



HIGHWAYS OF THE HUDSON RIVER VALLEY

Team 2—The Patriots



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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.



OVERVIEW

- 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 in 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.



OVERVIEW CONT...

- 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.





View from a Palisades Overlook

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

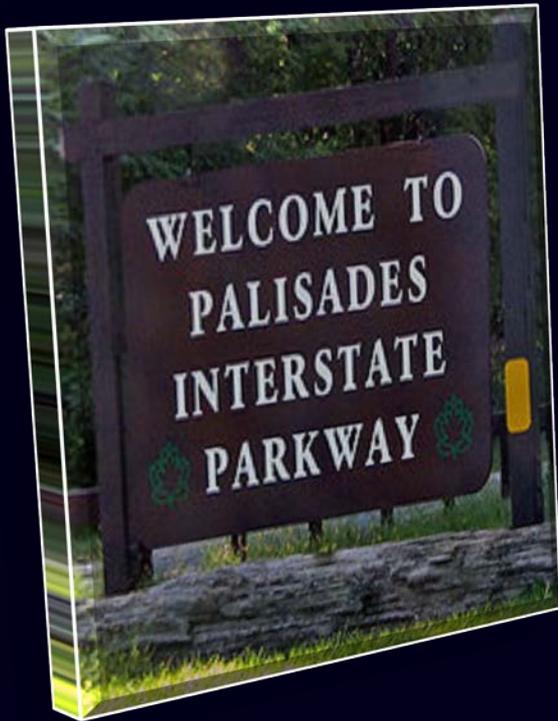


THE PALISADES PARKWAY

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.

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.

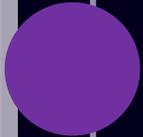
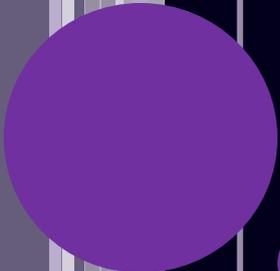
Originally mile markers were put in to Help accurately determine postal rates





KEY LEADERS

Team 2



NEW YORK STATE THRUWAY

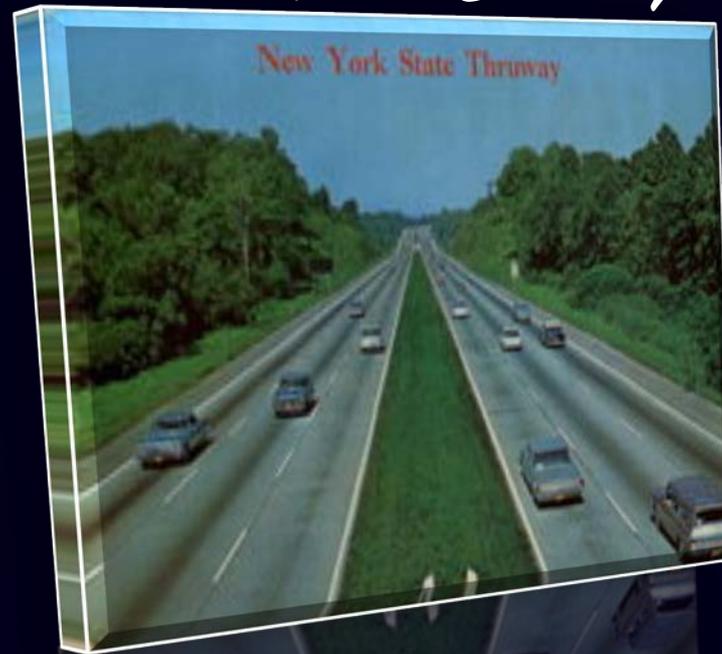
- Governor Thomas E. Dewey played a major role in the creation of the New York State Thruway.
- He was the three-term Republican Governor of New York from 1943-1955.
- In 1964, the New York State Legislature commended that the Thruway System be named “The Governor Thomas E. Dewey Thruway,” recognizing the former Governor’s vision and leadership in sponsoring the creation of the cross-state superhighway.



nndb

Thomas E. Dewey

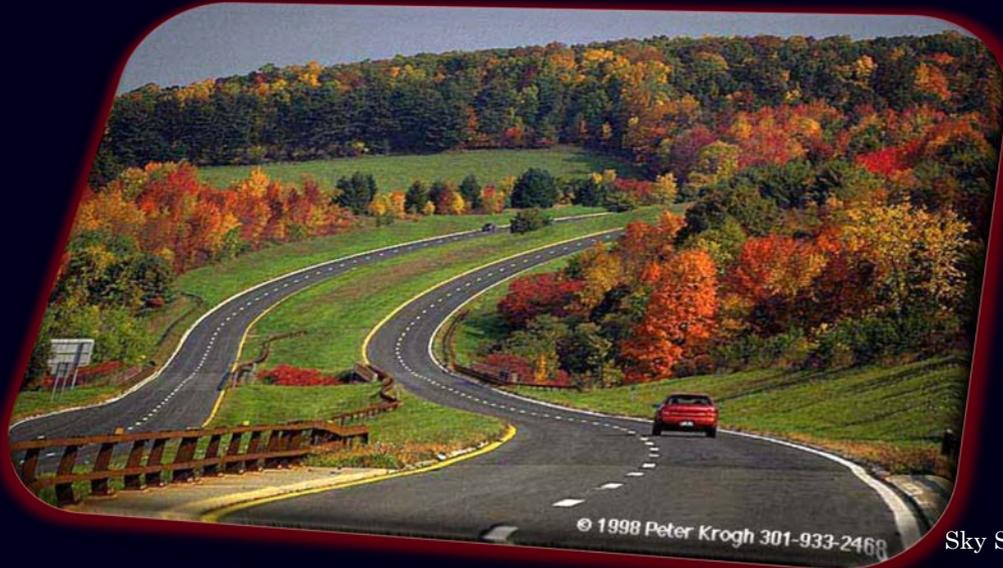
NYC Roads



Route Markers

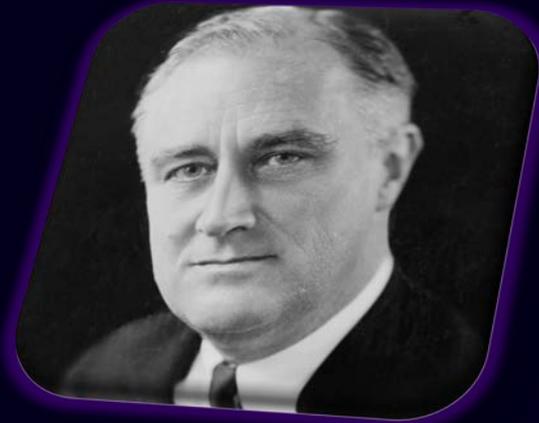
Highways of the Hudson River Valley

TACONIC STATE PARKWAY



© 1998 Peter Krogh 301-933-2168

Sky Scraper city



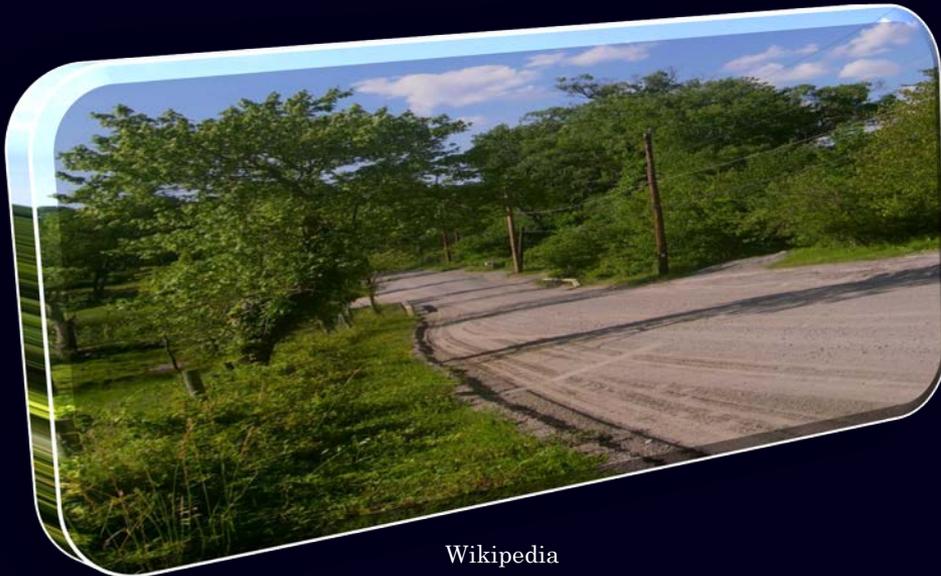
Franklin D. Roosevelt

- **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.**

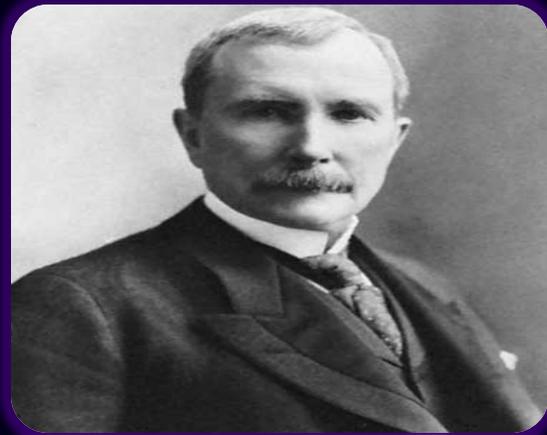


OLD ALBANY POST ROAD

- 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.

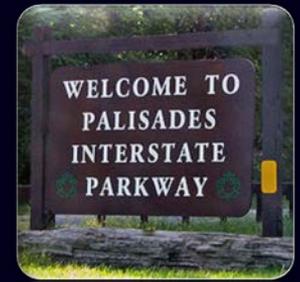


Wikipedia



John D. Rockefeller

PALISADE PARKWAY



Wikipedia

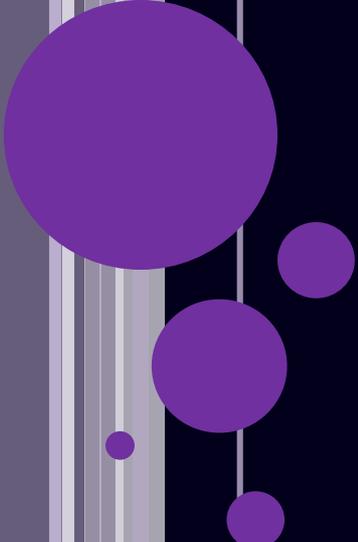
- In 1933 through 1934, the first thoughts of the Palisade Parkway were developed by William A. Welch. Welch wanted to build a parkway to connect the New Jersey Palisades with the state parks along the Hudson River in Rockland and Orange Counties.
- Welch gained support from John D. Rockefeller, who donated 700 acres of land along the New Jersey Palisades overlooking the Hudson River.



NYC roads



View of the Hudson from the Palisades



KEY SITES

Sabrina Scanga



Highways of the Hudson River Valley

Locust Grove: The Samuel Mores Historical Site

Route 9 in Poughkeepsie.



All Photo by Ekahau

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.

Highways of the Hudson River Valley



Bird and Bottle Inn



Kendra Wales

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



Hudson River Valley Gift Card

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

Fort Montgomery & Fort Clinton



All photos by Sabrina Scanga



A view of the Hudson River from Fort Montgomery

Popolpen Creek Trail to Fort Montgomery

You are standing on the site of Fort Clinton, which was built along with Fort Montgomery to prevent British ships from sailing up the Hudson River during the Revolutionary War. On October 6, 1777, the British captured both forts and destroyed them shortly thereafter.



Both an outstanding general, Fort Clinton was built in 1777, and a new general after Fort Montgomery. For the first time the British controlled the fort, they called it Fort Mifflin after the British commander who led the attack on Fort Clinton, resulting in its capture.

This trail leads down to the Popolpen Creek and across a bridge to Fort Montgomery State Historic Site. Fort Montgomery is an archaeological site and a historic ruin. Interpretive signs and an audio tour are available to help you understand the history of the fort and the battle.

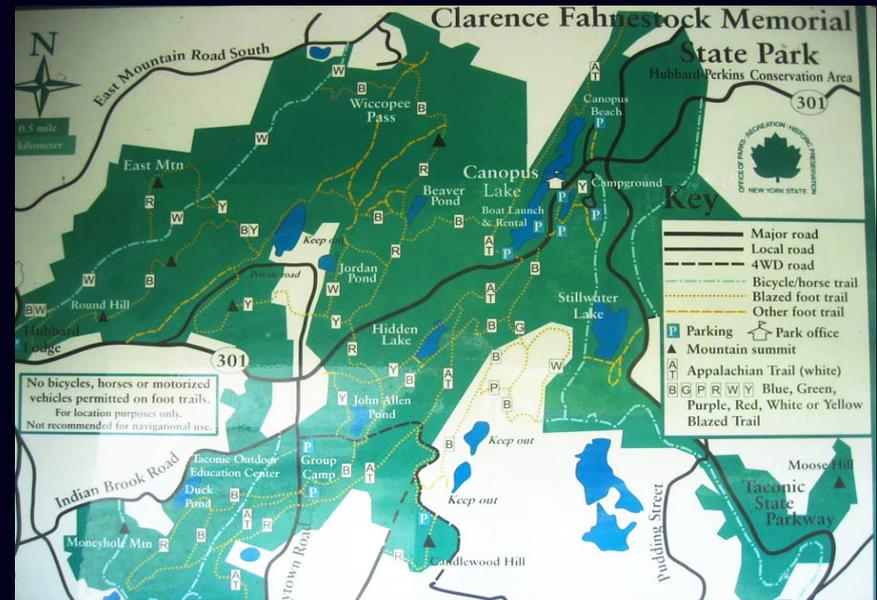


The Naval Battle of Fort Montgomery



TACONIC OUTDOOR EDUCATION CENTER

Douglas Hegley



NYS Office Of Parks

Historic iron-mining region

Maple sugaring, hiking, and environmental learning

Great place to take your class one day!

Highways of the Hudson River Valley



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.

A Journey through the Landscape

Timeline of construction:
1932-1938 Putnam County-Dutchess County
1938-1955 Dutchess County-Columbia County
1955-1983 Columbia County



Designed by Gilmore Clark to give a scenic route from New York City to above the Bear Mountain Bridge.

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

Highways of the Hudson River Valley have enriched the way people have lived and moved through the region. They linked surrounding areas to the Hudson Valley, helping it to gain popularity and visibility in the world.



Originally used
by the Native
Americans

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



Old Albany Post Road

1763 First mile-markers
were placed



1826 With the completion of
the Hudson River Railroad, the
route became obsolete as a
postal route

2010 A section of
the road remains
intact



Highways of the Hudson River Valley



Traveling Past History



Otisville Spring Hotel
1850s

... ..



US 9 spans 120 miles
from the George
Washington Bridge to
Champion, NY

Route 9



- 1887 2A - 12 miles
- 1891 2B - 6 miles
- 1911 11 - 25 miles
- 1917 30 - 25 miles
- 1927 36 - 72 miles
- 1937 23 - 72 miles
- 1947 34 - 112 miles
- 1957 36 - 142 miles
- 1967 41 - 112 miles
- 1977 28 - 112 miles



... ..

Highways of the Hudson River Valley



Designed to Protect the Landscape

Quarrying for rail road basalt threatened the Palisades.



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

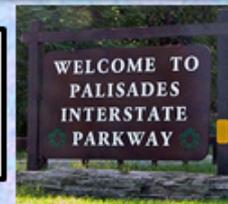
The Parkway stopped quarrying and preserved the parks in its natural beauty.

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 (115 miles) June 1954
- Rochester to Buffalo (63 miles) August 1954
- Lowell to Westmoreland (5 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

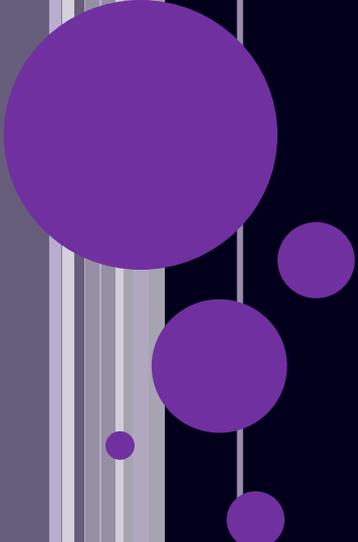


Orange County, the New
York State Thruway carries
approximately 80,000
vehicles per day

Highways of the Hudson River Valley

570 miles

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.



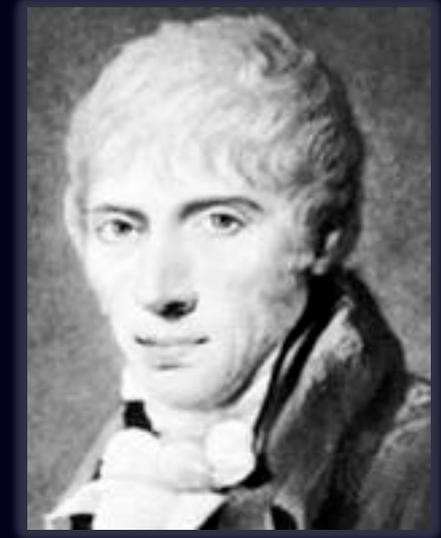
TECHNICAL
Chrissy Robinson



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.



Highways of the Hudson River Valley



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:



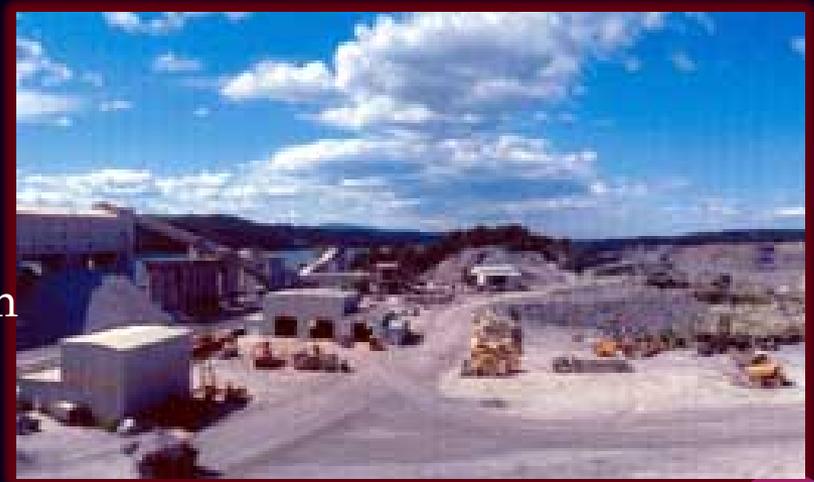
- Concrete 84
- Coble stone
- Macadam
- Asphalt
- Dirt

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

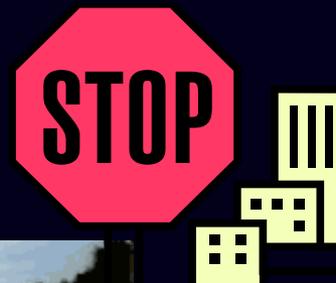


macadam was constructed and mixed by hand. Men would hammer the rocks until they were the right size To be used. Then they were mixed with a tar and oil mixture by hand and laid out by the shovel full.

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



ANALYZING POPULATION

	Population	% white people	% black people	% Asian people	% Hispanic/Latino origin	People with disabilities
<i>Westchester County</i>	955,462	77.5%	14.4%	6.1%	19.8%	147,066
<i>City of Poughkeepsie</i>	30,050	52.8%	35.7%	1.6%	10.6%	_____
<i>Putnam County</i>	99,265	93.2%	3.3%	0.2%	11.1%	12,859
<i>Orange County</i>	383,532	84%	11.1%	0.5%	17%	56,705
<i>Rockland County</i>	300,173	80.4%	11.4%	0.3%	13.8%	42,751

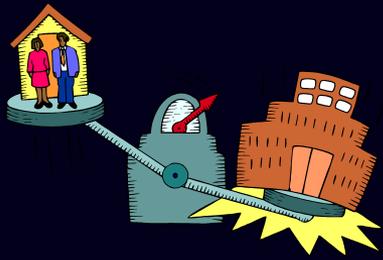
ANALYZING OLD AND NEW POPULATIONS



POPULATION

	Old Population	New Population (current)
<i>Westchester County</i>	24, 003 (circa 1790)	955, 462
<i>City of Poughkeepsie</i>	11, 511 (circa 1850)	30, 050
<i>Putnam County</i>	11, 268 (circa 1820)	99, 265
<i>Orange County</i>	18, 492 (circa 1790)	383, 532
<i>Rockland County</i>	6, 353 (circa 1800)	300, 173





OTHER DATA FOR COMPARISONS

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

BUSINESS AND RETAIL



	Retail sales per capita	Total # of firms	Private non-farm establishments
<i>Westchester County</i>	\$12,589	106,366	32,445
<i>City of Poughkeepsie</i>	\$13,401	2,808	_____
<i>Putnam County</i>	\$6,994	10,777	3,049
<i>Orange County</i>	\$11,323	27,044	9,441
<i>Rockland County</i>	\$10,786	29,675	9,337



Thruway
Heritage Site

Museum Village

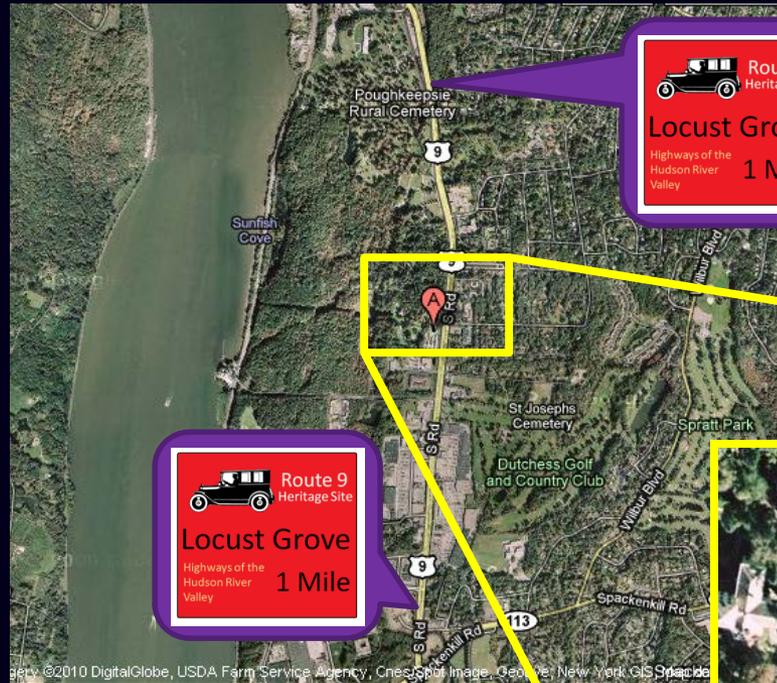
Highways of the
Hudson River
Valley

Next
Left

HIGHWAY ROUTE MARKERS

Samuel Nowack

LOCUST GROVE

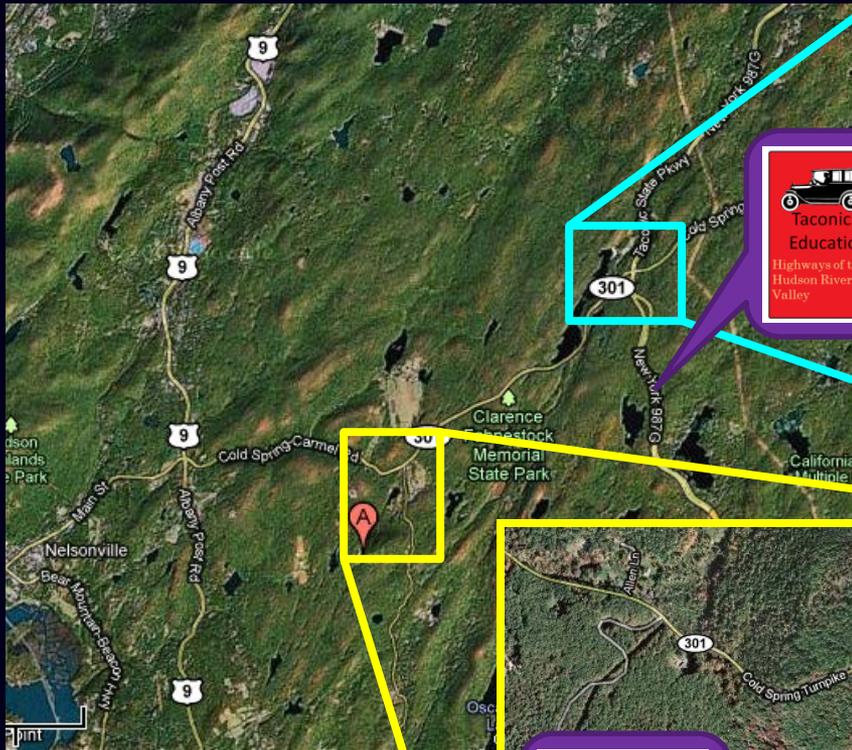


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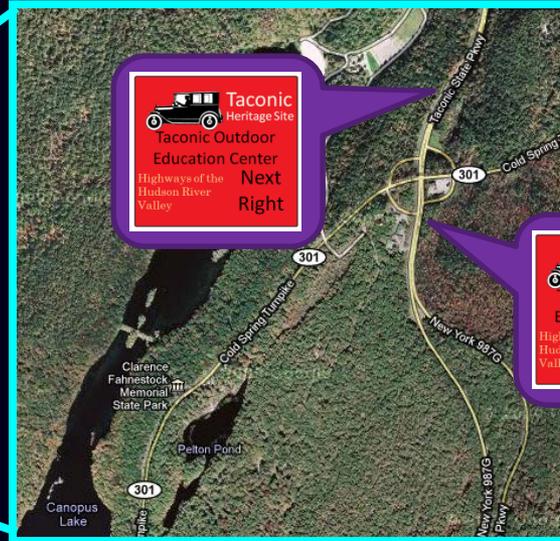


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TACONIC OUTDOOR EDUCATION CENTER

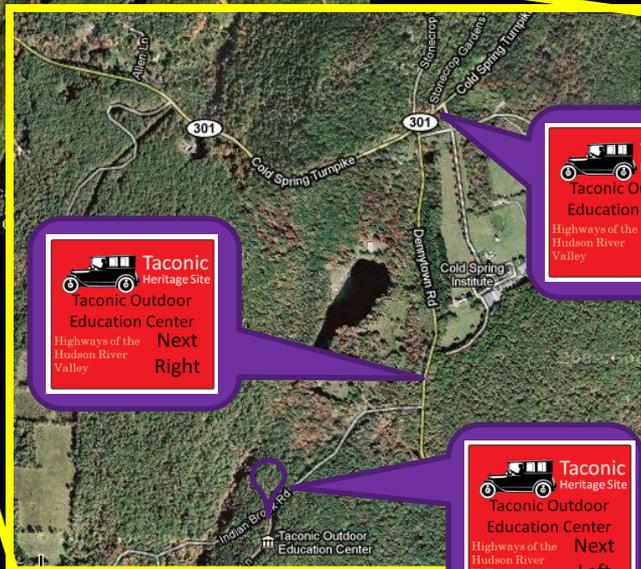


**Taconic**
Heritage Site
**Taconic Outdoor
Education Center**
Highways of the
Hudson River
Valley
Exit
1 Mile



**Taconic**
Heritage Site
**Taconic Outdoor
Education Center**
Highways of the
Hudson River
Valley
Next
Right

**Taconic**
Heritage Site
**Taconic Outdoor
Education Center**
Highways of the
Hudson River
Valley
Next
Left



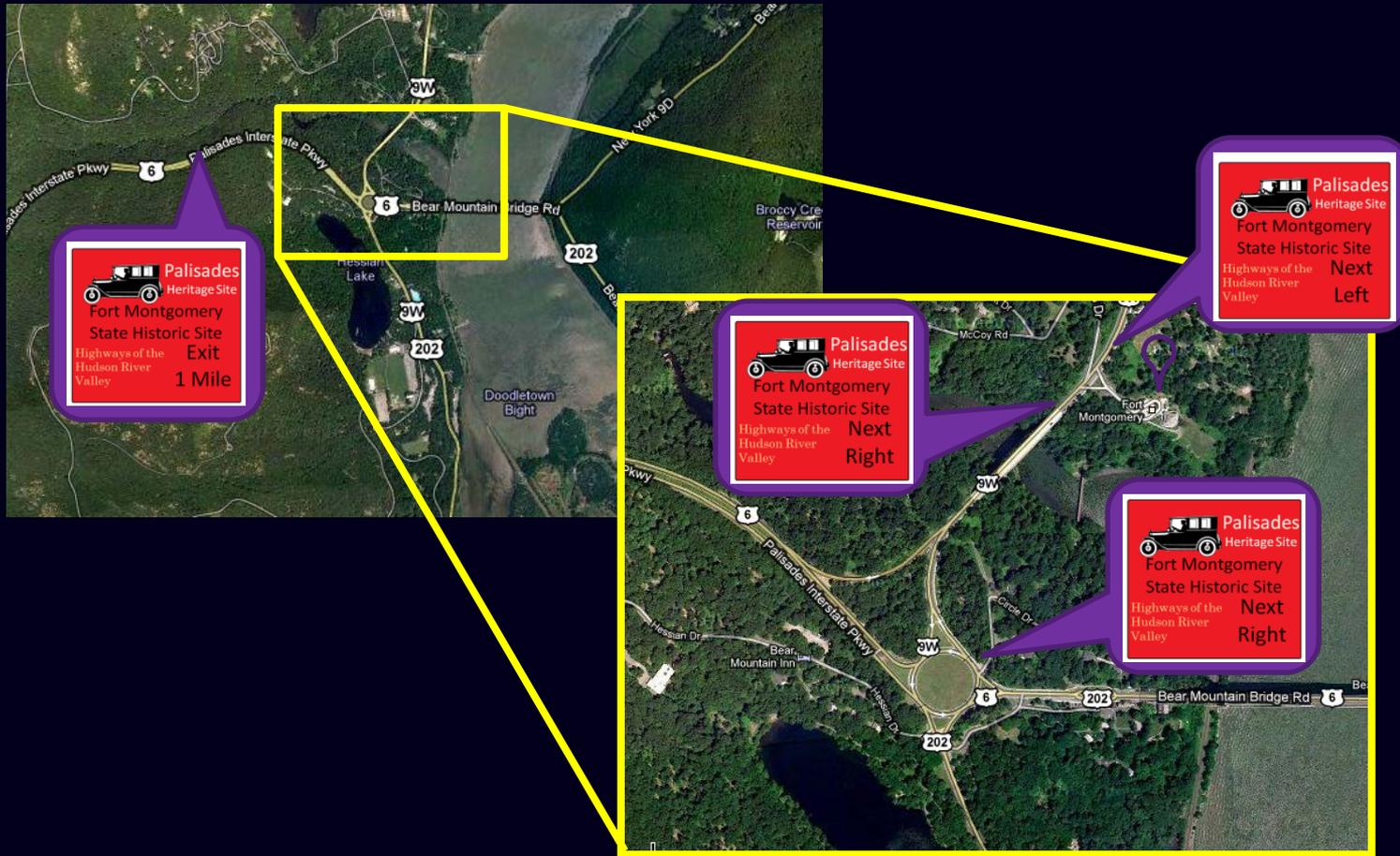
**Taconic**
Heritage Site
**Taconic Outdoor
Education Center**
Highways of the
Hudson River
Valley
Next
Right

**Taconic**
Heritage Site
**Taconic Outdoor
Education Center**
Highways of the
Hudson River
Valley
Next
Left

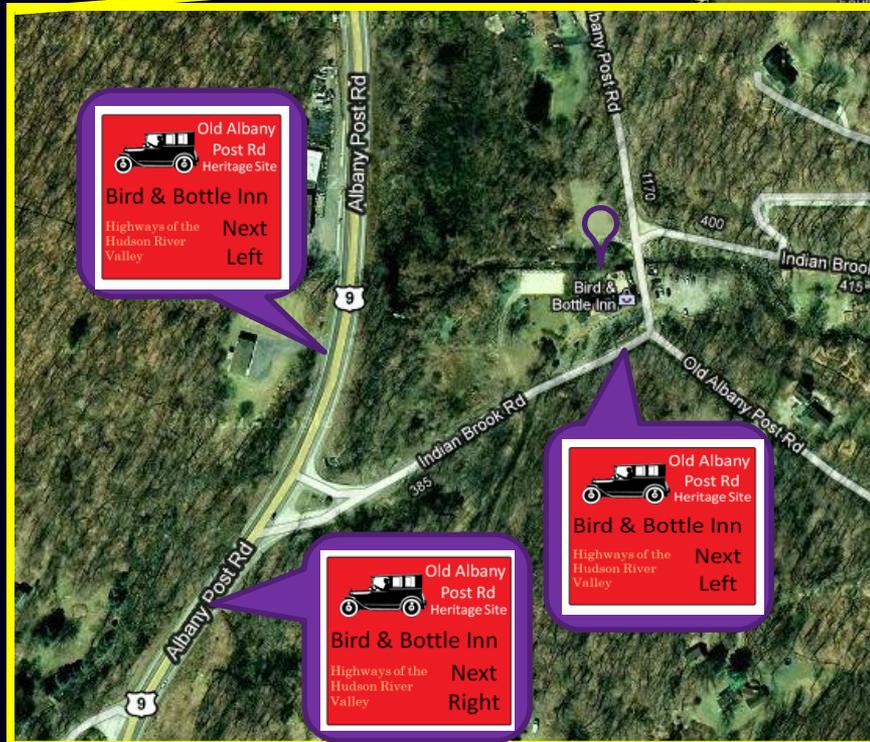
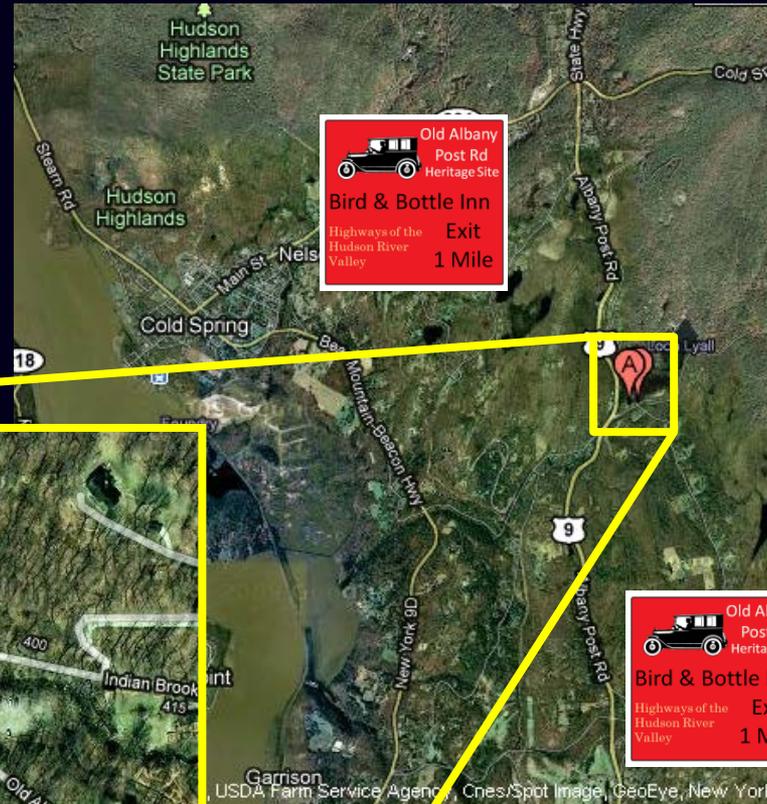
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Heritage Site
**Taconic Outdoor
Education Center**
Highways of the
Hudson River
Valley
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FORT MONTGOMERY HISTORIC SITE

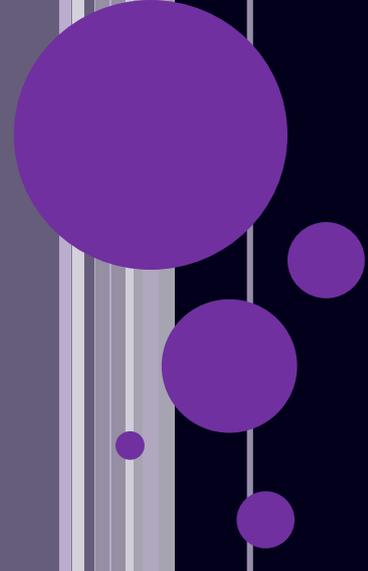
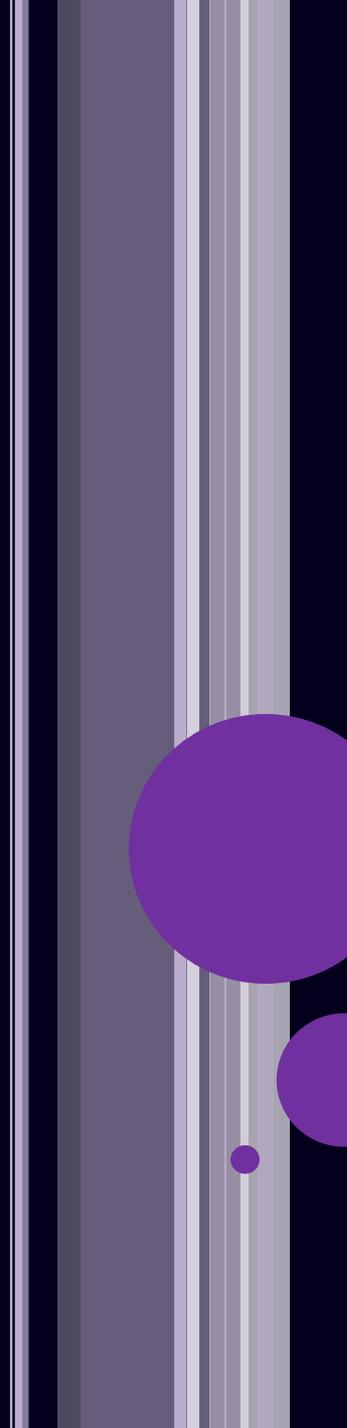


BIRD & BOTTLE INN



MUSEUM VILLAGE





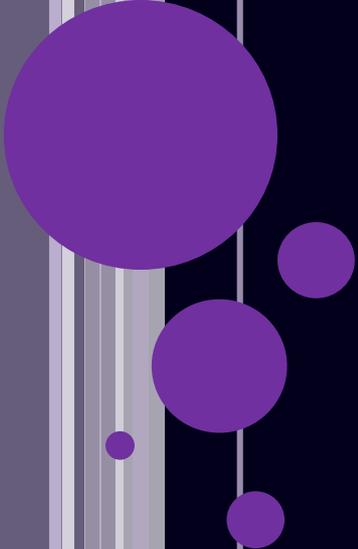
USEFUL WEBSITES



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





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<<http://www.archive.org/stream/manualofprincip100gillrich#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.
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