HIGHWAYS OF THE HUDSON RIVER VALLEY
Team 2—The Patriots
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Highways of the Hudson River Valley
THESIS

With the expansion of highways into the Hudson River Valley people were able to move throughout the region and experience the peaceful scenic views away from their busy city life. This caused a change in the way people lived and moved creating a shift in population, industry and culture.
In 1942, a bill was adopted by the state legislature to build the Thruway across New York State. In 1953, the first section opened from Saugerties to Kingston. This was a precursor for the design of the Palisades. The Palisades Parkway was started in 1974 and finished in 1958. It provided a route between state parks in the Hudson River Valley. Construction started on the Taconic Parkway in 1927 in Westchester County and was finished in 1963 in Columbia County. In 1908 U.S. route 9 was an undesignated route. While winding its way north along the Hudson River Valley, it took many names by combining with other roads. Old Albany Post Road dates back to the mid-17th century.

The five major highways are the, New York State Thruway, Taconic State Parkway, and the Palisade Parkway. All of these highways were developed by several prominent people that had a major role in the creation of the highways. The names of these key leaders are, Governor Thomas E Dewey, President Franklin Roosevelt, Gilmore Clarke, William A. Welch and John D. Rockefeller.

Locust Grove, on Route 9, teaches us about the Morse family. The site now has a purpose to “preserve the estate for the enjoyment, visitation, and enlightenment of the public.” Stop at the Taconic Outdoor Education Center if interested in learning about the areas around the Taconic and their offerings. Come to Fort Montgomery with students or family because it contains local history and is right off the Palisades Parkway. The Bird and Bottle Inn was a stagecoach stop for those journeying between Albany and New York City. This site represents the role and significance of Old Albany Post Road. At the Museum Village in Monroe, on Route 17 off of Interstate 87 (New York State Thruway), students can learn more about their ancestors and what daily life used to be like in the Hudson River Valley.
The interpretive signs will be placed at each of the key sites. Each sign discusses the importance of the major highways in the Hudson River Valley in general and the importance of the closest highway.

Macadam, named after its inventor John Loudon Macadam, was the first type of asphalt to ever be created and was used in 1820. It consists of aggregate layers of stone with a binder as a cementing agent; they are then mixed in an open-structure. His method for laying it down consisted of men hammering the stones to proper size and then being laid down one shovel at a time. Today’s roads are paved with hot mix asphalt.

When comparing Westchester County, the city of Poughkeepsie, Putnam County, Orange County, and Rockland County one can immediately see that Westchester has the largest population and amount of land. The people who have the largest median household income are those who live in Putnam County. One can also see the diversity of the people in each region. It is important to be aware of the demographics of an area in order to gain a better understanding of the culture and people who live there and to have a better appreciation of that area. We can also see how highways have helped increase the population since the 1700s, serving as a travel route and link to counties in the Hudson River Valley helping this region gain popularity.

When traveling on the highways of the Hudson River Valley, drivers will be able to see the route markers that direct them to the key sites in the area. Each sign will have a picture of an old car, “highways of the Hudson River Valley,” and the name of the site.
HISTORY
Chrissy Robinson

Highways of the Hudson River Valley
NEW YORK STATE THRUWAY

- In 1942 a Bill was adopted to build a super highway across New York State.
- In 1953 the first section opened in the Hudson River Valley: from Saugerties to Route 28 in Kingston.
THE PALISADES PARKWAY

In 1903 a proposed rustic road called Henry Hudson Drive was the precursor for Parkway the Palisades.

It was built to provide a Route to the local State Parks.

Started in 1947 and finished in 1958.
THE TACONIC STATE PARKWAY

Franklin Roosevelt was instrumental in getting the Taconic built. It was meant to provide access to State Parks.

Construction started in 1927 in Westchester county and finished in 1963 in Columbia county.

Highways of the Hudson River Valley
U. S. Route 9

In 1908 Route 9 was an undesignated Route. There are a total of 19 suffixed Routes with 17 Designations, 9 of them were removed or changed during the 1930 state highway renumbering.
OLD ALBANY POST ROAD

The history of Old Albany Post Road dates back to the 17th century when it was used as trails by Native Americans: the Wiccopies And Wappinger tribes.

Originally mile markers were put in to Help accurately determine postal rates

Highways of the Hudson River Valley
KEY LEADERS

Team 2
Governor Thomas E. Dewey played a major role in the creation of the New York State Thruway.

He was the three-term Republican Governor of New York from 1943-1955.

In 1964, the New York State Legislature commended that the Thruway System be named “The Governor Thomas E. Dewey Thruway,” recognizing the former Governor’s vision and leadership in sponsoring the creation of the cross-state superhighway.
President Roosevelt was a Dutchess County resident, who was influential in getting the project of the Taconic Parkway going.

Roosevelt envisioned a scenic road through the eastern Hudson Valley, and wanted the route accessible to local parks.

Gilmore Clarke was the landscape architect who designed the winding and hilly route.
**OLD ALBANY POST ROAD**

- The road had several different names due to the different people that used it as time went on.

- In 1671, the Wappinger and Wicoppee Indians carried mail on foot on this trail.

- In 1703, the British took over the road and it became the “Queen’s Road” or the “King’s Road”. This was during the control of Queen Anne and later on George I and II.
In 1933 through 1934, the first thoughts of the Palisade Parkway were developed by William A. Welch. Welch wanted to build a parkway to connect the New Jersey Palisades with the state parks along the Hudson River in Rockland and Orange Counties.

Welch gained support from John D. Rockefeller, who donated 700 acres of land along the New Jersey Palisades overlooking the Hudson River.
Locust Grove: The Samuel Mores Historical Site

Route 9 in Poughkeepsie.

Making history for more than 2 centuries

A not-for-profit foundation to preserve the estate for “the enjoyment, visitation, and enlightenment of the public.”
–lgny.org

180 acres of land including gardens, carriage rides along the Hudson, and a home of the upper class.
Bird and Bottle Inn

Originally known as Warren's Tavern, the property was a stagecoach stop and catered to those journeying between Albany and New York City.

Today the property offers dining experiences as well as a bed and breakfast.

Kendra Wales

Hudson River Valley Gift Card

Highways of the Hudson River Valley
Fort Montgomery & Fort Clinton

Highways of the Hudson River Valley

All photos by Sabrina Scanga
Taconic Outdoor Education Center

Douglas Hegley

Historic iron-mining region

Maple sugaring, hiking, and environmental learning

Great place to take your class one day!

Highways of the Hudson River Valley

NYS Office Of Parks

Caroline Hood
Museum Village

Offers the opportunity for visitors to see, touch, hear, and understand life in 19th century America.

The beautiful 17 acre site includes:
- Weave Shop
- Dress Emporium
- Cobbler Shop
- Blacksmith
- Broom Maker
- Pharmacy
- General Store
- Barber Shop
- School House
- and much, much more.

http://www.museumvillage.org/educate.htm
Interpretive Signs of the Major Highways

Samuel Nowack

Highways of the Hudson River Valley
The parkway proposal was made by Franklin D. Roosevelt in 1925.

Timeline of construction:
- 1932-1938 Putnam County
- 1937-1938 Dutchess County
- 1939-1943 Dutchess County
- 1939-1943 Columbia County
- 1940-1943 Columbia County

Taconic State Parkway

"Rolling through the natural scenic charm of one of New York State’s most beautiful country regions, the Taconic State Parkway is a composite of safety, beauty and utility, representing every known facility for safe and modern parkway construction yet devised."

—Robert Moses

Highways of the Hudson River Valley

Designed by Gilmore Clark to give a scenic route from New York City to above the Bear Mountain Bridge.
The Road of Many People

1669: Designated to be used as a postal route between what would later be New York and Albany.

1730 & 1754: Road widened for military use.

1763: First mile-markers were placed.

Old Albany Post Road

Highways of the Hudson River Valley

1850: With the construction of the Hudson River Railroad, the route became obsolete as a postal route.

2010: A section of the old route remains.
Quarrying for railroad basalt threatened the Palisades.

John D. Rockefeller donated 700 acres to help preserve the area.

The Parkway stopped quarrying and preserved the parks in its natural beauty.

Palisades Parkway

Construction began on the New York section on April 1, 1947

Final five-mile section in New York opened on August 28, 1958

Spans 38.25 miles between New Jersey and New York

Highways of the Hudson River Valley

Highways of the Hudson River Valley have changed the way people have lived and moved throughout the region. They linked surrounding areas to the Hudson Valley helping it to gain popularity and increase in population.
A super-highway for All Drivers

A super highway that stretched across New York was first proposed in 1940’s.

Timeline of construction:
- Lowell to Rochester (118 miles) June 1954
- Rochester to Buffalo (63 miles) August 1954
- Lowell to Westmoreland (6 miles) September 1954
- Westmoreland to Harriman (198 miles) December 1954
- Harriman to Suffern (15 miles) July 1955
- Suffern to Yonkers (27 miles) December 15, 1955
- Yonkers to the Bronx (3 miles) August 31, 1956

New York State Thruway

Officially named the Thomas E. Dewey Thruway

One of the Longest toll roads in the United States

Highways of the Hudson River Valley

Orange County, the New York State Thruway carries approximately 80,000 vehicles per day.

Highways of the Hudson River Valley have changed the way people have lived and moved throughout the region. They linked surrounding areas to the Hudson Valley helping it to gain popularity and increase in population.
TECHNICAL
Chrissy Robinson

Highways of the Hudson River Valley
The first type of asphalt was called macadam. It was invented by John Loudon Macadam. It was first used in 1820 and is still used on some roads today.
What are highways made of today and how are they built?

When driving down the Road these are some things You might see. These are the machines and equipment that are commonly used When building a road.

Equipment used:
Recycler
Steamroller
Paver
Heat sensor

Highways of the Hudson River Valley
Types of material used on roads:

- Concrete 84
- Cobble stone
- Macadam
- Asphalt
- Dirt

These are materials that can be found on all modern roads. Some are more common then Others due to their reliability to withstand the weather. Asphalt is the most commonly found material.

Highways of the Hudson River Valley
macadam was constructed and mixed by hand. Men would hammer the rocks until they were the right size to be used. Then they were mixed with a tar and oil mixture by hand and laid out by the shovel full.

Today's roads are constructed in a similar fashion. The difference though is that now machines do the work that men used to do. In quarries the rocks are crushed and mixed, on the sites trucks and pavers lay the asphalt out and steam rollers flatten it to make it smooth.
RELATIONSHIP TO NEAREST TOWNS OR OTHER MUNICIPALITIES

Irene Dorotheos

Highways of the Hudson River Valley
### Analyzing Population

<table>
<thead>
<tr>
<th>Location</th>
<th>Population</th>
<th>% White People</th>
<th>% Black People</th>
<th>% Asian People</th>
<th>% Hispanic/Latino Origin</th>
<th>People with Disabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westchester County</td>
<td>955,462</td>
<td>77.5%</td>
<td>14.4%</td>
<td>6.1%</td>
<td>19.8%</td>
<td>147,066</td>
</tr>
<tr>
<td>City of Poughkeepsie</td>
<td>30,050</td>
<td>52.8%</td>
<td>35.7%</td>
<td>1.6%</td>
<td>10.6%</td>
<td></td>
</tr>
<tr>
<td>Putnam County</td>
<td>99,265</td>
<td>93.2%</td>
<td>3.3%</td>
<td>0.2%</td>
<td>11.1%</td>
<td>12,859</td>
</tr>
<tr>
<td>Orange County</td>
<td>383,532</td>
<td>84%</td>
<td>11.1%</td>
<td>0.5%</td>
<td>17%</td>
<td>56,705</td>
</tr>
<tr>
<td>Rockland County</td>
<td>300,173</td>
<td>80.4%</td>
<td>11.4%</td>
<td>0.3%</td>
<td>13.8%</td>
<td>42,751</td>
</tr>
</tbody>
</table>
## ANALYZING OLD AND NEW POPULATIONS

### POPULATION

<table>
<thead>
<tr>
<th>County</th>
<th>Old Population</th>
<th>New Population (current)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westchester County</td>
<td>24,003 (circa 1790)</td>
<td>955,462</td>
</tr>
<tr>
<td>City of Poughkeepsie</td>
<td>11,511 (circa 1850)</td>
<td>30,050</td>
</tr>
<tr>
<td>Putnam County</td>
<td>11,268 (circa 1820)</td>
<td>99,265</td>
</tr>
<tr>
<td>Orange County</td>
<td>18,492 (circa 1790)</td>
<td>383,532</td>
</tr>
<tr>
<td>Rockland County</td>
<td>6,353 (circa 1800)</td>
<td>300,173</td>
</tr>
</tbody>
</table>
### Other Data for Comparisons

<table>
<thead>
<tr>
<th></th>
<th>Land Area (square miles)</th>
<th>High School Grads</th>
<th>Bachelors Degree or higher education</th>
<th>Median household income</th>
<th>Per capita money income</th>
<th>People below poverty level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westchester County</td>
<td>432.82</td>
<td>83.6%</td>
<td>40.9%</td>
<td>$79,195</td>
<td>$36,726</td>
<td>8.4%</td>
</tr>
<tr>
<td>City of Poughkeepsie</td>
<td>5</td>
<td>72.3%</td>
<td>19.5%</td>
<td>$29,389</td>
<td>$16,759</td>
<td>22.7%</td>
</tr>
<tr>
<td>Putnam County</td>
<td>231.28</td>
<td>90.2%</td>
<td>33.9%</td>
<td>$88,929</td>
<td>$30,127</td>
<td>4.9%</td>
</tr>
<tr>
<td>Orange County</td>
<td>816.34</td>
<td>81.8%</td>
<td>22.5%</td>
<td>$70,345</td>
<td>$21,597</td>
<td>9.7%</td>
</tr>
<tr>
<td>Rockland County</td>
<td>174.22</td>
<td>85.3%</td>
<td>37.5%</td>
<td>$84,076</td>
<td>$28,082</td>
<td>10.4%</td>
</tr>
</tbody>
</table>
## Business and Retail

### Highways of the Hudson River Valley

<table>
<thead>
<tr>
<th>County</th>
<th>Retail sales per capita</th>
<th>Total # of firms</th>
<th>Private non-farm establishments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westchester County</td>
<td>$12,589</td>
<td>106,366</td>
<td>32,445</td>
</tr>
<tr>
<td>City of Poughkeepsie</td>
<td>$13,401</td>
<td>2,808</td>
<td></td>
</tr>
<tr>
<td>Putnam County</td>
<td>$6,994</td>
<td>10,777</td>
<td>3,049</td>
</tr>
<tr>
<td>Orange County</td>
<td>$11,323</td>
<td>27,044</td>
<td>9,441</td>
</tr>
<tr>
<td>Rockland County</td>
<td>$10,786</td>
<td>29,675</td>
<td>9,337</td>
</tr>
</tbody>
</table>
HIGHWAY ROUTE MARKERS
Samuel Nowack

Highways of the Hudson River Valley
LOCUST GROVE
FORT MONTGOMERY HISTORIC SITE
BIRD & BOTTLE INN
USEFUL WEBSITES
IMPORTANT WEBSITES

- Taconic Outdoor Education Center
- Video
- Twin Forts
- NYS Park
- Bird and Bottle Inn
- Locust Grove
- The Hudson River Valley
- Ramapo
- Hudson Valley
- Empire State Roads
"A manual of the principles and practice of road-making: Comprising the location, construction, and improvement of roads (common, macadam, paved, plank, etc.); and rail-roads." Internet Archive: Digital Library of Free Books, Movies, Music & Wayback Machine. N.p., n.d. Web. 12 Oct. 2010. <http://www.archive.org/stream/manualofprincipl00gillrich#page/n3/mode/2up>. This site was significant because it helped with knowing what the roads were made of. Also it discussed why that material was used.

"Albany County Hall of Records." Albany County. Tivoli Times, n.d. Web. 11 Oct. 2010. <www.albanycounty.com/anchor/pdf/newsletter/Tivoli-Times-01_01.pdf>. This website was very helpful for finding information about old Albany Post Road. It provided information on how this road was known for many different names. This websites also provided maps of Albany Post Road from 1810.


"Fort Montgomery." New York Division of Military and Naval Affairs. N.p., n.d. Web. 1 Oct. 2010. <dmna.state.ny.us/forts/fortsM_P/montgomeryFort.htm>. This site was used to find information on Fort Montgomery as a key site. Information such as location and significance of area were given.


"Plan to save the Palisades." *New York Times* 27 June 1899: 6. Print. This site allowed me to learn about why the Palisades Parkway was built.


"Proposal." *New York Times* 23 July 1958: 41. Print. This website was significant because it discussed the proposal to save the Palisades Parkway.


"Welcome to the Hudson River Valley National Heritage Area." Welcome to the Hudson River Valley National Heritage Area. N.p., n.d. Web. 5 Oct. 2010. <http://www.hudsonrivervalley.com>. This is a very significant website because it allows viewers to access information on ALL areas of the Hudson Valley and what they have to offer.


"YouTube - New York State Parks - Fahnestock and Hudson Highlands." Youtube-Broadcast Yourself.. N.p., n.d. Web. 1 Oct. 2010. <http://www.youtube.com/watch?v=YExq_fDAIKc>. This is a significant video on the Taconic State Park. If you are a visual person, watch this to learn more about the area.