and Lyndhurst,^[7] may also have designed The Meadows.^[8]

Douglas Merritt passed away in 1927 and family members lived in the home until 1971. The house was destroyed by fire six years later in 1977. In 1979 a German industrialist, Udo van Meeteren, purchased the property and merged it with an adjacent estate named Orlot. In 1985 Illiana van Meeteren, his daughter, purchased it from her father. She gave it back its original name—The Meadows. At nearly 684 acres, it is the largest estate on the Rhinebeck waterfront.^[9]

Ms. van Meeteren uses the bridge to access a seasonal riverfront dock for boating.^[10] Maintaining the bridge for safe passage is necessary for the property owner's continued enjoyment of the Hudson River.

[1] USGS 15-minute Rhinebeck topographic map; 1898, 1939

[2] <https://www.poughkeepsiejournal.com/story/life/columnists/2017/12/12/rhinebeck-mansion-largest-riverfront-estate-town-history-dateline/942471001/>

[3] <http://www.historic-structures.com/ny/rhinebeck/leacote.php>

[4] <https://www.poughkeepsiejournal.com/story/life/columnists/2017/12/12/rhinebeck-mansion-largest-riverfront-estate-town-history-dateline/942471001/>

[5] <http://www.historic-structures.com/ny/rhinebeck/leacote.php>

[6] <http://www.hoekema.com/pro/print/DavisMapBrochure.pdf>

[7] <https://clio.columbia.edu/catalog/3460564>

[8] <https://cdm16694.contentdm.oclc.org/digital/collection/rhs/id/335/>

[9] Correspondence with Illiana van Meeteren and Terence Boylan; 12/31/2020

[10] Correspondence with Illiana van Meeteren and Terence Boylan; 12/31/2020



View of bridge deck looking west to Hudson River



View of east abutment / truss interface

THE MEADOWS

RHINEBECK

BRIDGE STATISTICS

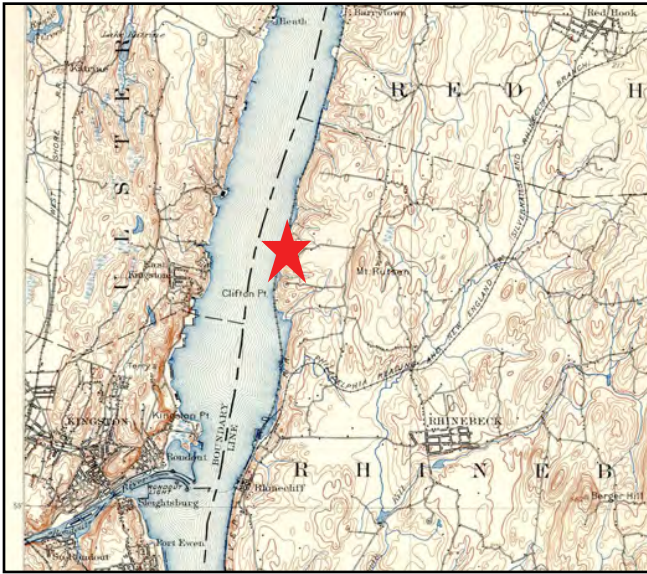
National Register Status	NR; HRNHLD
Town / County	Rhinebeck / Dutchess County
Longitude and Latitude	41.957456 -73.94381397
Milepost / BIN	91.77
USN	02716.001015
Year Built	1912
Line	AR NY
Public Access Opportunities	No current public access
Feature Carried	Private Road: Meadows Drive
Condition Rating/Flags	Unknown
Rehabilitation year(s)	1988 (bridge raised by Conrail)
Year of last major inspection	1988
Date load rating performed	Unknown
Design live load	6 ton wagon
Existing posted load	Open
Length / width	59 ft. / 14.75 ft.
Number of spans	1
Type of deck	3" x 12" Yellow Pine
Type of truss	Warren Truss with Verticals

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

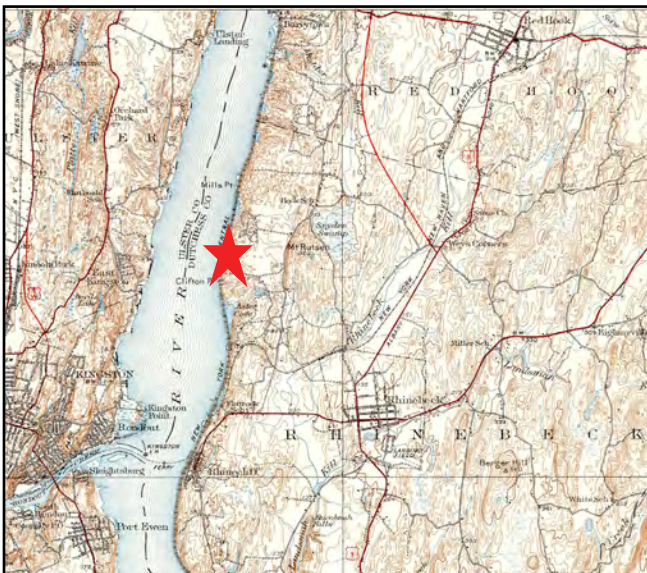
USN: Unique Site Number



Survey map - 1898



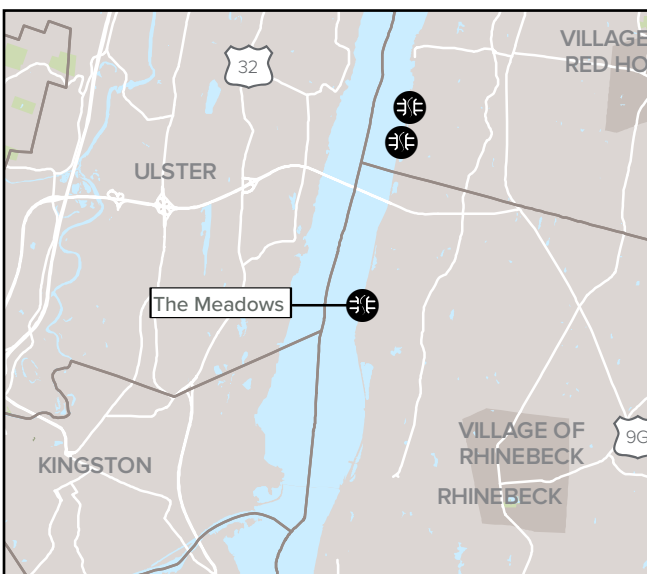
South elevation of the bridge



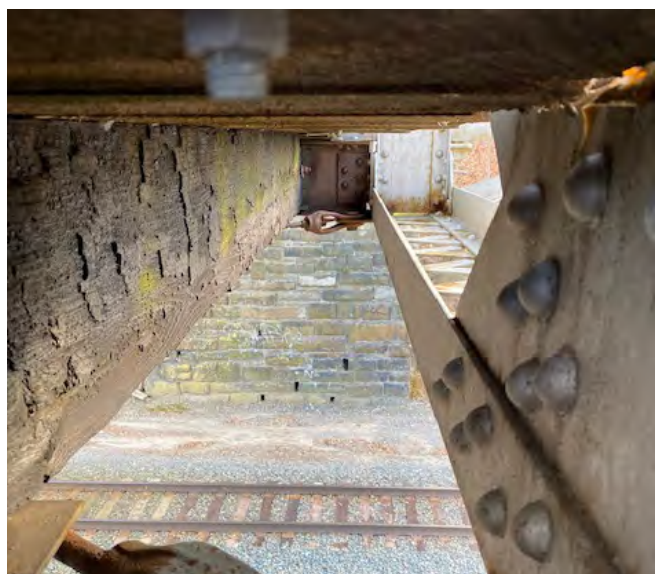
Survey map - 1939



View of deck looking west



Bridge location - 2021



Charred wood stringer from 1988 fire

Est. Wt. Steel = 15000[#] Timber = 5000 R.B.M.



Plan corrected to show work as constructed



PLAN
Scale 1/4" = 1'-0"

CROSS SECTION
Scale 1/4" = 1'-0"

MF36820
44767

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POETS' WALK PARK

RED HOOK

A 1912 Warren Truss pedestrian bridge, double intersection with verticals (88.5' x 6'), spans the rail line at Poets' Walk Park. Along the riverfront, the metal stairs descend to a concrete abutment along the rip-rapped shoreline. The bridge is fenced off and inaccessible. A 1908 photograph of the site indicates a large dock with the yacht *Narada* steaming away offshore, but no bridge is to be seen. Therefore, it is believed the 1912 bridge was the first bridge across the railroad at this location. The bridge is located in and is a contributing feature to the Hudson River National Historic Landmark District.

Poets' Walk Park is a 120-acre Scenic Hudson park open free to the public dawn to dusk 365 days a year.^[1] Its landscape, "a happy coincidence of 18th century Palatine tenant farmland development, is arranged as a wonderful series of meadows, stone walls and copses of trees appearing as rooms with progressively more open views to the west. The park is named in celebration of neighboring Rokeby's old woodland path, the "Poets' Walk," now incorporated into the adjacent park. Poet/writer friends Washington Irving and Fitz-Greene Halleck, who were sometime employees of John

Jacob Astor and occasional guests of his son at Rokeby, enjoyed strolling along the path,"^[2] which was "embellished by the German landscape gardener Hans Jacob Ehlers in 1849.^[3] According to local lore, Irving came up with the idea for his epic tale *Rip Van Winkle* while gazing toward the Catskill Mountains, site of his protagonist's long sleep.^[4]

In September 1844 Franklin Hughes Delano, a partner in the New York shipping firm of Grinnell, Minturn and Company, married Laura Astor (daughter of William Backhouse Astor and granddaughter of John Jacob Astor). As a wedding present the couple received a portion of William Backhouse Astor's "Rokeby" estate adjacent to LaBergerie (now Rokeby). In 1850, at about the same time the Hudson River Railroad was completed, the couple constructed a house named *Steen Valetje* on the property.^[5]

The bridge, identified on the original plans as "Delano's Footbridge," was installed in 1912, about 20 years after Delano's death. A small inset map on those plans also show an access road leading down the hill to a gate at the tracks at a location indicated as Delano's Depot.^[6]

[1] <https://www.scenichudson.org/explore-the-valley/scenic-hudson-parks/poets-walk-park/>

[2] Correspondence with Wint Aldrich; 1/3/2021

[3] Estersohn, Pieter; *Life Along the Hudson: The Historic Country Estates of the Livingston Family*; New York: Rizzoli Press; 2018; p. 112

[4] <https://www.scenichudson.org/explore-the-valley/scenic-hudson-parks/poets-walk-park/>

[5] http://www.delanohomestead.com/bed-and-breakfast/family_history2.html

[6] Appendix A; Poet's Walk Construction Drawings

Franklin Hughes Delano's nephew and heir, Warren Delano, whose father-in-law William Walters of Baltimore and founded the Atlantic Coast Line Railroad, arranged with the New York Central Railroad to have the pedestrian bridge built over the tracks. The bridge was intended to access a makeshift dock from which the family could receive an annual visit from Henry Walters, Warren Delano's brother-in-law, arriving on his 224-foot ocean-going steam yacht *Narada*. The *Narada*'s draft prevented her approach to the dock, so she would anchor at the edge of the channel and use her launch to reach the dock. Each year the winter ice at this exposed location would carry away the landing, and each spring it would be replaced. As a result, the bridge was built to accommodate pedestrians but never wheeled vehicles such as carriages.^[7]

Warren Delano was an ardent carriage driver adept at "four-in-hand" driving. Delano would drive down the carriage road that circled around the flagpole on the bluff above the pedestrian bridge to await his visitor. Thus, that western end of Poets' Walk Park was historically known as the Flagpole Lot, and the dock as the *Narada* Landing.^[8]

Subsequently the land was subdivided in 1993-94 with the portion south of the truss bridge remaining in private hands and the northern part, including the location of the bridge, purchased by Scenic Hudson and opened in 1996 as Poets' Walk Park.

Restoring the bridge would provide at the very least an outstanding viewing platform with Hudson River vistas north and south and Catskills views to the west. With other improvements, this would provide the only publicly-accessible shoreline access between Rhinecliff Landing (a Town Park) 4.65 miles to the south and Tivoli (an undeveloped Village park) 5.25 miles to the north, a distance of nearly 10 miles.

[7] Correspondence with Wint Aldrich; 1/3/2021

[8] Correspondence with Wint Aldrich; 1/3/2021

POETS' WALK PARK

RED HOOK

BRIDGE STATISTICS

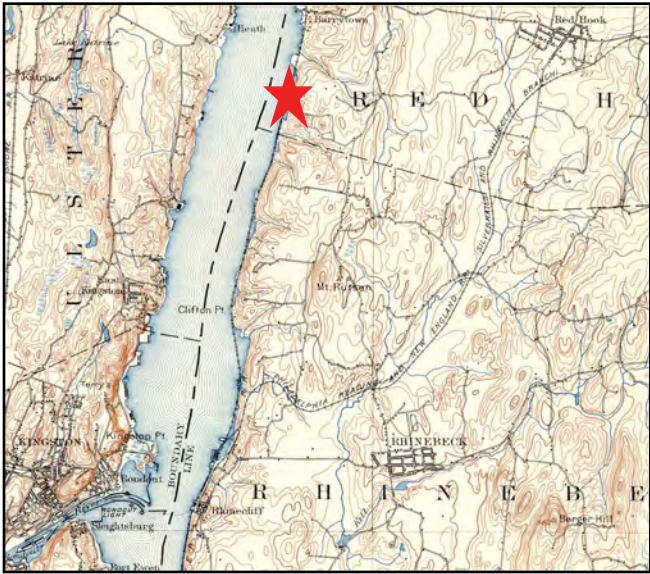
National Register Status	NR; HRNHLD
Town / County	Red Hook / Dutchess County
Longitude and Latitude	41.985181 -73.93454875
Milepost / BIN	93.74
USN	02715.000713
Year Built	1912
Line	AR NY
Public Access Opportunities	Trails, parking, picnic, scenic views
Feature Carried	Private Footbridge
Condition Rating/Flags	Unknown
Rehabilitation year(s)	Unknown
Year of last major inspection	Unknown
Date load rating performed	Unknown
Design live load	720 # / LF. Uniform Live Load
Existing posted load	Closed due to wood deterioration
Length / width	88.5 ft. / 6 ft.
Number of spans	1
Type of deck	Timber planking
Type of truss	Warren Truss with Verticals / Rigid Frame

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

USN: Unique Site Number



Survey map - 1898



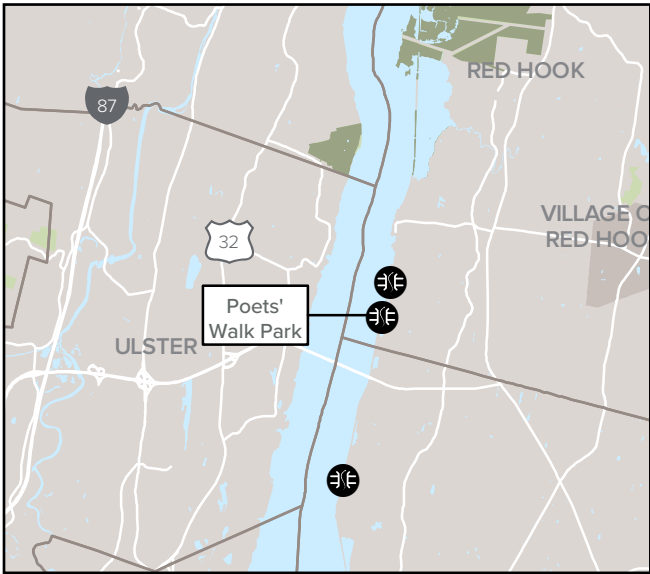
View of bridge deck



Survey map - 1939



Bridge elevation



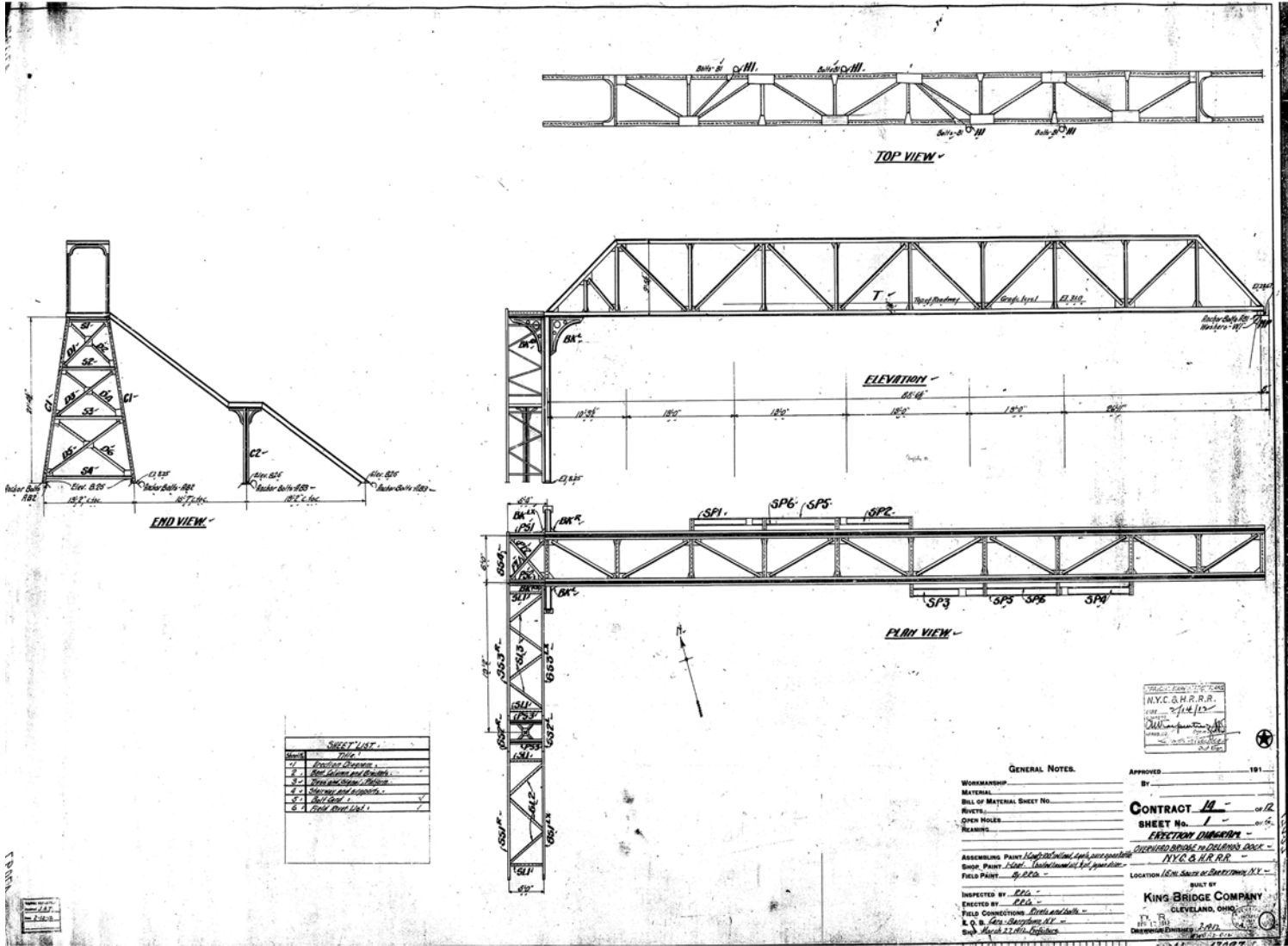
Bridge location - 2021



Stairs / truss interface

POETS' WALK

SAMPLE ORIGINAL CONSTRUCTION DRAWING



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POET'S WALK PARK / DELANO'S FOOT BRIDGE

PHOTOS & AMENITIES



Source: Jeffrey Anzevino / Scenic Hudson

POETS' WALK PARK

CROSSING TYPE



SIZE

120 acres

OWNERSHIP

Scenic Hudson

EXISTING AMENITIES



CROSSING CHARACTERISTICS

A bridge is present over the railroad but is closed to public use.

DESIRED AMENITIES

EXISTING USE & FACILITIES ON SITE

Poets’ Walk Park is a popular publicly accessible, Scenic Hudson park with hiking trails leading to river overlooks. At the river’s edge, there is an historic steel truss bridge over the railroad that leads to the maintenance roadway along the tracks. The bridge is currently closed.

“
Beautiful site.
Outstanding river views.”
—Survey Respondent

109
respondents already use
this site, and
40
respondents would like
to use this site

The most desired amenities
for this site are:



80%
would like to use this site for
scenic views

60%
would like to use this site for
birding and trails

RECOMMENDATION

Rehabilitate the existing structure across the railroad tracks. Include the bridge in a corridor-wide repair contract.

ASTOR POINT - ROKEBY

RED HOOK

A private 1914 Double Intersection Warren truss bridge, (149' x 15') crosses the railroad to a six-acre wooded, rocky promontory called Astor Point. This unique bridge is comprised of the main truss, and two steel girder approach spans. The wooden deck was replaced circa 2000 with open steel grid flooring for maintenance reasons. Three spans are not original, but were “recycled” from bridges no longer in use. The main span actually dates back to 1875 as noted on the original construction drawings. The bridge has two concrete piers and short concrete abutments. Here the property owner, family members, guests, and others enjoy water-related recreation in all seasons. The 1939 USGS 15-minute map indicates a road and bridge crossing turning north onto Astor Point.^[1] The bridge and entire Rokeby Estate are contributing features to the Hudson River National Historic Landmark District.

This property, now named Rokeby, is perhaps best known for its association with the Astor family, but the estate was originally named La Bergerie by John Armstrong, Jr. and his wife Alida Livingston. The original portion of the main house dates back to 1811–1815; its construction was interrupted by the War of 1812. La Bergerie is French for “the sheepfold,” a reference to the herd of Merino sheep kept on the property. The sheep were gifted to the Armstrongs by

Napoleon Bonaparte.^[2]

In 1818, Armstrong’s daughter, Margaret Rebecca, married William Backhouse Astor, Sr., John Jacob Astor’s son. In 1836 William B. Astor purchased the 728-acre estate from his father-in-law for \$50,000. The estate was renamed Rokeby because the land near the Mudder Kill reminded Margaret Astor of Rokeby, the eponymous glen in Sir Walter Scott’s epic poem.^[3]

River access at this site dates back at least to the days of William B. Astor. When the Hudson River Railroad was constructed circa 1850, a private grade crossing was established to access Astor Point and its 20-acre underwater grant. When the railroad was expanded to four tracks circa 1912 the bridge was fabricated with elements recycled from two other bridges and the grade crossing closed.^[4] As per the original construction drawings the main truss was originally constructed in 1870 used in Canandaigua, NY and the approach girders came from Alabama. (See Appendix A, Construction Drawings; pages 70-73).

“Every couple of decades, timber deterioration required the replacement of stringers and planking with oak cut at Rokeby and sawn at a local saw mill. Wooden side walls were affixed to the steel to prevent horses from shying at the

[1] USGS 15-minute Rhinebeck topographic map; 1939

[2] <http://wikimapia.org/6578657/La-Bergerie-Rokeby>

[3] Archie and Amelie: Love and Madness in the Gilded Age, Donna M. Lucey, Three Rivers Press, 2006

[4] Correspondence with Wint Aldrich; 12/24/2020

noisy steam locomotives emitting clouds of coal smoke and steam passing beneath the bridge.”^[5]

“In 1916 the bridge came into more frequent use when Astor’s great granddaughter Mrs. Margaret Chanler Aldrich had a dock built at the northeast end of Astor Point, from which over the past century the Aldrich family has sailed and iceboated seasonally. “The winter of 2014 brought ice and weather conditions perfect for iceboating for a couple of weeks— better than at any time in living memory—and it seemed that all the world drove through Rokeby, across the bridge and out onto the ice with their trailered boats, to assemble the biggest regatta of both historic ‘stern steerer’ and more modern boats on record, with general public in attendance. The national and international press showed up to record this memorable occasion of “hard water” sailing. Without the availability of the bridge the event would not have happened.”^[6]

“In 1985 a fire started on the bridge deck, where the planking had become deteriorated. It was suspected that kids smoking were the culprits. After 15-year period of no safe use, surplus highway bridge grating was obtained and in consultation with a civil engineer installed as a replacement deck. Minor repairs have been conducted in the ensuing years, however further repairs on the bridge structure are now needed.”^[7]

Maintaining the Rokeby bridge in good condition would help ensure river access for water-related recreation such as boating and iceboating for the property owners, guests and others for years to come.



Train below Astor Point - Rokeby

[5] Correspondence with Wint Aldrich; 12/24/2020

[6] Correspondence with Wint Aldrich; 12/24/2020

[7] Correspondence with Wint Aldrich; 12/24/2020

ASTOR POINT- ROKEBY

RED HOOK

BRIDGE STATISTICS

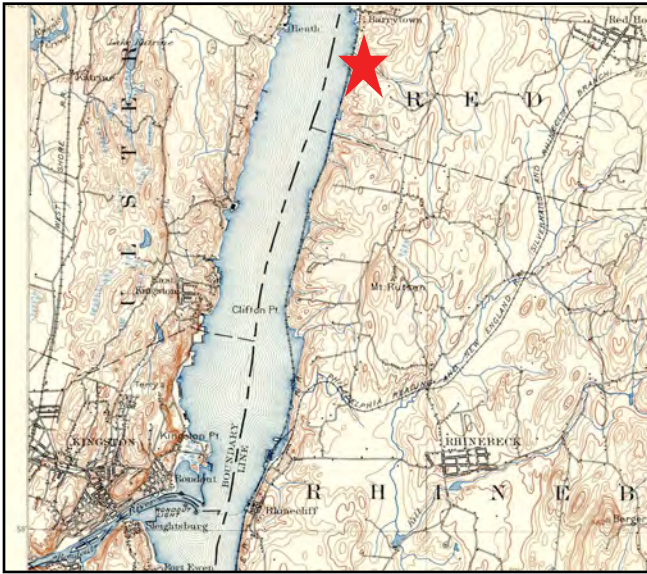
National Register Status	NR 1975; NR 1979; NR and HRNHLD 1990
Town / County	Red Hook / Dutchess County
Longitude and Latitude	41.991039 -73.93267959
Milepost / BIN	94.16
USN	02715.000205
Year Built	1914
Line	AR NY
Public Access Opportunities	Public ice boating in winter months
Feature Carried	Private Road: Labergerie Lane
Condition Rating/Flags	Red
Rehabilitation year(s)	Circa 2000 (steel grid deck installed)
Year of last major inspection	Unknown
Date load rating performed	Unknown
Design live load	13 ton roller
Existing posted load	Open
Length / width	149 ft. / 15 ft.
Number of spans	3
Type of deck	Open steel grid deck
Type of truss	Double Intersection Warren Truss

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

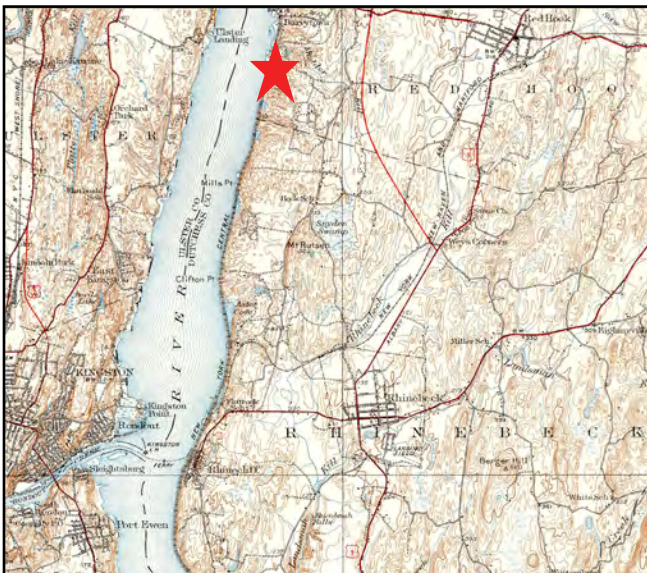
USN: Unique Site Number



Survey map - 1898



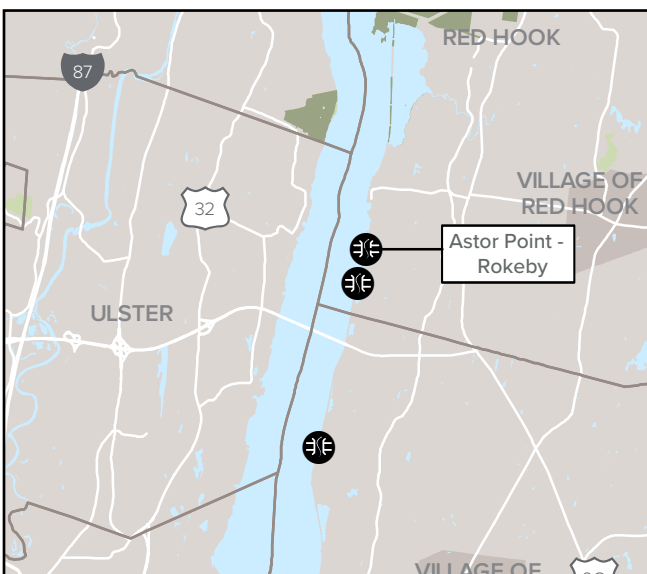
Bridge overview - looking north



Survey map - 1939



View of bridge deck - looking west

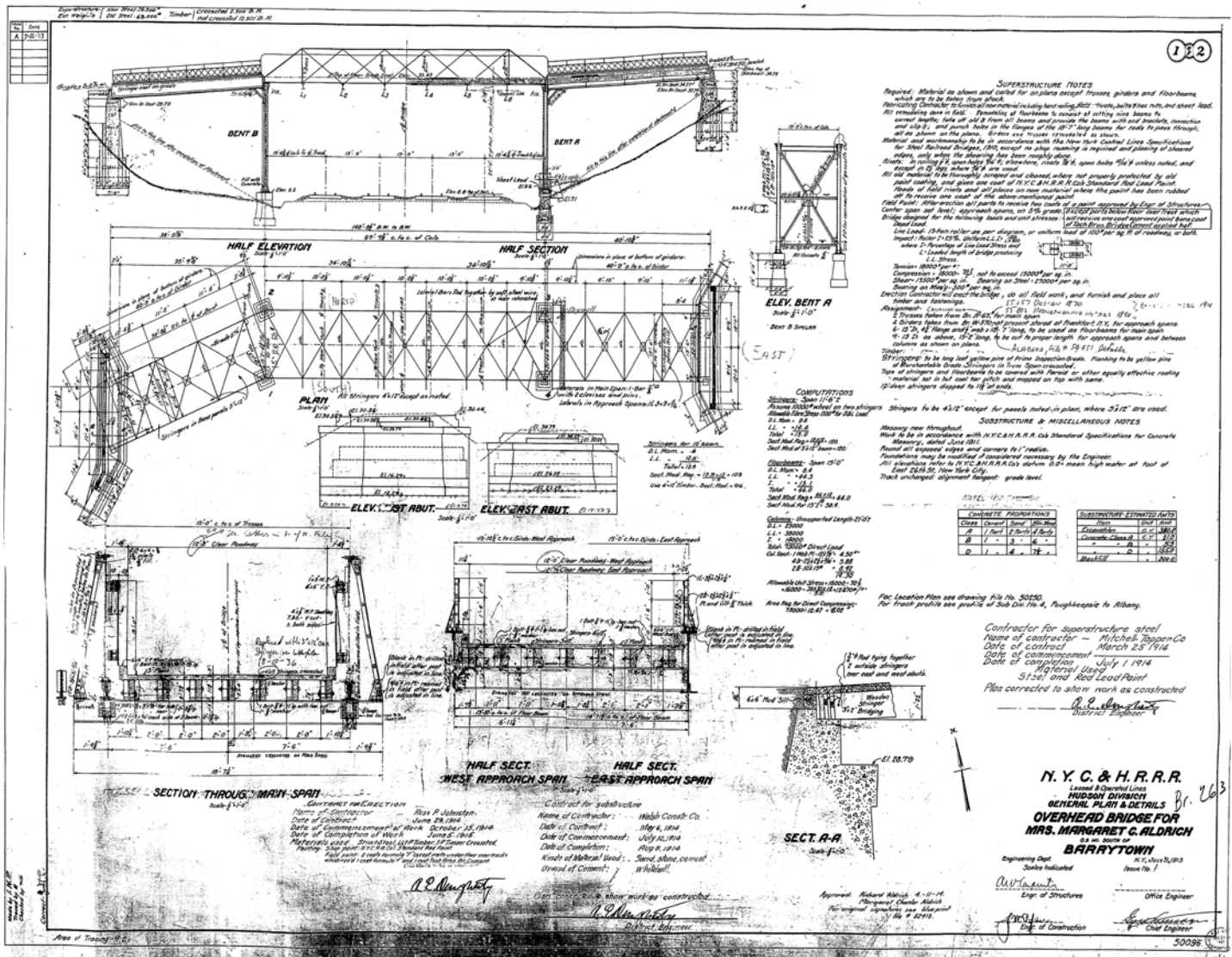


Bridge location - 2021



View of bridge deck - looking east

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* Hudson River Access Reference pages are copied directly from the 2020 Hudson River Access Plan

ROKEBY / LABERGERIE LANE / ASTOR POINT

PHOTOS & AMENITIES



ASTOR POINT / ROKEBY

CROSSING TYPE



SIZE

4.2 Acres (river edge)

OWNERSHIP

Private

EXISTING AMENITIES



CROSSING CHARACTERISTICS

An existing bridge over the railroad provides the property owner access to Astor Point and the Hudson River.

DESIRED AMENITIES

EXISTING USE & FACILITIES ON SITE

Though this site is private, during good ice years the property owner has allowed access to the Hudson River Ice Yachting Club and local residents for ice boating.



//

I've used this site in 2014 during a "good ice year." The property owner was kind enough to invite the public here for ice boating. This bridge should not be lost!"

—Survey Respondent

40
respondents already use
this site, and

20
respondents would like
to use this site

The most desired amenities
for this site are:



57%

would like to use this site for
**scenic views and canoe/kayak
access**

50%

would like to use this site for
birding and recreation

RECOMMENDATION

Maintain existing bridge over the railroad to Astor Point. Include the bridge in a corridor-wide bridge rehabilitation contract.

MIDWOOD

CLERMONT

A private 1914 Warren truss bridge, double intersection, (155' x 14.25') spans the railroad to a small landing at Midwood where water-related recreation is enjoyed. The bridge is comprised of four spans. In addition to the main truss span, there is a steel girder span on each side of the truss, and an additional short pane on the east end comprised of recently constructed wood components. The substructure is comprised of 3 concrete piers and 2 concrete abutments. The bridge is located in and is a contributing feature to the Hudson River National Historic Landmark District.

The 1938 USGS 15-minute map indicates a road and bridge crossing turning north onto the landing; the 1895 map shows no access across the railroad.^[1]

This 82-acre estate in Clermont includes a home built for Robert R. Livingston Clarkson and his wife Mary Otis in 1888 on land previously subdivided from the historic riverfront Clermont estate of his Livingston forebears.^[2] “The name Midwood referred to its cozy position—sandwiched between Southwood and Northwood.”^[3] All three estates, Northwood, Southwood, and Midwood, as well as nearby Oak Lawn, Holcroft, and Chiddingstone, were 19th century country seats built by descendants of Edward P. Livingston, the master of Old

Clermont from 1800 until his death in 1843.^[4]

A bridge was constructed over the tracks for Mr. Clarkson in 1914. Mr. Clarkson operated a business on the waterfront, selling coal to Columbia County residents. A dock and/or pier, the vestiges of which can be seen at low tide, once served shipping interests at this location. Later, Clarkson’s descendants in the Washburn and Gray families kept six iceboats in the carriage House and sailed them on the ice in wintertime. The ice boats were subsequently donated to the State Museum in Albany.^[5]

Midwood, unlike many other nearby riverfront estates, boasts land riverward of the rail line. To capitalize on this river access, neighbors Hart Perry and his wife Diana recently gifted the current property owner, Joan K. Davidson, a 100-year old corn crib once used at Southwood. The corn crib has since been adapted as a boathouse to store kayaks, which are paddled by family members on the River.^[6]

Maintaining the bridge in good condition will ensure the property owner and family members will continue to be able to enjoy the Hudson River for boating and other forms of water-related recreation.

[1] USGS 15-minute Catskill topographic map; 1895, 1938

[2] Correspondence with Wint Aldrich; 1/3/2021

[3] Estersohn, Pieter; *Life Along the Hudson: The Historic Country Estates of the Livingston Family*; New York: Rizzoli Press; 2018; p. 269

[4] <http://clermontny.org/history-properties/the-clermont-estate/>

[5] Correspondence with Joan K. Davidson; 12/24/2020

[6] Estersohn, Pieter; *Life Along the Hudson: The Historic Country Estates of the Livingston Family*; New York: Rizzoli Press; 2018; p. 270



100 Year Old Corn Crib

MIDWOOD

CLERMONT

BRIDGE STATISTICS

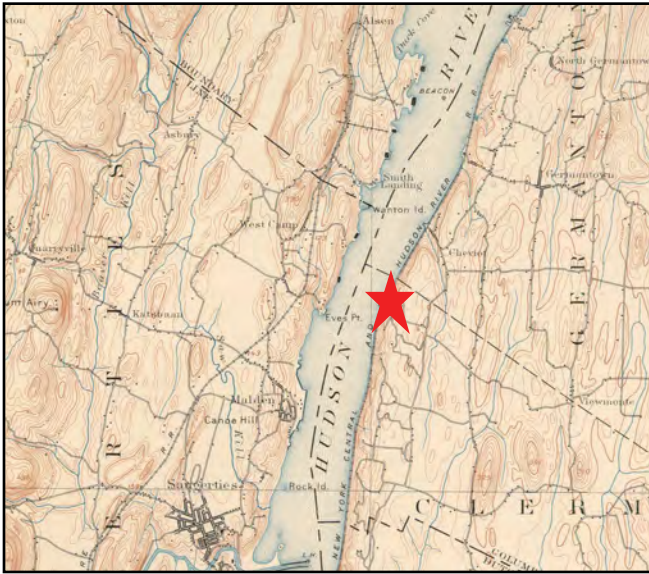
National Register Status	NR 1972; NR 1979; HRNHLD 1990
Town / County	Clermont / Dutchess County
Longitude and Latitude	42.103385 -73.91557526
Milepost / BIN	102.01
USN	02 106.000033
Year Built	1914
Line	AR NY
Public Access Opportunities	No current public access
Feature Carried	Private Road:
Condition Rating/Flags	Unknown
Rehabilitation year(s)	Unknown
Year of last major inspection	Unknown
Date load rating performed	Unknown
Design live load	13 ton roller
Existing posted load	Open
Length / width	155 ft. / 14.25 ft.
Number of spans	4
Type of deck	3" x 12" Yellow pine
Type of truss	Double Intersection Warren Truss

STATUS KEY:

HRNHLD: Hudson River National Historic Landmark District

NR: National Register

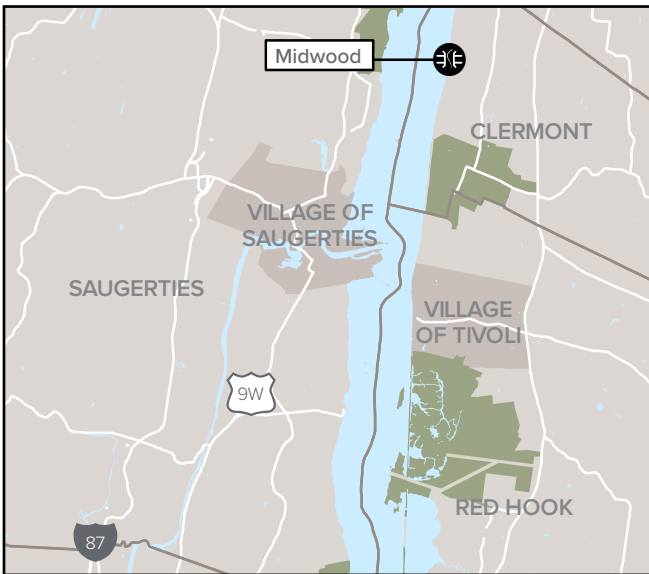
USN: Unique Site Number



Survey map - 1895



Survey map - 1939



Bridge location - 2021



SE approach spans



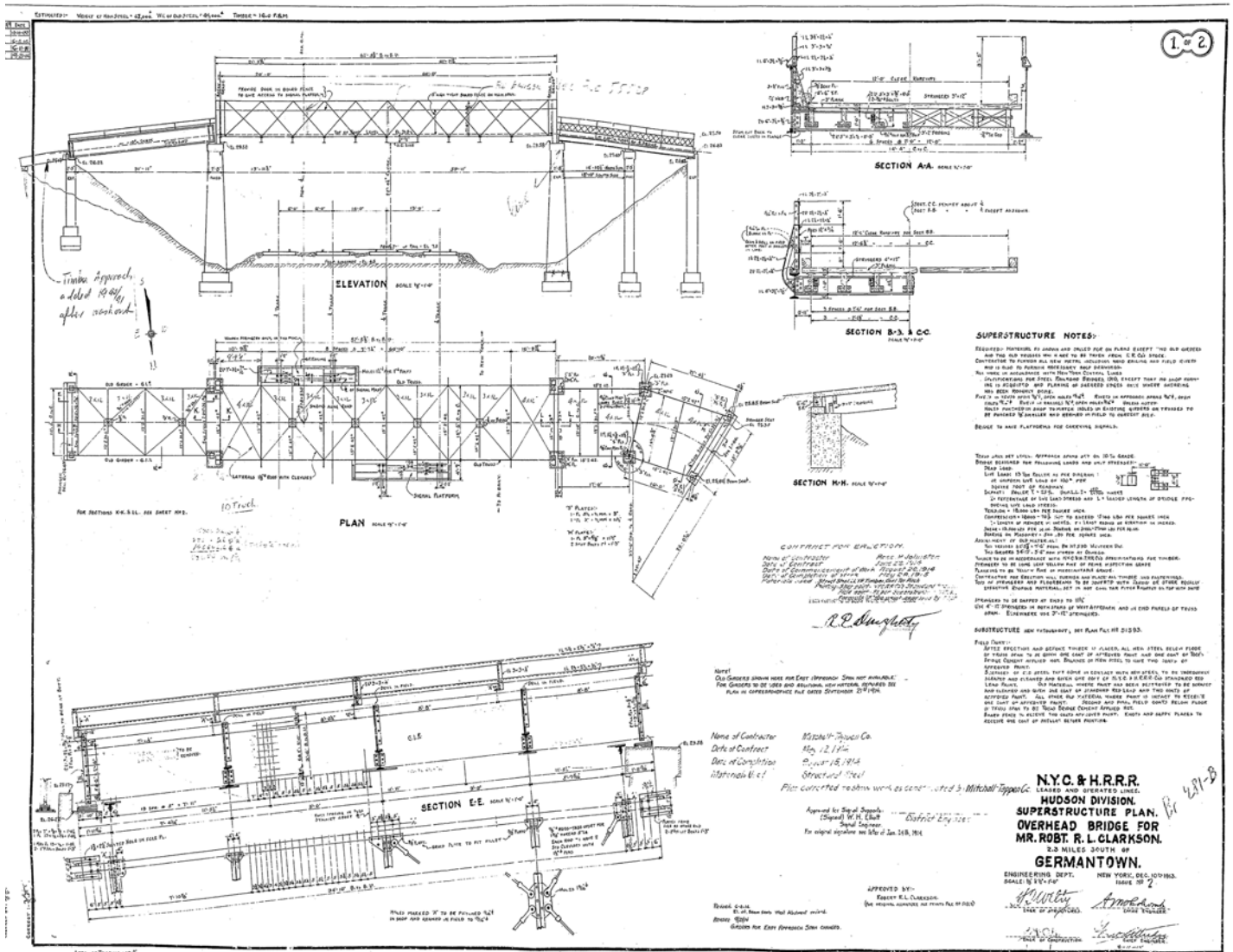
Eastern pier bearing with exposed rebar



Bridge overview - looking south

MIDWOOD

SAMPLE ORIGINAL CONSTRUCTION DRAWING



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MIDWOOD

PHOTOS & AMENITIES



Source: Jeffrey Anzevino / Scenic Hudson

MIDWOOD ESTATE

CROSSING TYPE



SIZE

80 acres

OWNERSHIP

Private

EXISTING AMENITIES



CROSSING CHARACTERISTICS

An open single-lane truss bridge spans the rail line.

DESIRED AMENITIES

EXISTING USE & FACILITIES ON SITE

The property is privately owned, but the property owner invites environmental education groups from the City of Hudson to use it, park their kayaks in the boathouse, have picnics, and conduct environmental studies in the river. The owner would like to install flexible docks to facilitate this type of access.

//
I use this every day. All spring, summer, fall to kayak, and otherwise to walk, view sunset and just enjoy viewing the eagles that perch in this area.”

—Survey Respondent

33
respondents already use
this site, and

30
respondents would like
to use this site

The most desired amenities
for this site are:



100%
would like to use this site for
recreation and scenic views

75%
would like to use this site for
birding and canoe/kayak access

RECOMMENDATION

Maintain existing bridge crossing as part of a corridor-wide bridge repair contract.