

APPENDIX 7-7

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE Section 106 of the National Historic Preservation Act For Locally-Administered Federal-Aid Projects

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations.

The Sponsor sends the package to the Regional Local Project Liaison for Regional Cultural Resource Coordinator (RCRC) review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE : 1/17/2024 PIN: 8761.44 BIN: 3342250

IDENTIFICATION

Project Name (if any): County Route 25A over Kinderhook Creek (BIN 3342250)

Project Area Boundaries: County Route 25A from Frisbee Lane to Hotel Lane

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County: Columbia Town: Stuyvesant

Hamlet: Stuyvesant Falls

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION

- Project Description** – Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.
- Location Maps** - Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.
- Photos** - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:
 - Buildings/structures more than 50 years old that are located along the property or on adjoining property
 - Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

LOCAL SPONSOR CONTACT

Firm/Agency: Columbia County

Name: Raymond Jurkowski Title: Commissioner of Public Works

Address: 4178 Route 23B City: Hudson

State: NY Zip: 12534

Phone: 518-828-7011

E-Mail: raymond.jurkowski@columbiacountyny.com

PIN: 8761.44
COUNTY ROUTE 25A OVER KINDERHOOK CREEK (BIN 3342250)
COLUMBIA COUNTY, NY

1. Project Description

A. General Project Description and Project Objectives

The proposed project is a Locally Administered Federal Aid bridge replacement project of County Route 25A over Kinderhook Creek (BIN 3342250) in the Town of Stuyvesant. The purpose of this project is to eliminate all structural deficiencies of BIN 3342250 by providing a structure designed to current structural and safety standards that provides a 75-year service life in a manner that is cost effective and environmentally sensitive. The preferred alternative to achieve this is complete bridge replacement.

The proposed structure will consist of a single span over Kinderhook Creek and will accommodate two 11 ft lanes, two 3 ft shoulders and a raised 5 ft sidewalk on the east side. The shoulder width was originally proposed to be 5 ft but was reduced to 3 ft based on feedback received from the community. The proposed structure will include a new steel multi-girder superstructure and two new concrete abutments. Use of aesthetic treatments, such as incorporating elements similar to the existing bridge, and reusing and/or recreating the decorative railings will be investigated. Also based on input received from the community, bridge railing will be used instead of the originally proposed concrete parapets.

Additionally, a kiosk is proposed to be installed in the park owned by the Town of Stuyvesant adjacent to the bridge that will contain a description of the history of the bridge, along with photos taken at various eras of the crossing at the site. Certain elements of the trusses may also be displayed in the park.

The existing horizontal and vertical alignment will be used. The approaches will be reconstructed to accommodate the additional travel lane and wider shoulders which will require minor embankment fill. The 5 ft sidewalk will terminate at the north and south end of the bridge. Curb ramps will be provided at each end of the sidewalk. See Attachment B for the approximate limits of work and proposed bridge section.

Construction is anticipated to begin in the Spring of 2026 and last for approximately 18 months.

B. Existing Conditions

The existing bridge was constructed in approximately 1899 and carries a single lane of traffic with a curb-to-curb width of 17 ft. A cantilevered sidewalk is located on the east side of the bridge, terminating at the approaches.

The original bridge is a thru-truss superstructure supported by masonry abutments founded on bedrock. In 1992, in response to the continuing deterioration of the trusses, the bridge was significantly retrofitted to include the addition of a supporting arch within each truss, providing additional structural capacity. It should be noted that the retrofit occurred after the historic register listing (see Section 2 below) and significantly altered the appearance and character of the bridge. See Attachment F for plans from the 1992 project.

The existing bridge is in poor to serious condition. The current General Recommendation resulting from the 2023 inspection is “3”. According to the Bridge Manual a rating of “3” signifies a “considerable deterioration of some or all bridge components. The bridge may no longer be able to support original design loads. Load posting may be needed. There may be considerable section loss on primary and secondary members.” The bridge is currently load posted for 12 tons and has six active Yellow Structural Flags.

The project is located in the Hamlet of Stuyvesant Falls. There are residential neighborhoods with mostly single-family homes located to the north and south of BIN 3342250. One commercial property is located on the north bridge approach at the intersection of County Route 25A and New Steet. Stuyvesant Falls Park is located immediately east of the project area on the south side of the Kinderhook Creek. Access to this park is provided on Lindenwald Avenue. Additionally, the Stuyvesant Falls trailhead for the Empire State Trail is located approximately 200’ north of BIN 3342250.

Project area photos are included in Attachment D.

2. Steps Taken to Identify Historic Properties

CHA Consulting Inc. reviewed the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS) to determine the location of properties listed in the National Register of Historic Places (NRHP) within or adjacent to the proposed project. This review revealed that the proposed project is located within the Stuyvesant Falls Mill District (NR 90PR04667). This area includes the following properties/structures located immediately adjacent to the project:

- BIN 3342250 (USN 02117.000023)
- Van Allen Brick Cotton Mill (USN 2117.000018)

The CRIS also indicated that the proposed project site is partially located within an archaeological survey (Survey Number: 06SR56945). This survey encompasses a portion of County Route 25A, beginning at the southern bridge approach and continuing south for approximately 500’. The proposed project site is located within an archaeological buffer area.

See Attachment E for the CRIS database search results and NRHP entry with photos.

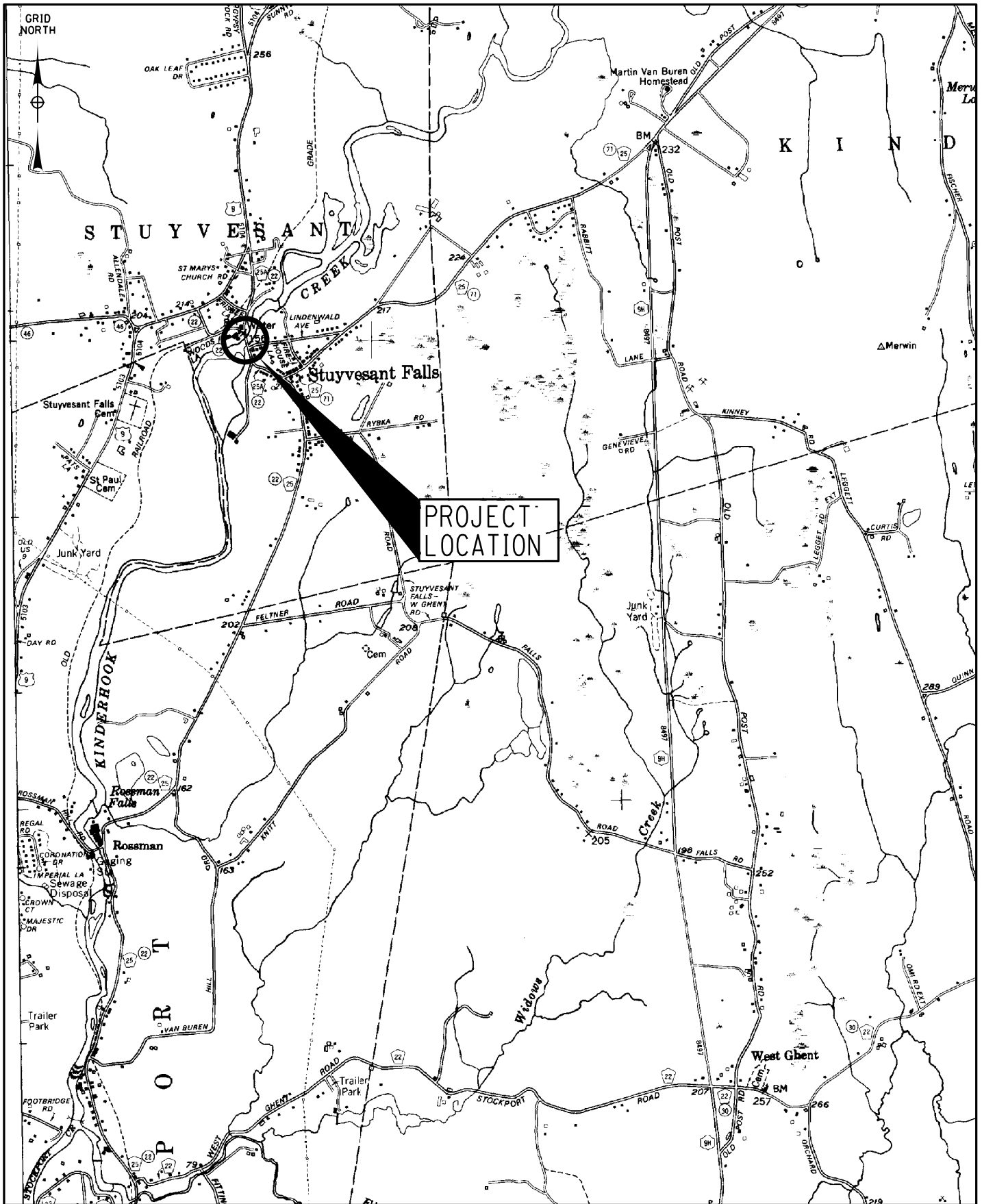
To support this submission the following are included as attachments:

3. Attachments

- A. Project Location Maps
- B. Conceptual Plan
- C. Photo Location Map
- D. Project Area Photos
- E. CRIS Database Search Results and NRHP Entry with Photos
- F. Plans from the 1992 retrofit/rehabilitation project
- G. Alternatives Analysis with matrix and assumptions
- H. Area of Potential Effect (APE) plan

- I. Property Impacts Table
- J. Public Information Meeting Presentation
- K. Public Information Meeting comments
- L. Stuyvesant Town Bridge Committee comment memo.
- M. County resolution in support of replacement with a two-lane, multi girder structure
- N. Letter from the Town of Stuyvesant board supporting a new two lane bridge
- O. Responses to Comments Received from The Town of Stuyvesant and/or the Stuyvesant Town Bridge Committee Subsequent to the 8/8/24 Public Informational Meeting

Attachment A: Project Location Maps



FILE NAME = V:\Projects\ANY\K6 078555.000\09_Design\Exhibits\ProjectLocation.dgn
 DATE/TIME = 19-APR-2024
 USER = 5693

Drawing Copyright © 2024

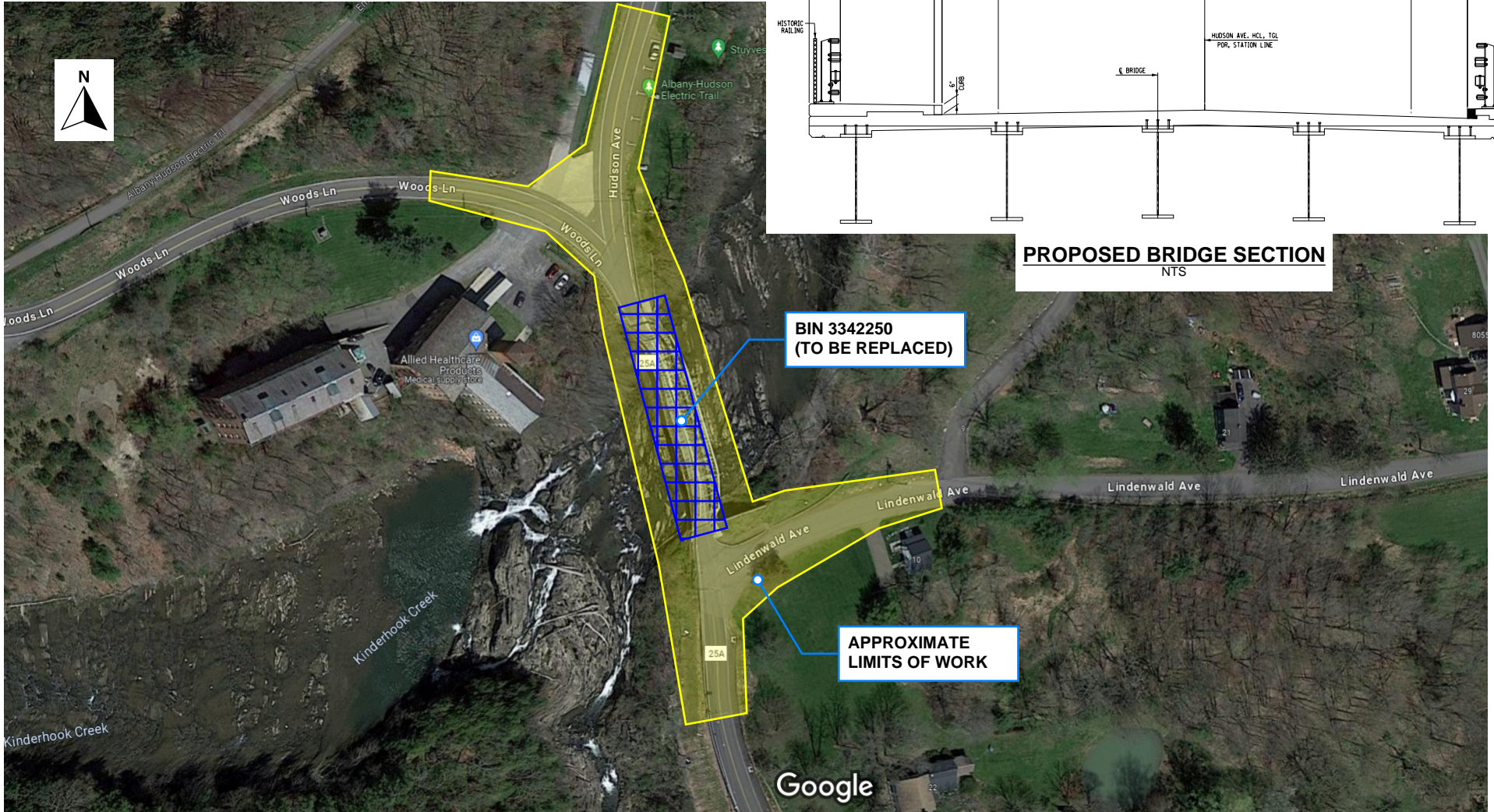


III Winners Circle, PO Box 5269
 Albany, NY 12205-0269
 518.453.4500- www.chasolutions.com

PROJECT LOCATION MAP

CR 25A OVER KINDERHOOK CREEK (BIN 334250)
 COLUMBIA COUNTY, NY

Attachment B: Conceptual Plan



PROPOSED BRIDGE SECTION
NTS

**BIN 3342250
(TO BE REPLACED)**

**APPROXIMATE
LIMITS OF WORK**

CONCEPTUAL PLAN
NTS

Attachment C: Photo Location Map

FILE NAME : V:\P\c\jests\ANY\K6\078555.000\09_Design\Drawings\Hwy\Figures\PSF\078555_cph_.fig_01.dgn
 DATE / TIME : 08-AUG-2024
 USER : 5693



XX PHOTO LOCATION

SCALE

MATCH LINE, SEE DWG FIG-2



**NOT FOR
CONSTRUCTION**



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

No.	Submittal / Revision	Appd.	Date

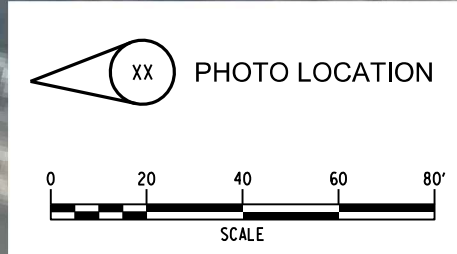
**STUYVESANT FALLS BRIDGE
CR 25A OVER
KINDERHOOK CREEK
(BIN 3342250)**
VILLAGE OF STUYVESANT FALLS,
COLUMBIA COUNTY, NEW YORK

PHOTO LOCATION MAP

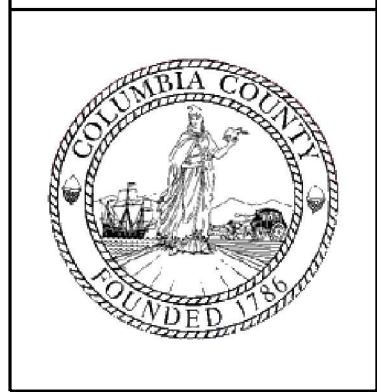
Designed By: R. CLARK	Project No.: 078555	Drawing No.:
Drawn By: A. DAMES	Scale: AS SHOWN	FIG-1
Checked By: J. SHIELDS	Plot Date: 08-AUG-2024	SHEET XX

FILE NAME : V:\Projects\ANY\6\078555\000\09_Design\Drawings\Hwy\Figures\PSF\078555_cph_fig_02.dgn
 DATE / TIME : 08-AUG-2024
 USER : 5693

MATCH LINE, SEE DWG FIG-2



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**STUYVESANT FALLS BRIDGE
 CR 25A OVER
 KINDERHOOK CREEK
 (BIN 3342250)**
 VILLAGE OF STUYVESANT FALLS,
 COLUMBIA COUNTY, NEW YORK

PHOTO LOCATION MAP

Designed By: R. CLARK	Project No.: 078555	Drawing No.:
Drawn By: A. DAMES	Scale: AS SHOWN	FIG-2
Checked By: J. SHELDON	Plot Date: 08-AUG-2024	SHEET XX

Attachment D. Project Area Photos



Photo 1: County Route 25A looking south adjacent to Frisbee Lane



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 1

Project No. 078555



Photo 2: County Route 25A looking north adjacent to Frisbee Lane



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 2

Project No. 078555



Photo 3: County Route 25A Looking west at Frisbee Lane



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 3

Project No. 078555



Photo 4: New Street looking west



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 4

Project No. 078555



Photo 5: New Street looking east towards County Route 25A



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 5

Project No. 078555



Photo 6: New Street looking south at Allied Healthcare Products, Inc. commercial building



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY



Photo 7: County Route 25A looking south at BIN 3342250



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 7

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Photo 8: Looking north at the intersection of County Route 25A and New Street



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 8

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Photo 9: Looking west at the intersection of County Route 25A and New Street



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 9

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Photo 10: County Route 25A looking north at BIN 3342250



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 10

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Photo 11: Looking east at the intersection of County route 25A and Lindenwald Avenue



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 11

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Photo 12: Looking south at the intersection of County Route 25A and Lindenwald Avenue



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 12

Project No. 078555



Photo 13: County Route 25A looking west at the Stuyvesant Falls Hydroelectric Station access road.



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 13

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Photo 14: County Route 25A looking north near the Stuyvesant Falls Hydroelectric Station access road



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 14

Project No. 078555



Photo 15: County Route 25A looking east at residential building (22 County Route 25A).



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

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Photo 16: County Route 25A looking south adjacent to the Stuyvesant Falls Hydroelectric Station access road



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY



Photo 17: Lindenwald Avenue looking north at the Stuyvesant Falls Park



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY



Photo 18: Lindenwald Avenue looking west



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Sheet 18

Project No. 078555

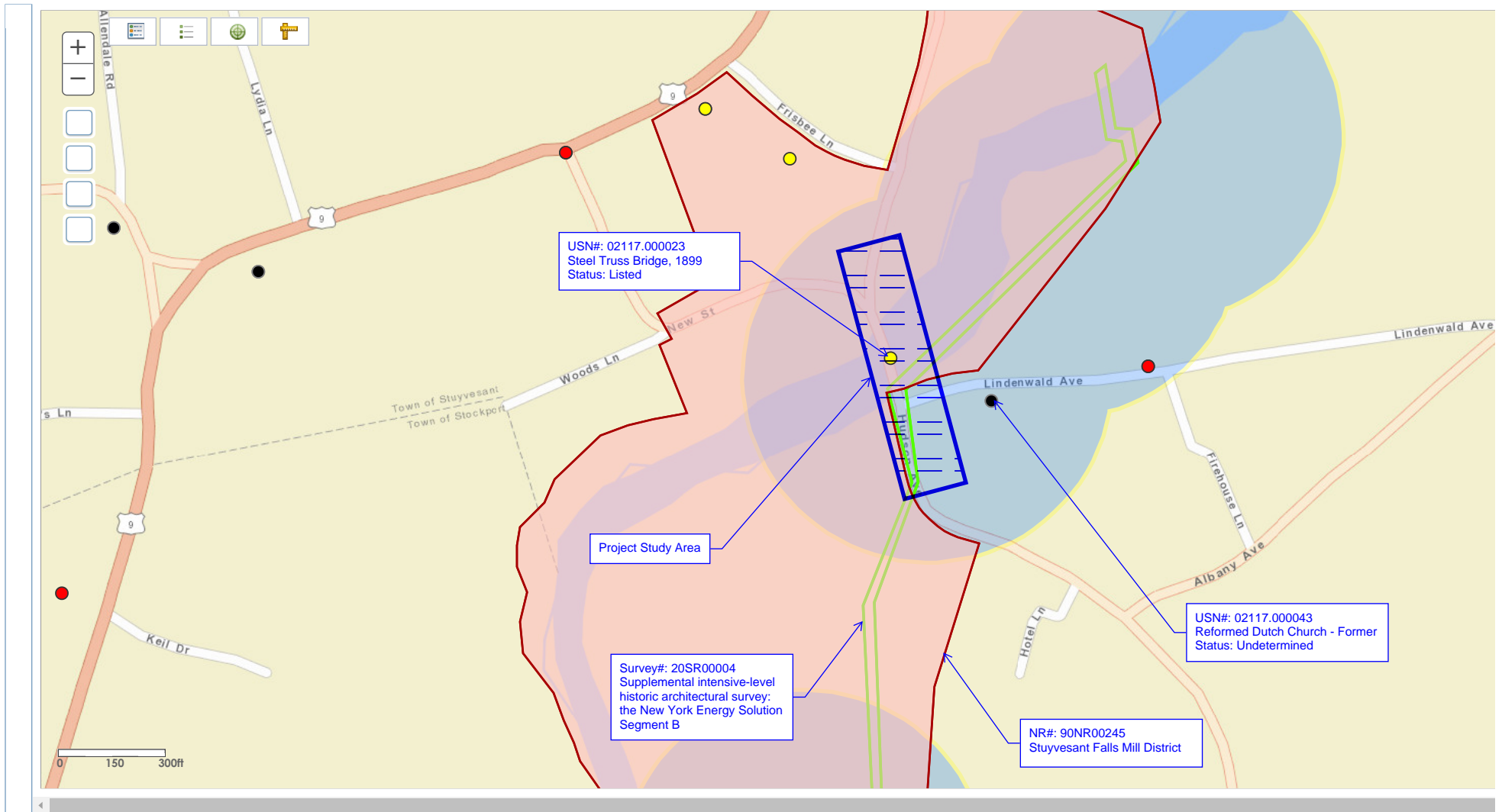


Photo 19: Lindenwald Avenue looking west at residential building (10 Lindenwald Avenue)



County Route 25A over Kinderhook Creek
PIN 8761.44
Village of Stuyvesant Falls
Columbia County, NY

Attachment E. CRIS Database Search Results and NRHP Entry with Photos



USN Building Points (View)

- Eligible
- Listed
- Not Eligible
- Not Eligible - Demolished
- Undetermined

National Register Building Sites (View)



USN Building Districts (View)

- Eligible
- others

Survey Building Areas (View)



Survey Archaeology Areas (View)



Archaeological Buffer Areas



OFFICE COPY

ENTRIES IN THE NATIONAL REGISTER

STATE NEW YORK

Date Entered SEP 15 1976

<u>Name</u>	<u>Location</u>
Stuyvesant Falls Mill District	Stuyvesant Falls Columbia County

COPY OF CONGRESSIONAL NOTIFICATION

Also Notified

Hon. Jacob K. Javits
Hon. James L. Buckley
Hon. Edward W. Pattison

rec'd 29 sep + 1976
HL

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Stuyvesant Falls Mill District
AND/OR COMMON

2 LOCATION

STREET & NUMBER
New Street and County Route 22 NOT FOR PUBLICATION

CITY, TOWN Stuyvesant Falls CONGRESSIONAL DISTRICT

STATE New York VICINITY OF 29th

CODE 36 COUNTY Columbia CODE 021

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Multiple Private
STREET & NUMBER

CITY, TOWN _____ VICINITY OF _____ STATE _____

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Columbia County Courthouse
STREET & NUMBER

CITY, TOWN Hudson STATE New York

6 REPRESENTATION IN EXISTING SURVEYS

TITLE New York State Historic Resources Survey
DATE 1968

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS NYS Division for Historic Preservation

CITY, TOWN Albany STATE New York

7 DESCRIPTION

CONDITION

—EXCELLENT

—GOOD

X FAIR

—DETERIORATED

—RUINS

—UNEXPOSED

CHECK ONE

—UNALTERED

X ALTERED

CHECK ONE

X ORIGINAL SITE

—MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

From its source in eastern Rensselaer County, Kinderhook Creek flows in a southwesterly direction through Columbia County to its confluence with the Hudson River. At a point three miles from this juncture, known since 1823 as Stuyvesant Falls, the creek drops seventy feet over two natural falls separated by a rapid. The potential water power generated by the falls brought entrepreneurs to the site late in the eighteenth century, and into the twentieth century the rocky gorge at Stuyvesant Falls remained the focus of water-powered grain, paper, textile, and hydroelectric industries. The boundaries of the Stuyvesant Falls Mill District encompass the remains of this industrial activity both in the form of extant structures and archaeological sites. Included within the district are the Upper and Lower Falls and mill dams; the east bank of Kinderhook Creek, on which are located the sites of a grist and paper mill (with auxiliary structures), cotton mill, woolen mill complex, and an extant hydroelectric plant; the west bank of the creek, encompassing three extant nineteenth-century cotton mills and several dwellings; and an iron truss bridge erected across the creek in 1899.¹ The mill district includes the industrial sites and power sources from which the adjoining village of Stuyvesant Falls derived its livelihood, but does not include the village, as this must be the subject of separate historic resources survey.

Mill Site A (East Bank at Upper Falls)

Situated on a rocky prominence on the east side of the Upper Falls is the site of the Pitkin and Edmonds paper mill (1801) and of the Abram Van Alen cotton mill No. 1 (1827). The site presently contains no visible remains of either enterprise, but appears to be an undisturbed archaeological site. Documentary evidence reveals that the cotton mill was a three-story wood frame structure which in 1836 housed 1500 spindles and forty looms.¹ A lithograph of Stuyvesant Falls dating from about 1880 indicates the mill had a gable roof, several attached wings, and a stair tower at its west gable end.²

¹Thomas F. Gordon, Gazetteer of the State of New York (Philadelphia, 1836), 411.

²"Stuyvesant Falls, N.Y.," undated lithograph in possession of Stuyvesant Falls Volunteer Fire Department.

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Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

CONTINUATION SHEET Description ITEM NUMBER #7 PAGE 2

The dam at the Upper Falls which supplied power to these mills was constructed circa 1827 to a height of seven feet.³ During the twentieth century the stone dam has been maintained to supply water through a dual underground conduit to the brick hydroelectric plant located 1000 yards downstream.

The Upper Falls mill site is reached by a dirt road known during the nineteenth century as Back Street. The road parallels Kinderhook Creek along the east bank from its intersection with present County Route 22 to the rocky prominence. Four structures owned by the A.A. Van Alen Company originally stood along the west side of the street, and a blacksmith shop stood west of the intersection of Back Street and County Route 22, adjacent to a wooden covered bridge which crossed the creek at that point.

Mill Site B (Lower East Bank)

There are no visible remains on the wooded east bank of Kinderhook Creek to indicate the former location of a group of structures which comprised the Columbia Woolen Mill. Erected as a fulling mill by William Van Hoesen about 1800, the factory derived its power from a dam erected across the east channel for the purpose.⁴ Late nineteenth-century maps and the undated lithograph depict a complex of industrial structures at the south end of Glen Street. The woolen mill was a four-story gable-roofed structure with a series of wings attached to its south side. The company office was a two-story building with flat roof, and the millowner's residence was a two-story, gable-roofed rectangular dwelling with a wing on its south side. Two flat-roofed buildings which may have been worker's houses were located near the midpoint of Glen Street on the west side of the road.⁵

A brick hydroelectric plant erected about 1900 and presently owned by the Niagara-Mohawk Power Corporation stands just south of the Columbia Woolen Mill site. Set in the walls of this rectangular gable-roofed structure are ranges of tall arched windows, eleven bays on the north and south elevations, three on the east and west.

³Franklin Ellis, History of Columbia County (Philadelphia, 1878), 357.

⁴Record Printing and Publishing Company, Columbia County at the End of the Century (Hudson, 1900), II, 639-641.

⁵Beers, Ellis & Co., Atlas of Columbia County, New York (New York, 1888), 115.

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Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

CONTINUATION SHEET Description ITEM NUMBER #7 PAGE 3

Mill Site C (West Bank, adjacent to Lower Falls)

Located on this site is a complex of two extant cotton mills erected between 1827 and 1888. The first of these mills to be constructed was the Waddell Mill. This five-story stone structure was built to dimensions of sixty-six by forty-two feet in 1827. By 1836 Waddell's Mill was equipped with 2000 spindles and fifty looms and turned out 375,000 yards of cotton cloth annually.⁶ The walls of this gable-roofed mill are three and one-half feet thick at the foundation, decreasing in thickness approximately five inches per story. The former machine rooms remain largely unpartitioned.

Standing at right angles to the north end of the stone mill and attached to it is a brick addition built in 1888 by A.A. Van Alen & Co. This became the firm's No. 2 mill, producing finished cotton cloth. The original fabric and design of the building's interior is unaltered: chamfered beams and wood supporting columns provide the large open spaces typical in mills of this type.

Several small frame and brick auxiliary structures are clustered east of Van Alen Mill No. 2. These are simple gable-roofed structures with the exception of the polygonal frame company office building adjacent to County Route 22.

A second cotton mill, the Van Alen No. 3 mill (erected in 1845), is located a short distance to the south of the Waddell mill. This mill is also a five-story gable-roofed structure, built of brick on a stone foundation, with a bell and stair tower at its east end. Most of the interior work space remains unpartitioned, and ranges of octagonal wood columns support the interior framing and floors.

The former Waddell and Van Alen cotton mills are currently owned and operated by the Chemetron Corporation, which uses the facilities for the manufacture of gases used in medical practice. The mills have experienced minor structural alterations (such as installation of garage bays at the first floor level) to accomodate Chemetron's manufacturing processes.

⁶Gordon, 411.

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Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

CONTINUATION SHEET Description ITEM NUMBER #7 PAGE 4

Situated immediately above the Lower Falls is a five-panel iron truss bridge across Kinderhook Creek at the site of the earlier covered bridge. Built by the Berlin Iron Bridge Company, Berlin, Connecticut in 1899, this through-truss structure measures 204 feet in length, and is the longest iron bridge of its type extant in Columbia County.

A short distance northeast of Mill Site C stands a modern warehouse used by the Chemetron Corporation. The structure is built of structural steel framing sheathed in corrugated iron siding. The warehouse represents an intrusion within the historic district.

Residences (West Bank)

North and northwest of Mill Site C on the west bank stood a number of residences and shops associated with the Van Alen mill complex. Of these structures only three dwellings and their immediate dependencies remain. On the rise of ground at the intersection of Route 9 and Frisbee Lane stands the Van Alen millowner's residence, occupied by the family since 1847. The house is a two-story rectangular stone dwelling enlarged about 1890 by the addition of a two-story, gambrel-roofed, clapboard frame wing. South of the millowner's house stands a two-story shingled frame house (1903), and to the east along Route 22 at a point nearly opposite Mill Site A is a one and one-half story clapboard on frame dwelling, three bays by two bays, which is a vernacular adaptation of Greek Revival domestic architecture.

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Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

CONTINUATION SHEET Description ITEM NUMBER # 7 PAGE 5

Stuyvesant Falls Mill District

List of Properties

East Bank - Kinderhook Creek

Extant Structures:

Brick Hydroelectric Plant (1900)

Archaeological Sites

Pitkin and Edmonds Paper Mill Site (1801)

Van Alen Cotton Mill No. 1 (1827)
and Dependencies Sites

Columbia Woolen Mill Complex (1800)
and Dependencies Sites

West Bank

Extant Structures:

Waddell Cotton Mill (Van Alen Mill No. 2), (1827 and 1888)

Van Alen Cotton Mill No. 3 (1845)
and Dependencies

Van Alen Millowner's Residence (1847)

Shingle on Frame Dwelling (1903)

1 1/2-story Greek Revival Dwelling (Early 19th c.)

Kinderhook Creek

Extant Structures:

Upper Falls Dam (1827)
Steel Truss Bridge (1899)

Archaeological Sites:

Lower Falls Dam Site
Van Hoesen Dam Site

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Located on the east and west banks of Kinderhook Creek in Columbia County, the Stuyvesant Falls Mill District illustrates a significant phase of the county's economic history, and typifies the burgeoning industrial communities which sprang up at the sources of water power throughout much of nineteenth century America. A center for local industrial enterprises since the eighteenth century, the Stuyvesant Falls Mill District encompasses an unaltered rural environment, archaeological sites of early mills, and extant mill buildings and dwellings erected during the last three-quarters of the nineteenth century.

The architecture and the geographical organization of the Stuyvesant Falls mill complex are typical of local industrial communities which developed along the rivers and streams of New York State during the early nineteenth century.

Among the most notable structures within the district are the Waddell Cotton Mill (1827) and the Van Alen Cotton Mill No. 2 (1845 and 1888), a five-panel iron truss bridge (1899), and a hydroelectric generating plant built about 1900 which continues to supply power to area residents. On the west bank of the creek, much of the "company town" associated with the Van Alen mill complex no longer remains, although the millowner's residence (1847) survives as a prominent feature of the district.

Established at a point on Kinderhook Creek where two falls produced a combined drop of seventy feet over less than a quarter mile, the village of Stuyvesant Falls (formerly "Glencadia") was a bustling hub of rural industry by the second quarter of the nineteenth century. A gazetteer of 1836 noted the presence of two large cotton factories, two sawmills, a grist mill, plaster mill, paper mill, satinnet factory, three stores, two taverns and forty-nine dwellings. The account concluded, "There is much and valuable hydraulic power for sale here."¹

¹Thomas F. Gordon, Gazetteer of the State of New York (Philadelphia, 1836), 411.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

CONTINUATION SHEET Significance ITEM NUMBER #8 PAGE 2

Although tradition maintains that some type of water-powered industry was located at this site from the earliest European settlement of Columbia County, the earliest recorded industry at Stuyvesant Falls dates from 1801 when the partners Pitkin and Edmonds converted a grist mill on the east bank of the Upper Falls to a paper mill (Mill Site A). The Pitkin and Edmonds paper mill is reputed to have been the first such enterprise in Columbia County. No visible trace of the paper mill remains at its former site.

Also about 1800, William Van Hoesen built a dam across the Kinderhook's east channel below the Lower Falls in order to furnish water power to the fulling mill he erected on the east bank (Mill Site B). The mill soon began manufacturing satinets on hand and power looms. In 1837 the factory became the Columbia Woolen Mill, under the management of A.W. Van Hoesen, and by the middle of the century was producing fine grade woolen goods at a rate of ten thousand yards per month. At this time the entire product of the mill was being shipped to A.T. Stewart & Co., New York City. The Stewart interests actually operated the mill for two years after Van Hoesen's retirement in 1872, but the property was subsequently abandoned as unprofitable. About 1900 the Albany and Hudson Railroad and Power Company purchased the site and demolished the woolen mill buildings to make way for a brick hydroelectric plant which it erected on the site the same year.² This extant generating plant supplied the electricity used to operate the railroad between Hudson and Niverville, and subsequently provided power to local mills and residences.

Early in the nineteenth century, two cotton manufacturing enterprises chose Stuyvesant Falls at the site for their mills. In 1827 Abram Van Alen built a wood frame cotton mill on the east bank of the Kinderhook at the Upper Falls, increasing the water power by building a seven-foot high dam across the falls (Mill Site A). No portion of this, the Van Alen No. 1 mill, survives at the Upper Falls site. In the same year, 1827, John and James Waddell built a large stone cotton mill on the west bank at the Lower Falls (Mill Site C). Within a decade the Waddell Mill was employing eighty workers and producing 375,000 yards of cloth annually.³

²Record Printing and Publishing Co., Columbia County at the End of the Century (2 Vols., Hudson, 1900), II, 641.

³Gordon, 411.

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

CONTINUATION SHEET Significance ITEM NUMBER #8 PAGE 3

In 1841 A.A. Van Alen & Co. absorbed the Waddell operation as its own No. 2 mill, and in 1845 expanded the complex at the Lower Falls by erecting the Brick No. 3 mill slightly south of the existing stone mill. By 1878 the three Van Alen cotton mills employed 225 hands, operated 16,000 spindles and 352 looms, and produced 100,000 yards of finished cotton cloth per week.⁴

The history of Stuyvesant Falls in the late nineteenth and early twentieth centuries resembles that of innumerable other rural manufacturing communities located along water courses near the Hudson Valley. As the textile industry increased in scale, concentration of manufacturing processes at urban market centers

and transportation terminals relegated the mills of villages like Stuyvesant Falls to marginal status. The successor to the Van Alen firm, the Frisbee Manufacturing Company, continued to operate the No. 2 and No. 3 cotton mills until 1924, when the plant was converted to produce finished steel castings using electric power. The latter operation proved of short duration, and the plant remained idle until 1940, when the Stuyvesant Steel Products Company briefly used the facilities to manufacture nickel alkali storage batteries. In 1946 the firm of Thomas A. Edison, Inc. purchased the former Van Alen mill complex and transferred its manufacture of anesthetics and allied products from its E-K Chemical Plant at Silver Lake, New Jersey, to Stuyvesant Falls. As the property of the Chemetron Corporation, the plant continues to manufacture gases used in the medical profession, notably boralyme. The electric power required to operate production equipment in the surviving mill structures is still generated by the brick hydro plant of 1900 on the east bank of the Kinderhook, now operated by the Niagara-Mohawk Power Corporation.

The mill buildings and dwellings of the Stuyvesant Falls Mill District are typical, albeit well-preserved examples of industrial and domestic architecture as found in numerous rural mill towns established during the early nineteenth century. These extant remains, coupled with the archaeological remains of earlier industries along Kinderhook Creek, together give Stuyvesant Falls Mill District significance as a site reflecting the rise, importance, and gradual decline of water-powered industrial communities in rural eastern New York State.

⁴Franklin Ellis, History of Columbia County (Philadelphia, 1878), 358.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 22 acres

UTM REFERENCES

A	18	604510	4690180	B		604240	4689380
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C		603970	4689820	D		604320	4690380
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

See continuation sheet.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Raymond W. Smith, Historic Preservation Program Assistant

ORGANIZATION NYS Office of Parks & Recreation
Division for Historic Preservation

DATE March, 1976

STREET & NUMBER Empire State Plaza, Agency Bldg. #1

TELEPHONE 474-0479

CITY OR TOWN Albany,

STATE New York 12238

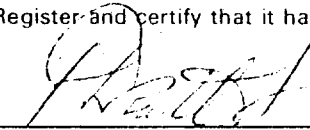
12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL XX

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



TITLE Deputy Commissioner for Historic Preservation

DATE 5/20/76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

CONTINUATION SHEET Bibliography ITEM NUMBER #9 PAGE 1

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INVENTORY -- NOMINATION FORM**

Stuyvesant Falls Mill District, Stuyvesant Falls, Columbia County

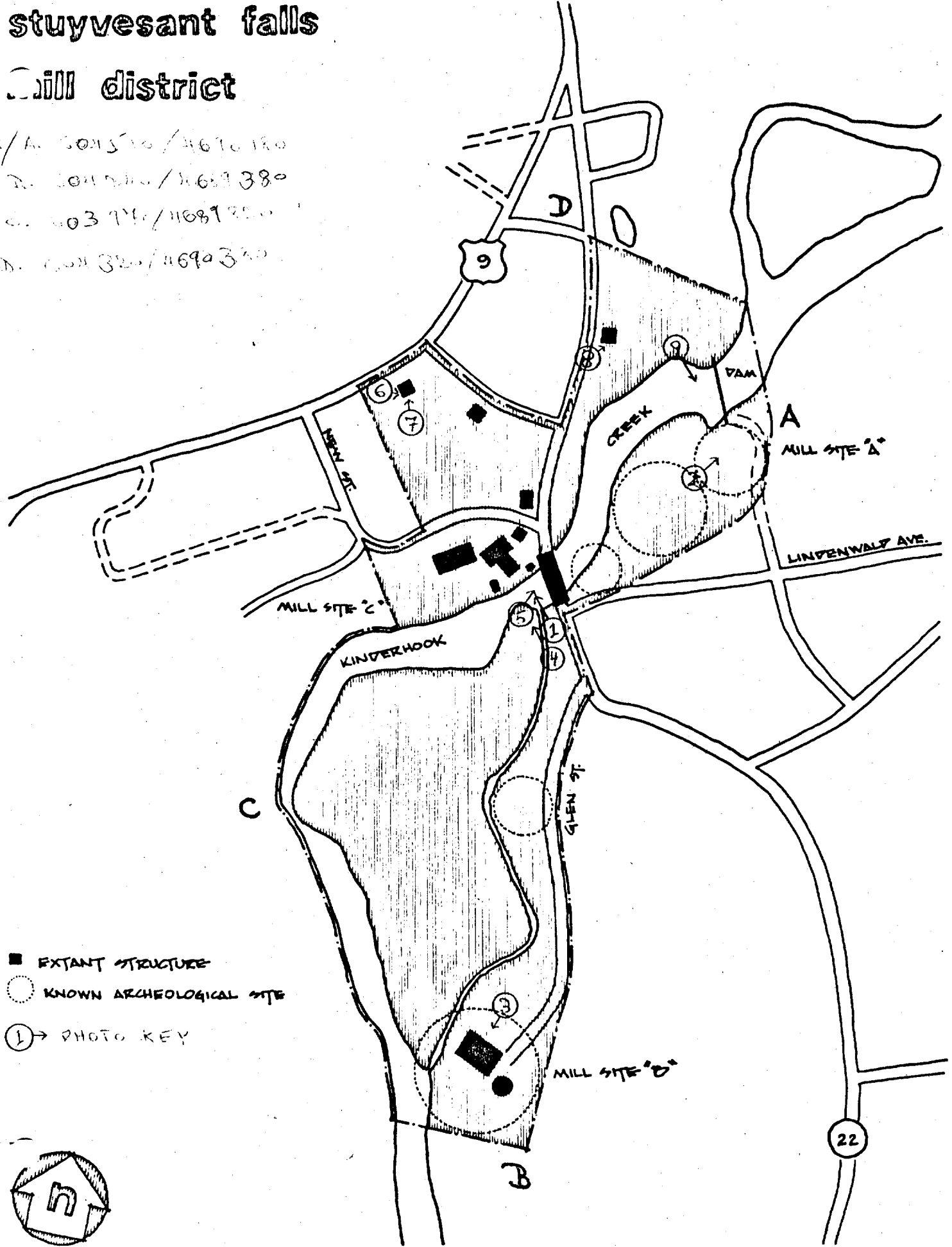
Verbal
CONTINUATION SHEET Boundary ITEM NUMBER #10 PAGE 1

From a point on the east bank of Kinderhook Creek located 200 feet south of the brick hydroelectric plant, the district boundary crosses the creek and proceeds north along the west bank for a distance of .3 mile. At a point 200 feet southwest of the former Van Alen Mill No. 3 the district boundary turns north, intersects with New Street and proceeds right 100 feet along the center of the road, then turns north and proceeds across open space for 500 feet until it intersects with Route 9. The boundary follows Route 9 a short distance east, then turns south along the center of Frisbee Lane until it intersects County Route 22. The boundary again turns north along the center of Route 22 and continues 550 feet to a point at the south end of a pond located just east of the road. From this point the boundary turns southeast along a straight line, crossing the creek at a point 100 feet north of the Upper Falls dam. From its point of contact with the east bank the boundary follows a utility access road a distance of 250 feet, then proceeds diagonally south to the intersection of Lindenwald Avenue and Route 22, encompassing archaeological sites along the creek bank. From the above intersection, the boundary proceeds in a southerly direction along Route 22 to Glen Street, then follows the east side of Glen Street to the bend near its south end. Extending the Glen Street boundary south to encompass archeological sites at the street's lower end, the line proceeds 400 feet from the bend to a point parallel to and east of the boundary's point of origin. From this point, the boundary turns west and proceeds to the creek band and joins the initial point.

stuyvesant falls

Mill district

- 18/A 301510/11670120
- 20 301510/11681380
- 21 303710/11681250
- 22 301320/11690340



- EXTANT STRUCTURE
- KNOWN ARCHEOLOGICAL SITE
- ① → PHOTO KEY



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY MAP FORM

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RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Stuyvesant Falls Mill District

AND/OR COMMON

2 LOCATION

CITY, TOWN Stuyvesant Falls VICINITY OF COUNTY Columbia STATE New York

3 MAP REFERENCE

SOURCE United States Geological Survey, 7.5 Minute Series

SCALE 1:24,000 DATE 1953

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NO. 4 ARROW
3. UTM. REFERENCES

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY MAP FORM

FOR NPS USE ONLY	
RECEIVED	
DATE ENTERED	

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Stuyvesant Falls Mill District

AND/OR COMMON

2 LOCATION

CITY, TOWN Stuyvesant Falls VICINITY OF COUNTY Columbia STATE New York

3 MAP REFERENCE

SOURCE Sketch map (Robert Meden, Division for Historic Preservation)

SCALE None DATE 1976

4 REQUIREMENTS

- TO BE INCLUDED ON ALL MAPS
1. PROPERTY BOUNDARIES
 2. NORTH ARROW
 3. UTM REFERENCES

6266 (V NE
(RAVENA)

603 UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

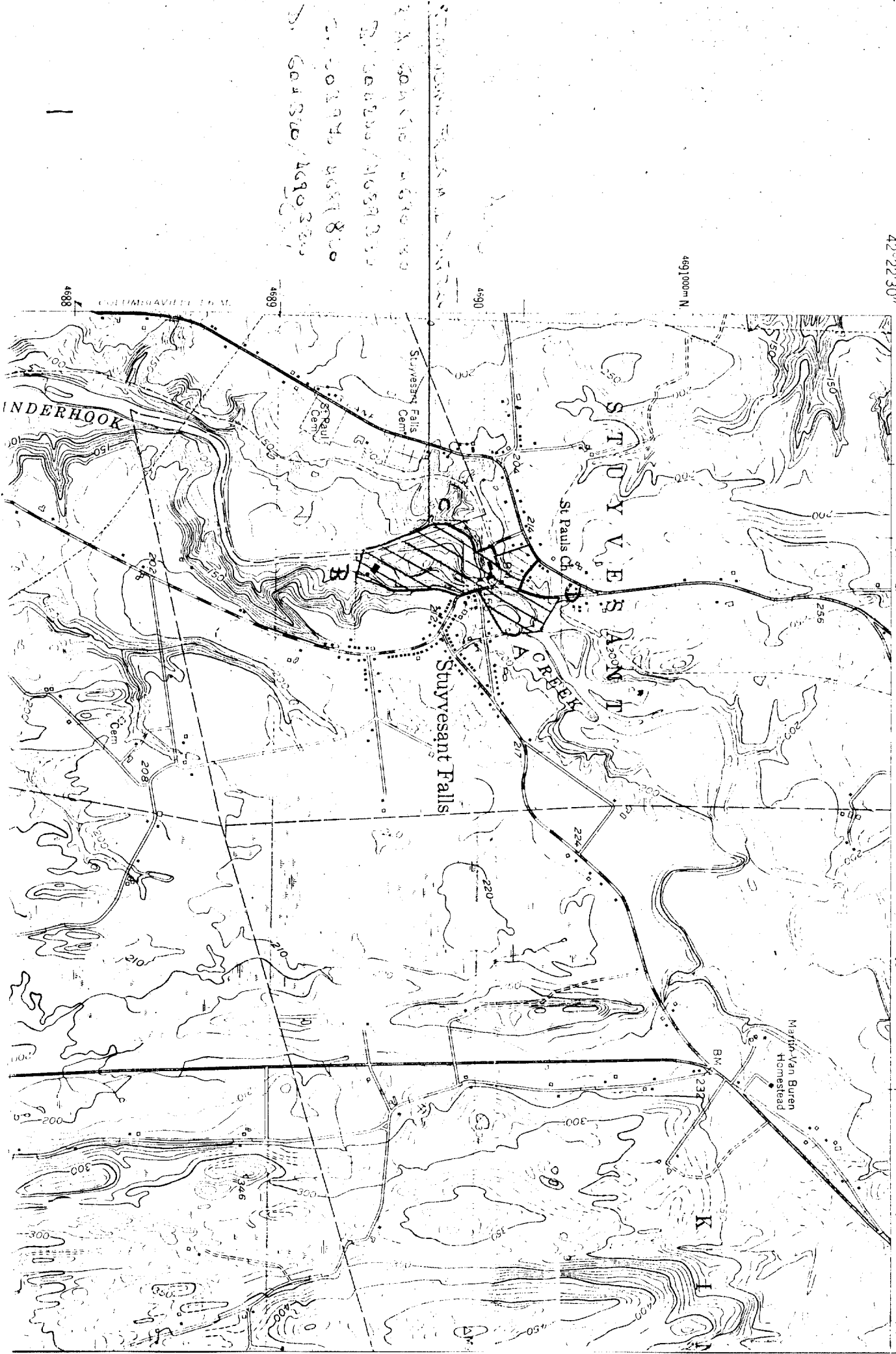
42°22'30" N
73°45'

604000m E

42°30" N

604000m E

Stuyvesant Falls
Stuyvesant Falls
Stuyvesant Falls
Stuyvesant Falls



1



STUYVESANT FALLS MIL DISTRICT, STUYVESANT FALLS, COLUMBIA CO, N.Y.
CREDIT PAUL G. SCHNEIDER, JR.

1973

NEG @ NY STATE DIV. FOR HISTORIC PRESERVATION, ALBANY, N.Y.
VIEW NE - ARCHAEOLOGICAL SITE, E. BANK KINDERHOOK CREEK
@ UPPER FALLS.

PHOTO #2

5



STUYVESANT FALLS MILL DISTRICT, STUYVESANT FALLS, COLUMBIA CO., N.Y.

CREDIT - PAUL G. SCHNEIDER, JR.
1973

NEG @ NY STATE DIV. FOR HISTORIC PRESERVATION,
ALBANY, N.Y.

VIEW S. - HYDROELECTRIC PLAN (1900), E. BANK KINDERHOOK CREEK

PHOTO #3

11

STUYVESANT FALLS MILL DISTRICT, STUYVESANT FALLS, COLUMBIA CO., N.Y.

CREDIT PAUL G. SCHNEIDER, JR.

1973

NEG @ NY STATE DIV. FOR HISTORIC PRESERVATION, ALBANY, N.Y.

VIEW N. - VAN ALLEN COTTON MILLS NO. 3 (LEFT) AND NO. 2.

PHOTO #4

2

NR



STUYVESANT FALLS MILL DISTRICT, STUYVESANT FALLS, COLUMBIA CO., N.Y.
CREDIT PAUL G. SCHNEIDER, JR.

1943

NEG @ NY STATE DIV. FOR HISTORIC PRESERVATION, ALBANY, N.Y.

VIEW N. - IRON TRUSS BRIDGE (1899) ACROSS KINDERHOOK CREEK
@ LOWER FALLS

PHOTO # 5

3

STUYVESANT FALLS MILL DISTRICT, STUYVESANT FALLS, COLUMBIA CO., N.Y.
CREDIT - PAUL G. SCHNEIDER, JR.

1943

NEG. @ NY STATE DIV. FOR HISTORIC PRESERVATION, ALBANY, N.Y.

VIEW E. - N. & W. ELEVATIONS, VAN ALLEN MILLOWNBOR'S RESIDENCE,
S. OF ROUTE 9, W. OF CREEK.

PHOTO # 6

14A



STUYVESANT FALLS MILL DISTRICT, STUYVESANT FALLS, COLUMBIA CO., N.Y.

CREDIT PAUL G. SCHWEDER, JR.

1943

NEG @ N.Y. STATE DIV. FOR HISTORIC PRESERVATION, ALBANY, N.Y.

VIEW N. - S. ELEVATION, VAN ALDEN MILLOWNER'S RESIDENCE,
ROUTE 9, W. OF CREEK.

PHOTO #7

12

STUYVESANT FALLS MILL DISTRICT, STUYVESANT FALLS, COLUMBIA CO., N.Y.

CREDIT PAUL G. SCHWEDER, JR.

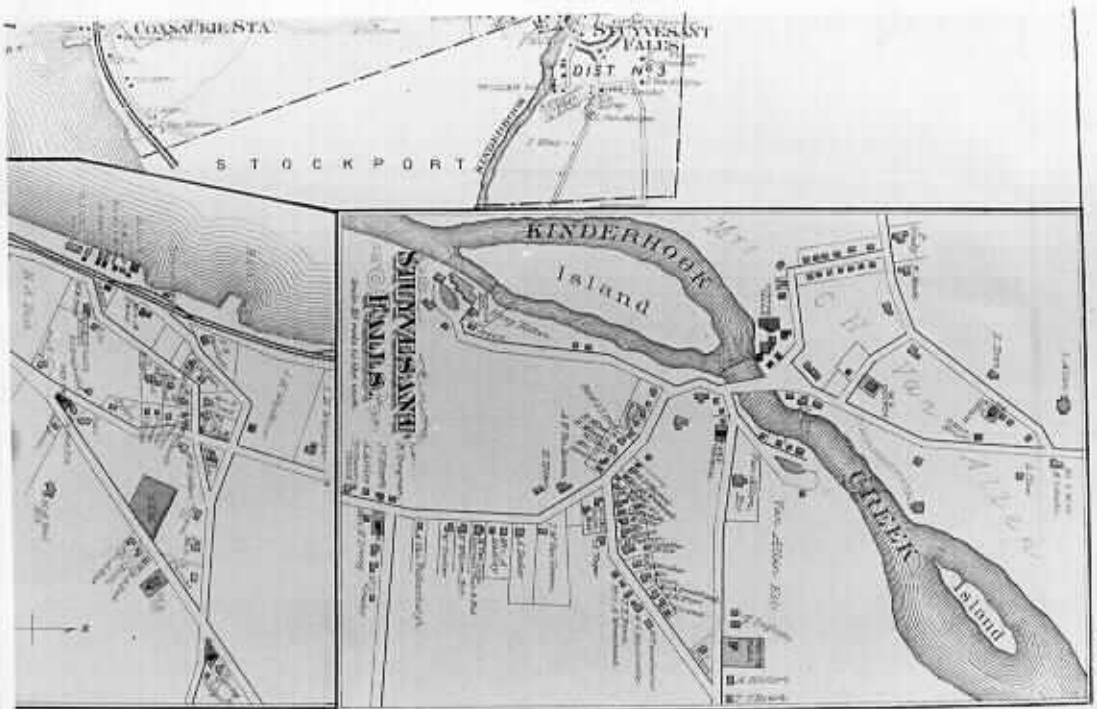
1943

NEG @ N.Y. STATE DIV. FOR HISTORIC PRESERVATION, ALBANY, N.Y.

VIEW E. - W. & S. ELEVATIONS, GREEK REVIVAL DWELLING
E. OF ROUTE 9, W. CREEK BANK.

PHOTO #8

33



STUYVESANT FALLS MILL DISTRICT, STUYVESANT FALLS, COLUMBIA CO., N.Y.
CREDIT PAUL G. SCHNEIDER, JR.

1943

NEG @ N.Y. STATE DIV. FOR HISTORIC PRESERVATION, ALBANY, N.Y.

VIEW S. FROM W. BANK KINDERHOOK CREEK -

E. BANK BELOW LOWER FALLS

PHOTO #9

34

STUYVESANT FALLS MILL DISTRICT

STUYVESANT FALLS, COLUMBIA COUNTY, NEW YORK

CREDIT LYNN A. BEETSE

1943

NEG @ N.Y. STATE DIV. FOR HISTORIC PRESERVATION,

ALBANY, N.Y.

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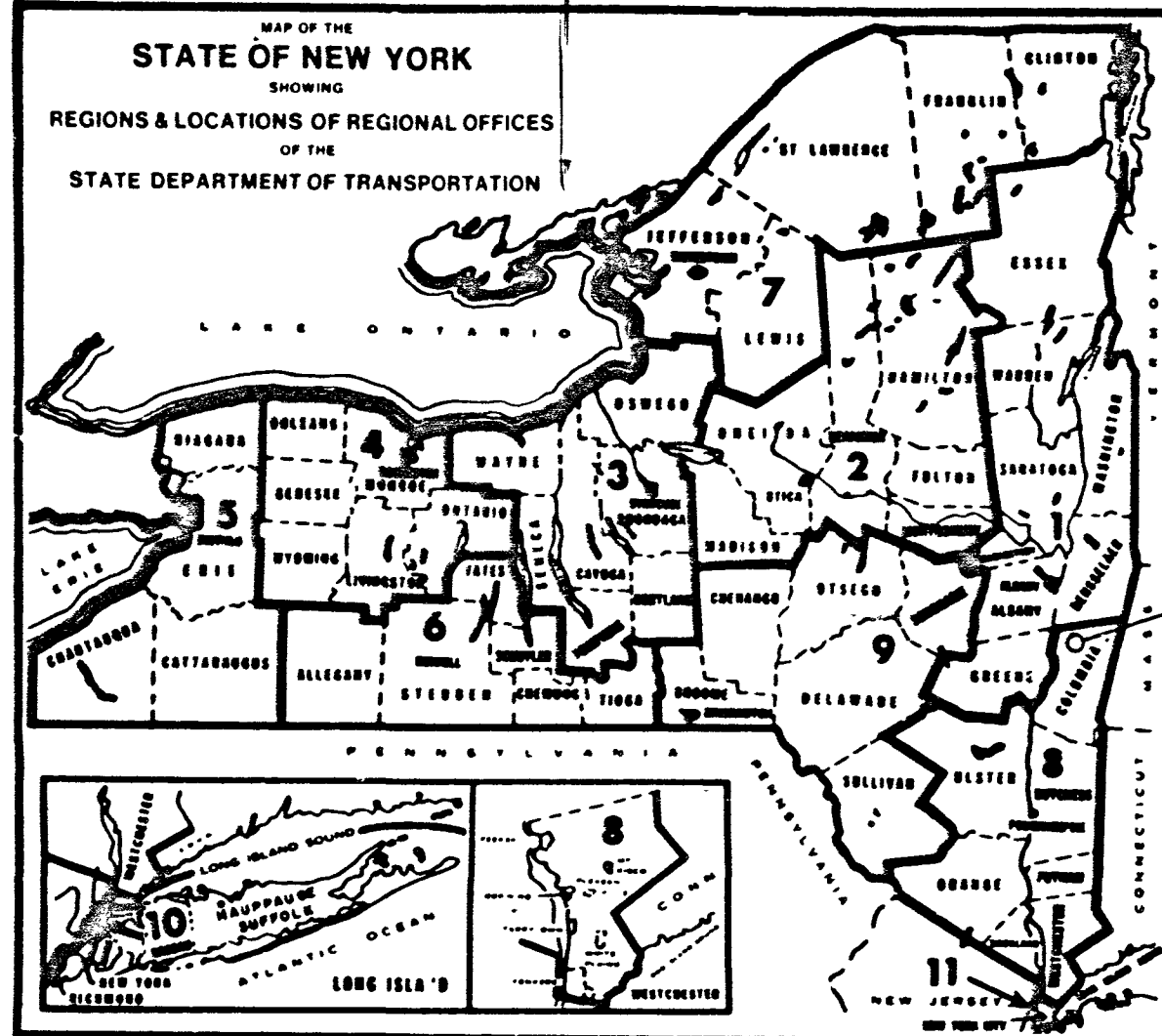
STUYVESANT FALLS, 1888 - SITE PLAN -

FROM BEERS, ELLIS, & CO., ATLAS OF COLUMBIA

COUNTY, NEW YORK (N.Y., 1888), 115.

PHOTO #10

Attachment F. Plans from the 1992 retrofit/rehabilitation project



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
OFFICE OF ENGINEERING

REHABILITATION OF COUNTY ROUTE 25A BRIDGE OVER KINDERHOOK CREEK
IN THE TOWN OF STUYVESANT
COLUMBIA COUNTY

30 SHEETS

CONTRACT D254350

F.A. PROJECT I17-4100-826

TYPE OF CONSTRUCTION

1. REMOVAL OF EXISTING STEEL BRIDGE DECK AND RAILINGS.
2. FABRICATION AND INSTALLATION OF TIED ARCH/HANGER/ FLOOR/BEAM TRUSS REINFORCEMENT SYSTEM.
3. REHABILITATION AND REINFORCEMENT OF SOME EXISTING TRUSS MEMBERS.
4. CONSTRUCTION OF NEW BRIDGE DECK SYSTEM (GALVANIZED STEEL GRATING HALF-FILLED WITH CONCRETE AND A MICRO-SILICA CONCRETE OVERLAY) AND NEW BRIDGE RAILING.
5. PAINTING ENTIRE STRUCTURE.
6. MINIMAL ABUTMENT RECONSTRUCTION TO ACCOMMODATE OTHER WORK.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE SPECIFICATIONS OF JANUARY 2, 1990, EXCEPT AS MODIFIED ON THESE PLANS AND IN THE ITEMIZED PROPOSAL.

"CHANGES MADE TO THESE PLANS AND RELATED CONTRACT DOCUMENTS SINCE COMPLETION BY THE CONSULTING ENGINEER MAY BE DETERMINED BY COMPARISON WITH SUCH PRELIMINARY PLANS AND RELATED DOCUMENTS FILED AT THE REGIONAL OFFICE OR THOSE FILED AT THE OFFICE OF THE CONSULTING ENGINEER."

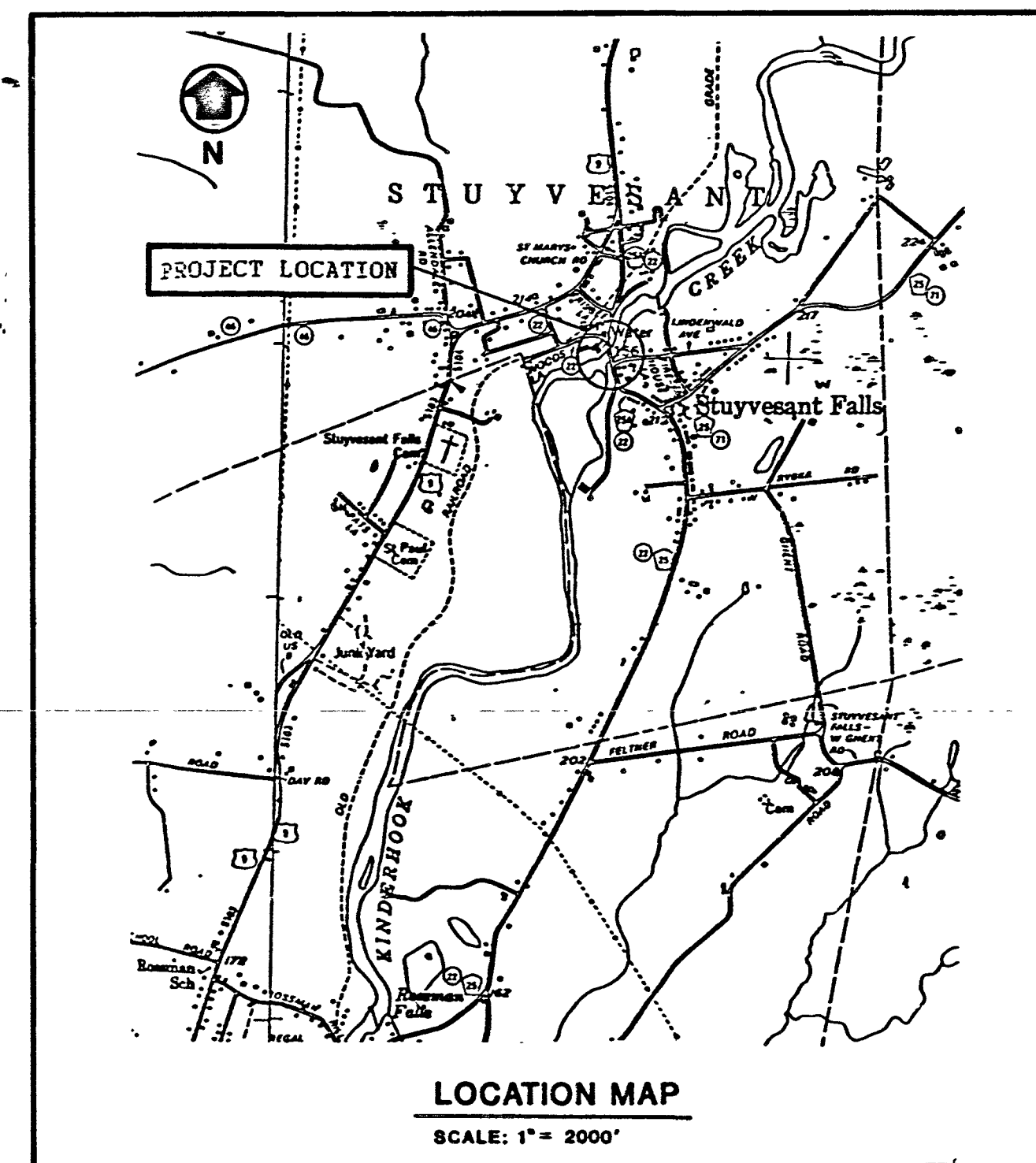
STANDARD SHEETS

608-3R4	619-3R3
609-3	619-4R2
645-8R1	645-7
645-13R1	

INDEX OF DRAWINGS

DWG. NO.	DESCRIPTION	SHEET NO.
1	Title Sheet and Index of Drawings	1
2	Notes	2
3	Estimated Quantities	3
4	General Plan and Elevation	4
5	Plan of South Approach	5
6	Plan of North Approach	6
7	Abutment Plans and Elevations	7
8	South Abutment Plan and Elevation	8
9	North Abutment Plan and Elevation	9
10	Abutment Details	10
11	Abutment Details	11
12	Deck Plans	12
13	Typical Bridge Sections	13
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25	Sidewalk Details	25
26	Miscellaneous Details	26
27	Post-Tensioning Details	27
28	Joint Details	28
29	Soil Erosion & Water Pollution Control	29
30	Reinforcing Bar List	30

THIS CONTRACT IS LOCATED IN THE HAMLET OF STUYVESANT FALLS WHERE COUNTY ROUTE 25A CROSSES KINDERHOOK CREEK ABOUT 1/4 MILE SOUTH OF THE INTERSECTION OF COUNTY ROUTE 25A AND NYS ROUTE 9. THIS CONTRACT INCLUDES REHABILITATION OF THE EXISTING HISTORIC IRON TRUSS BRIDGE AND ADDITION OF AN ARCH/HANGER/FLOOR BEAM TRUSS REINFORCEMENT SYSTEM.



CONTRACTOR'S NAME

AWARD DATE

COMPLETION DATE

FINAL ACCEPTANCE DATE

REGIONAL DIRECTOR

Name

ENGINEER IN CHARGE

Name

FINAL COST TOTAL

FISCAL SHARE

COST(S)

PREPARED AND RECOMMENDED BY
H. Daniel Rogee 7/17/92
RYAN-BIGGS ASSOCIATES, P.C.
NYS PE LICENSE 051255

APPROVED BY
James C. Kling 7/17/92
COLUMBIA COUNTY ENGINEER

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Approved August 3, 1992
Arum M. Shirole
Acting in his capacity as
Director, Structures Division

RECOMMENDED BY
P.C. Crocker 7/22/92
REGIONAL DESIGN ENGINEER

RECOMMENDED BY
Michael P. Ambrose 7/23/92
REGIONAL CONSTRUCTION ENGINEER

RECOMMENDED BY
W. McQuinn 7/23/92
REGIONAL TRAFFIC ENGINEER

RECOMMENDED BY
P.C. Crocker & A.P. Raman 7/22/92
REGIONAL DIRECTOR

INDEX ON SHEET NO. 1

BIN 3342250, CTY. RTE. 25A BRIDGE			
OVER KINDERHOOK CREEK			
TOWN OF STUYVESANT			
COLUMBIA COUNTY			
FED. ROAD REG. NO.	STATE	SHEET NO.	TOTAL SHEETS
1	N.Y.	1	30
FEDERAL AID PROJECT NO.		117-4100-826	
CAPITAL PROJECT IDENTIFICATION NO.		8754.55.321	

PROJECT MANAGER J.M. Mansfield
 IN CHARGE OF F.A. Stank
 DESIGNED BY
 ESTIMATED BY
 CHECKED BY
 DRAFTED BY
 CHECKED BY
 DATE

GENERAL NOTES

- Design Specifications:** New York State Department of Transportation Standard Specifications for Highway Bridges with all provisions in effect as of July 1992. Design live load: HS20-44.
- Material and Construction Specifications:** Standard Specifications, Construction and Materials, New York State Department of Transportation, Design and Construction Division, dated January 2, 1990, with current additions and modifications; and New York State Department of Transportation Steel Construction Manual, dated November 1, 1981, with Addendum 1, adopted April 1, 1984.
- Record Drawings:** Record Drawings and inspection reports for existing bridge are available to all prospective bidders for review at NYSDOT Region 8 Office, 4 Burnett Boulevard, Poughkeepsie, New York prior to letting date. Contractor's attention is directed to the fact that existing bridge and general area around bridge are on the National Register of Historic Places.
- All dimensions to, of, and in existing bridge shall be verified in field by Contractor.
- Contractor shall examine and verify in the field all existing conditions and dimensions shown on Drawings. If field conditions and dimensions differ from those shown on Drawings, Contractor shall use field conditions and dimensions and make appropriate changes to those shown on Drawings as approved by Engineer.
- Contractor should note that additional work may be required as contract progresses which is not shown or noted on Drawings. This work shall be performed by Contractor as ordered by Engineer and payment shall be made at unit prices bid for the appropriate items or in accordance with Section 109-05.
- There shall be no claim against the State made by the Contractor for work pertaining to modifications as may be required due to any differences between actual field conditions and those shown by details and dimensions on Contract Drawings. Contractor will be paid at the unit prices bid for the actual quantities of materials used or for the work performed, as indicated by the various items in the contract.
- Contractor shall determine the exact location of existing utilities before commencing work. He agrees to be fully responsible for any and all damages which might be occasioned by his failure to exactly locate and preserve existing utilities.
- Contractor shall use methods and equipment which will insure satisfactory completion of required work with a minimum of delay.
- Size and spacing of structural elements shall not be altered.
- Contractor's attention is directed to requirements of Section 107 - Legal Relations and Responsibility to the Public, of the Standard Specifications dated January 2, 1990.
- Details shown are typical; similar details apply; to similar conditions unless otherwise indicated.
- Contractor shall visit site before bidding to familiarize himself with the present conditions and to judge for himself the extent and nature of work to be done under this contract. No extra compensation will be allowed him because of his failure to include in his bid all items and materials which he is required to furnish in accordance with the contract documents.
- Contractor is advised that additional notes will be found on subsequent sheets of the contract drawings and such notes, while pertaining to the specific drawings on which they are placed, also supplement the Notes listed on this sheet. Furthermore, Contractor is advised that additional Special Notes may be found in the Contract Proposal Book.
- Contractor shall notify Engineer in writing of all proposed deviations or substitutions from all dimensions or materials shown on the Drawings and shall make only those deviations or substitutions approved by the Engineer.
- Whenever items in the contract require materials to be removed and disposed of, the cost of supplying a disposal area and transportation to that area shall be included in the unit prices bid for those items.
- The cost of all joint material will be included in the unit prices bid for the various items of the Contract, unless otherwise specified on the Drawings.
- Construction safety is the responsibility of the Contractor. However, if the Engineer notifies the Contractor or his superintendent of any hazardous construction practices, all operations in that area shall be discontinued and immediate remedial action shall be taken to the satisfaction of the Engineer before work is resumed.

SPECIAL NOTES

- While existing bridge is closed to vehicular traffic, Contractor shall maintain and protect traffic on Route 25A, Lindenwald Avenue, and New Street adjacent to the bridge in accordance with Item 619.01; the Maintenance and Protection of Traffic details shown on the drawings; and pertinent provisions of the New York State Manual of Uniform Traffic Control Devices (Current Edition).
- Contractor shall provide for pedestrian traffic on the existing bridge at all times except during working hours (from 7:00 AM until 4:00 PM on working days).

- Contractor shall perform all work with care so that any materials which are to remain in place, or which are to remain the property of the County, will not be damaged. This is particularly important since the existing bridge is on the National Register of Historic Places and may not be destroyed. All costs to repair damages of whatever nature to any materials which are to remain in place, or which are to remain the property of the County, resulting from the performance of the work during its progress from whatever cause, direct or indirect, shall be borne and sustained by the Contractor. All damaged materials shall be repaired or replaced in a manner satisfactory to the Engineer.
- The cost of furnishing, installing, maintaining, removing and disposing of all platforms, nets, screens or other protective devices shall be included in the unit prices bid for the appropriate items of the Contract.
- All elevations shown on the drawings are based on an assumed datum elevation of 100.00 for the centerline of the existing bottom chord pin at the fixed bearing for the west truss on the North Abutment.
- Contractor shall protect from damage and provide for the structural stability of the existing bridge and the new arches, hangers, and floor beams during all phases of work as appropriate. Contractor shall submit a plan for accomplishment of this work to the Engineer for approval at least 10 working days prior to commencement of the work. The cost of providing protection and stability shall be included in the price bids for the respective items.
- Install Microcomputer System, Item 15637.31, in the Type B Office.
- All areas outside the limits of bridge construction to be disturbed by the Contractor in any manner shall be assessed for archeological significance at the Contractor's expense before they are disturbed. Only those areas which are found to have no archeological significance shall be disturbed, unless all archeologically significant items are salvaged first, as appropriate. Contractor shall restore all disturbed areas to their original condition A.O.B.E.
- Contractor shall clean and paint all historic and erection markers on the bridge as part of the painting work.
- Since existing bridge is currently closed, Contractor shall open the bridge and shall schedule his work so that the bridge may be opened to traffic as soon as it is structurally capable to carry design live loads, but before painting and approach work is completed. The bridge will be deemed structurally capable when the arch/hanger/floorbeam system is completed and post-tensioned; all other truss repairs are completed; the new deck system is completed; the abutment modifications are completed; and the work is approved by the Engineer. Temporary measures such as cones or barrels and flaggers (during working hours) may be used to maintain and protect traffic in compliance with the NYSMUTCD until the painting, paving, and guide railing work are completed.
- The Temporary Building, Item 08637.91, proposed by Contractor shall be approved by Engineer. Contractor is advised that, at the request of the Stuyvesant Falls Fire Company, the Chemtron Medical Division of Allied Health has agreed to make available the use of a portion of a garage near the north end of the project as a Temporary Building for storage of a fire truck for the duration of the project. Therefore, this site is available for use by the Contractor to meet the requirements of Item 08637.91.

MAINTENANCE NOTES

- Upon acceptance of this contract, Columbia County will be responsible for maintenance of the structure, appurtenances, and approaches in their entirety pursuant to Section 81 of the Highway Law.
- Special Maintenance Requirements: Observe bearing assemblies for possible loss of mastic corrosion inhibitor and reapply corrosion inhibitor as necessary.
- All existing sanitary sewers and other sewers not deemed to be part of the project by the Commissioner, watermains, hydrants, and other municipally or privately owned facilities within the limits of the highway ROW which remain in service unchanged, and all such facilities relocated or protected as a part of the work performed under this project, whether crossing, located within, or located adjacent to the ROW, shall be maintained as the case may be, by the municipality or by the agency or unit owning or having control and jurisdiction thereof at no cost or expense to the State or Columbia County.

LOAD RATINGS

The following Load Ratings for the rehabilitated bridge are based on Working Stresses and are in accordance with the AASHTO "Manual for Maintenance Inspection of Bridges - 1983" with all interim provisions in effect as of July 1992:

Inventory Rating: HS20.14 (36.25 tons)
Operating Rating: HS28.64 (51.55 tons)

BEARING NOTES

- Bearings shall be elastomeric sliding bearings, Type E.S., and shall be paid for under Items 565.2101 and 565.2102.
- Cost of removal of portions of existing expansion bearings shall be included in the appropriate bearing item.
- Bearings are designed so that they may be installed when the ambient air temperature is within the range 40°F to 90°F.

- Hardness (shore "A" durometer) of the elastomer material shall be 50 ± 10.
- Concrete surfaces under the bearing shall conform to Section 565-3.02 "Concrete Bearing Surface Preparation" of the New York State Standard Specifications.
- The continuous weld connecting the sole plates to the steel arches or portions of the existing expansion bearings shall be allowed to cool after each pass, and the temperature of the steel adjacent to the elastomer shall not exceed 200 °F. Temperature shall be controlled by welding procedures and temperature indicating crayons or other devices approved by the Engineer.
- Anchor bolts, washers and nuts shall meet the requirements of Section 723-60. They shall be galvanized in accordance with the requirements of material specification 719-01, Galvanized Coatings and Repair Methods. Their cost (including galvanizing) and the cost of washer plates shall be included in the unit price bid for the bearing item.

STRUCTURAL STEEL NOTES

- All new structural steel shall be ASTM A36 unless noted otherwise, and shall comply with the requirements of Section 715-01 of the NYSDOT Standard Specifications except as otherwise noted. Grade 50 steel shall conform to ASTM A572 Grade 50.
- Structural steel shall be fabricated and installed in accordance with the provisions of the New York State Steel Construction Manual. Shop drawings shall be submitted to the Deputy Chief Engineer (Structures) for approval for all structural steel items.
- All new and existing structural steel to remain shall be cleaned, primed, and painted in accordance with the specifications and items 18570.8601, 18570.8603, and 18570.8605 unless noted otherwise. Color of Finish Coat shall be Light Gray - ANSI No. 70 (ANSI Z55.1-R1973) or approved equivalent.
- Where bolted connections are indicated, connections shall be made using 7/8 inch diameter A.S.T.M. A325 bolts unless noted otherwise. No burning of holes in existing steel will be permitted; all holes in existing steel shall be mechanically drilled or reamed. All bolt holes required in new steel shall be shop-drilled.
- Welding: Welding shall conform to the 1981 New York State Steel Construction Manual including Addendum No. 1 adopted April 1, 1984 and shall be performed by NYSDOT qualified welders.
- Welded stud shear connectors shall conform to Section 709-05 and shall be installed in accordance with the New York State Steel Construction Manual.
- Contractor shall provide for the stability of structural steel during all phases of erection and construction, as required by Paragraph 204.2 of the New York State Steel Construction Manual, (SCM).
- Design of this project assumes that structural steel is completely erected before it is allowed to deflect under its own (steel) dead load. Contractor shall be responsible for taking all necessary action to ensure that the final alignment of the erected steel conforms to Subsection 1212, 1213, and 1214 of the New York State Steel Construction Manual (SCM) before commencing post-tensioning operations. In accordance with Section 564 of the Standard Specifications, the cost of erection shall be included in the price bid for the Structural Steel Items. All corrective work necessary to reposition previously erected steel to achieve acceptable alignment must be approved by the Engineer, and shall be performed at no cost to the State.
- For Item 564.0501, Structural Steel, the "Total Weight for Progress Payment" is 129,000 lbs. This weight shall be used in determining both partial payments and progress payments. Under no circumstances shall the "Total Weight for Progress Payment" be used for final payment purposes. The Contractor is advised not to use the "Total Weight for Progress Payment" as a bidding tool. Discrepancies which may occur between the total weight shipped and "Total Weight for Progress Payment" shall not be a basis for additional compensation.
- The site shall be protected during all touch-up, repair, cleaning, and painting operations under Item 570.10, Environmental Waterway Protection. All paint removed from the existing portions of the bridge shall be treated as hazardous waste and disposed of under Item 18570.1291, Treatment and Disposal of Paint Removal Waste.
- Paint shall not be applied to metal surfaces within three inches all around of field welds nor to surfaces embedded in concrete. Contractor shall apply paint in accordance with the paint specifications after field erection to welded areas and where paint has been damaged.
- Contractor shall develop a structural steel erection plan in compliance with the S.C.M.
- Lateral bracing and lacing may be removed as required for construction, but shall be replaced. Cost for removal and replacement of existing lateral bracing and lacing required for erection of new steel shall be included in the price bid for the erection of the appropriate bid item for the new steel.

- Distances shown are approximate only and may be revised by Engineer to meet field conditions.
- Signing shown is a minimum only; additional signing may be required to meet traffic and/or field conditions.
- Vehicles belonging to the Contractor or the Contractor's employees shall not be parked on the roadway or shoulders along or adjacent to travel lanes open to travel within the project limits.
- Contractor shall not park his equipment nor store material overnight where it is deemed by the Engineer to be a safety hazard to traffic.
- Cost of providing and maintaining safe and adequate ingress and egress to and from intersecting highways, homes, and commercial establishments at all times to the satisfaction of the Engineer shall be included in the price bid for Item 619.01.
- In order to maintain effective traffic control, Contractor shall be responsible for maintenance and making sure all signs, cones, flashers, barrels etc. are in place and in good condition. The sole judge of the effectiveness of the Contractor's efforts towards the protection of traffic and personnel shall be the Engineer.
- Contractor may submit revisions to this plan for approval, but any change that alters the basic concepts of the plan must be approved by the Regional Director or his designee.
- Shadow Vehicles (Sub-Section 619-1.02N) shall be used to close construction access at each end of site during non-working hours or A.O.B.E. Use barricades during working hours.

RECONSTRUCTION NOTES

- Contractor's attention is directed to the fact that, due to the nature of reconstruction projects, the exact extent of reconstruction work cannot always be accurately determined prior to commencement of work. These Contract Documents have been prepared based on field inspections and other information available at the time. Actual field conditions may require modifications to construction details and work quantities. Contractor shall perform work in accordance with field conditions and to the satisfaction of the Engineer.
- Care shall be taken to preserve natural growth and prevent damage to trees within and outside the limits of construction and specified work areas. All damage caused to this natural growth shall be restored at the expense of the Contractor in a manner satisfactory to the Engineer. All grass areas disturbed during construction work shall be reseeded. Payment for Establishing Turf under Item 610.0203 shall include only grass areas disturbed by Contractor's excavations required by the work.
- During removal operations, the Contractor shall not drop waste concrete, debris or other material into the Kinderhook Creek except where Drawings or Specifications specifically permit the dropping of material. Platforms, nets, screens or other protective devices shall be used to catch the material. If the Engineer determines that adequate protective devices are not being employed, the Work shall be suspended until adequate protection is provided.
- All material falling on the area below and adjacent to the project work area shall be removed and legally disposed of by the Contractor on a regular basis to the satisfaction of the Engineer.
- The extent of work required under the removal items and the dimensioned depths of removal shown on the drawings are approximate. All deteriorated concrete shall be removed to an extent and to a depth where sound concrete is exposed as determined by the Engineer. Before starting this work, the Contractor shall submit to the Engineer for approval a plan showing his proposed method, equipment and sequence for the removal work.
- Chipping hammers used to remove concrete from the existing abutments shall not exceed forty-five (45) pounds in weight with the bit and muffler removed.
- Blasting or dynamiting will not be permitted.
- Saw cuts shall be provided at the limits of all concrete removal, except at existing construction joints. Saw cuts shall be two inches deep minimum unless noted otherwise. The cost of sawcutting shall be included in the respective removal items.
- All concrete surfaces receiving new concrete shall be waterblasted. Just prior to the application of new concrete, the surface shall be air cleaned, wet down, and coated with a thin coating of 1:1 mortar or neat cement paste thoroughly brushed into the surface. It will not be necessary to brush mortar into surfaces made inaccessible by mesh or closely spaced reinforcement when so determined by the Engineer. There will be no separate payment for this work; the cost shall be included in the unit prices bid for the various concrete items in the Contract.

PROPOSED CONSTRUCTION PROCEDURE

The following construction procedure provides an outline of the required work, but shall not be construed to constitute an exact "check-list" of tasks nor the only way to accomplish the work. The Contractor shall review this procedure and verify that it is compatible with his construction methods and equipment.

- Remove portions of each abutment to be replaced. Jack south end of existing bridge and rebuild pedestals and bearings at each end.

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NY.		2	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.L.N. 3342250				

- Remove existing bridge deck grating, sleepers, stringers, and guide railing, and stockpile them neatly at south end of project for pick-up by the Columbia County Department of Public Works. Remove existing curb channels. Use existing sidewalk to maintain pedestrian traffic as required.
- Verify all dimensions prior to fabrication. Perform work in accordance with field conditions.
- Repair bottom chord truss joints and mid-height truss joints. See Drawing 18.
- Install arches and all stay plates and battens on arches.
- Install all supports for post-tensioning rods.
- Tie each arch together at the ends with high-strength rods. Tighten rods equally to snug-tight plus a quarter turn of the nut, but do not post-tension arches (see Item 16 below). Leave sufficient lengths of high-strength rods behind arch anchorages for later post-tensioning.
- Construct roadway portion of North Abutment as required to support steel grating bridge deck. Do not construct portion of backwall around each bearing to provide working room for later post-tensioning of arches.
- Build up existing floor beams; install new intermediate floor beams; install new connections for existing floor beams; and install new steel grating bridge deck. Adjust tension in hanger and support rods for floor beams to level each beam and provide a level roadway profile, and to balance the forces in multiple hangers equally among the hangers.
- Install scuppers.
- Replace cracked truss pin nut and gusset plate at Joint U1.
- Replace diagonal truss members as shown and tension.
- Place concrete to half fill steel grating. Concrete shall be placed flush with top of steel grating bars.
- Place concrete fascia pour; place concrete deck overlay; and construct bridge curbs.
- Install bridge railing and pedestrian railing. Reconstruct pedestrian sidewalk at the first and last bays. Total anticipated deflection at midspan due to the added dead load from Items 13, 14, and 15 is approximately 1 inch.
- Post-tension arches. Total anticipated upper movement of bridge at midspan due to post-tensioning is approximately 2.4 inches.
- Install trolley beams to support future inspection platform.
- Construct South Abutment and complete construction of North Abutment.
- Furnish and install bridge joint.
- Open bridge to traffic. See Special Note 11.
- Construct approach pavement and install new approach guide railing.
- Complete painting all new and existing steel.

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

NOTES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
2		7-23-92	8



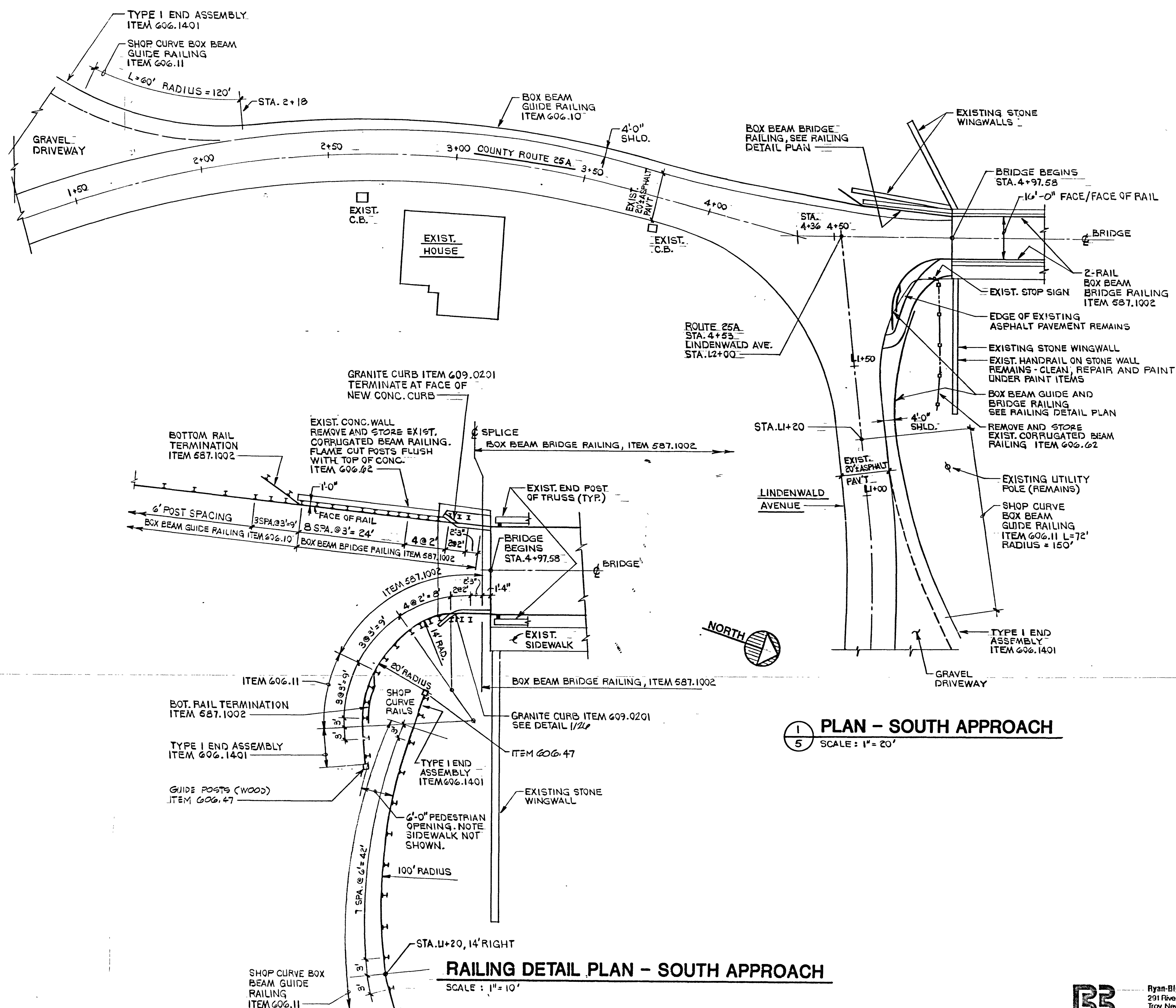
Ryan-Biggs Associates, P.C.
291 River Street
Troy, New York 12180
(518) 272-6266

CHECKED BY: M.E.W. DATE: _____
CHECKED BY: R.E.A. DATE: _____
CHECKED BY: M.E.W. DATE: _____
ESTIMATED BY: M.E.W. DATE: _____
CHECKED BY: M.E.W. DATE: _____
DESIGNED BY: H. Donald Rogers, Jr. DATE: _____

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		5	30

COUNTY ROUTE 25A OVER KINDERHOOK CREEK
TOWN OF STUYVESANT, COLUMBIA COUNTY
P.L.N. 8754.55 B.L.N. 3342250

DATE _____ CHECKED BY NEW DRAFTED BY NEW CHECKED BY NEW ESTIMATED BY HOR CHECKED BY NEW DESIGNED BY HOR



1 PLAN - SOUTH APPROACH
5 SCALE: 1" = 20'

RAILING DETAIL PLAN - SOUTH APPROACH
SCALE: 1" = 10'

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

PLAN OF SOUTH APPROACH

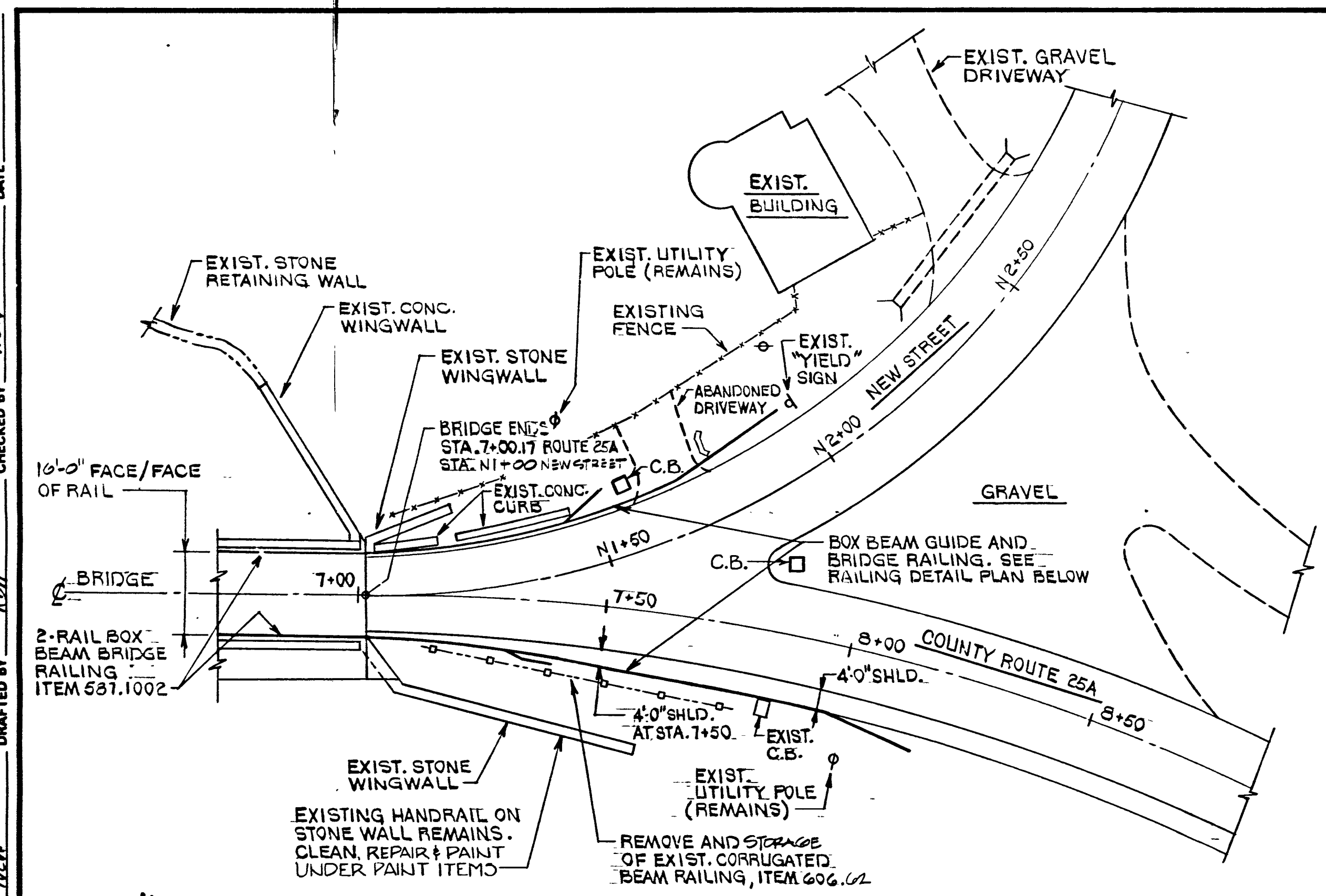
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO. 5	SCALE AS NOTED	DATE 7-23-92	REGION 8
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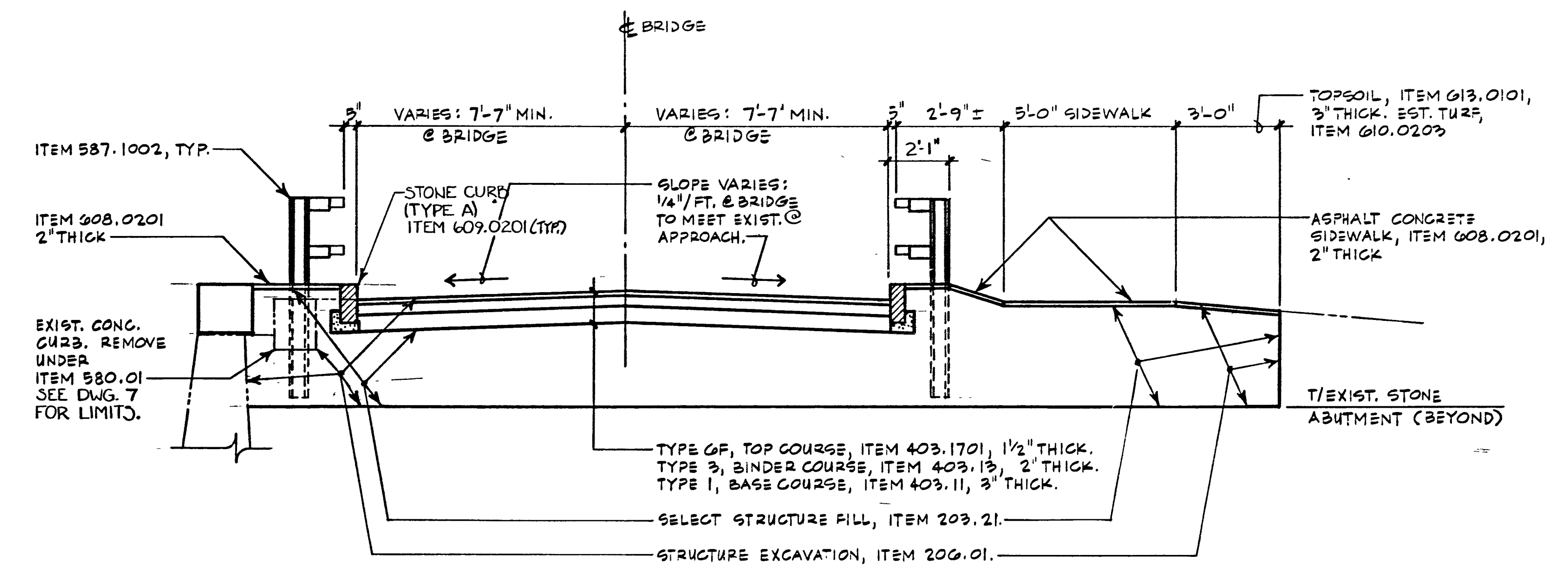
RB Ryan-Biggs Associates, P.C.
291 River Street
Troy, New York 12180
(518) 272-6266

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NY.		6	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

CHECKED BY: NEW DATE
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 ESTIMATED BY: HR
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 DESIGNED BY: HR

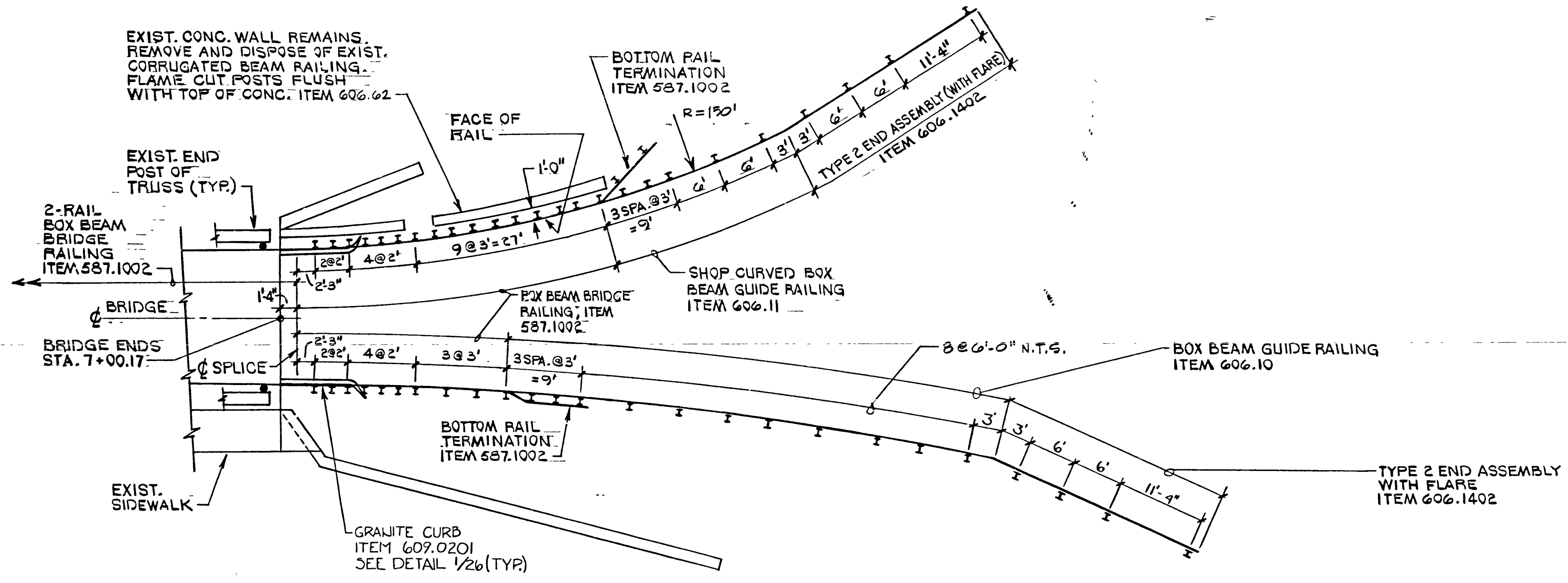


1 PLAN - NORTH APPROACH
SCALE: 1" = 20'



3 APPROACH SECTION - SOUTH APPROACH SHOWN (NORTH APPROACH SIMILAR)
SCALE: 3/8" = 1'-0"

STA. 4 + 87.58 TO 4 + 96.08
STA. 7 + 01.67 TO 7 + 10.17



2 RAILING DETAIL PLAN - NORTH APPROACH
SCALE: 1" = 10'

TABLE OF SIGNS TO BE REMOVED AND STORED, ITEM 647.04

STA	OFFSET	DESCRIPTION
4+95	CENTER	BRIDGE CLOSED
4+95	RIGHT	WEIGHT LIMIT 5 TONS
L1+80	RIGHT	WEIGHT LIMIT 5 TONS
7+05	CENTER	BRIDGE CLOSED
7+15	LEFT	WEIGHT LIMIT 5 TONS

TABLE OF SIGNS TO BE RELOCATED AT C.1 NEAR SAME LOCATION, ITEM 647.10

STA	OFFSET	DESCRIPTION
L1+80	RIGHT	N.Y.S.M.U.T.C.D. R1-1
4+95	LEFT	N.Y.S.M.U.T.C.D. W7-12
4+95	RIGHT	N.Y.S.M.U.T.C.D. W7-13
7+05	LEFT	N.Y.S.M.U.T.C.D. W7-13
7+05	RIGHT	N.Y.S.M.U.T.C.D. W7-12
7+10	LEFT	ROUTE 25A MARKER

TABLE OF NEW SIGNS, ITEM 645.07

STA	OFFSET	DESCRIPTION
3+75	RIGHT	N.Y.S.M.U.T.C.D. W3-16B
L1+00	RIGHT	N.Y.S.M.U.T.C.D. W3-16B
N1+75	LEFT	N.Y.S.M.U.T.C.D. W3-16B
8+75	LEFT	N.Y.S.M.U.T.C.D. W3-16B

NOTE:
OTHER SIGNS RELATED TO BRIDGE CLOSURE ARE IN PLACE ON BRIDGE APPROACHES. THESE SIGNS WILL BE REMOVED AT THE END OF THE PROJECT BY THE COLUMBIA CO. DPW.

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

PLAN OF NORTH APPROACH

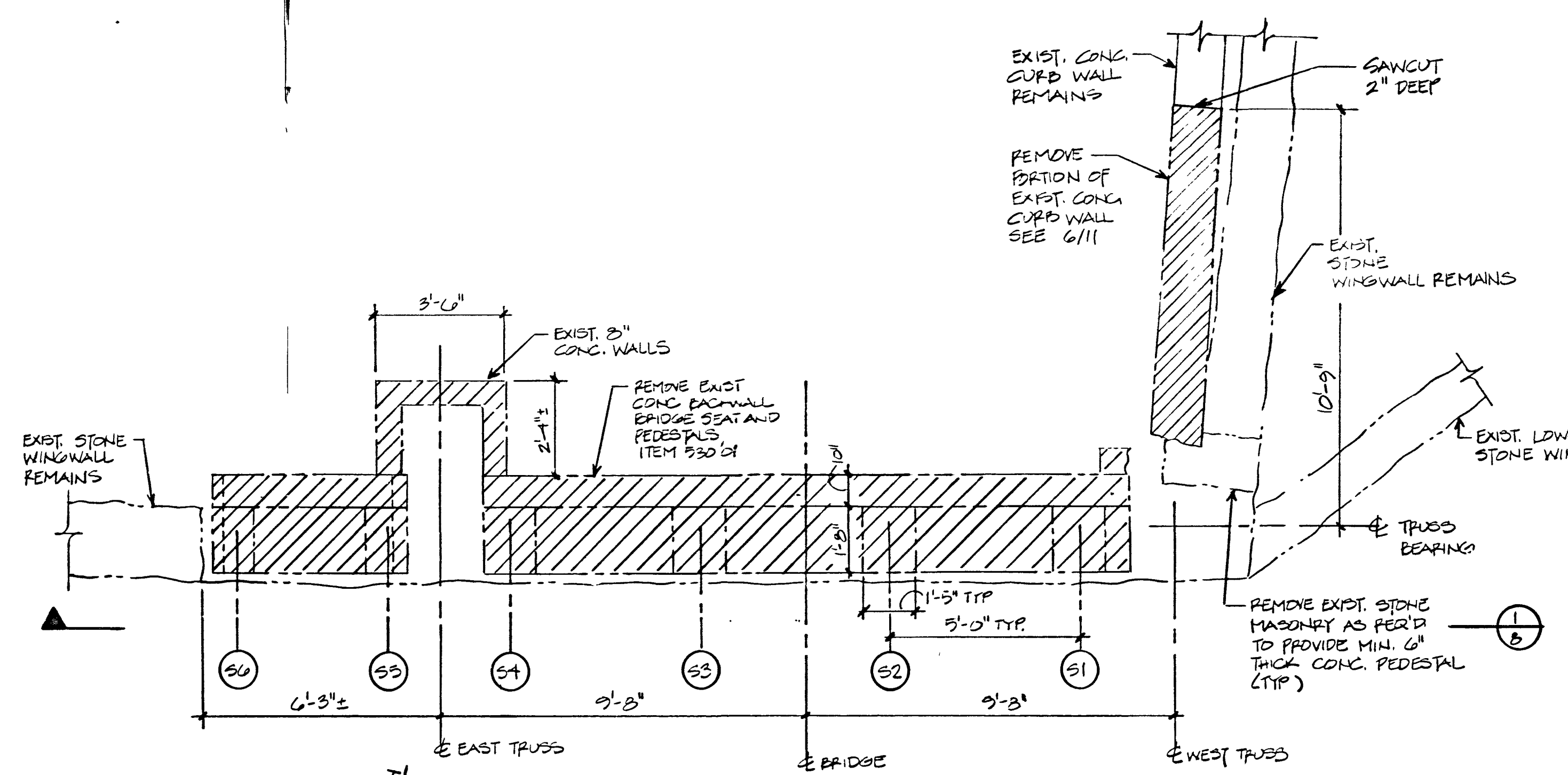
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
6	AS NOTED	7-23-02	8

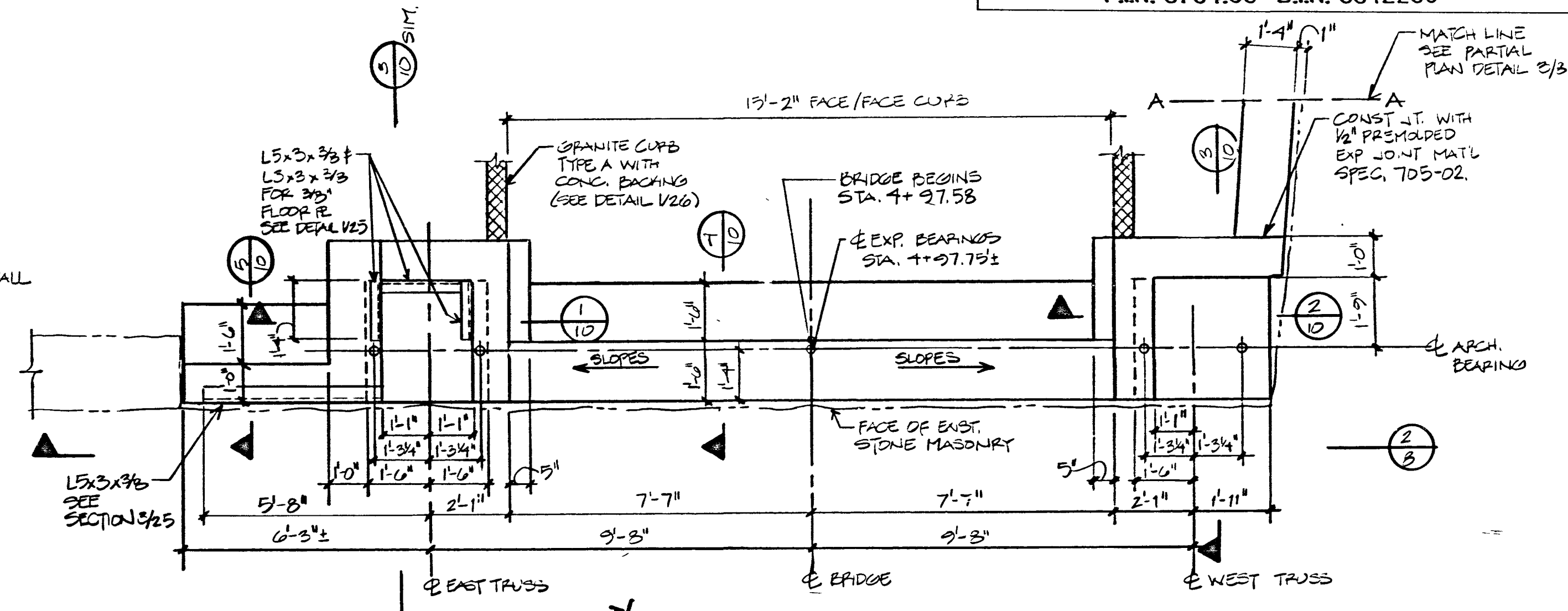
RB Ryan-Biggs Associates, P.C.
291 River Street
Troy, New York 12180
(518) 272-6265

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		8	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

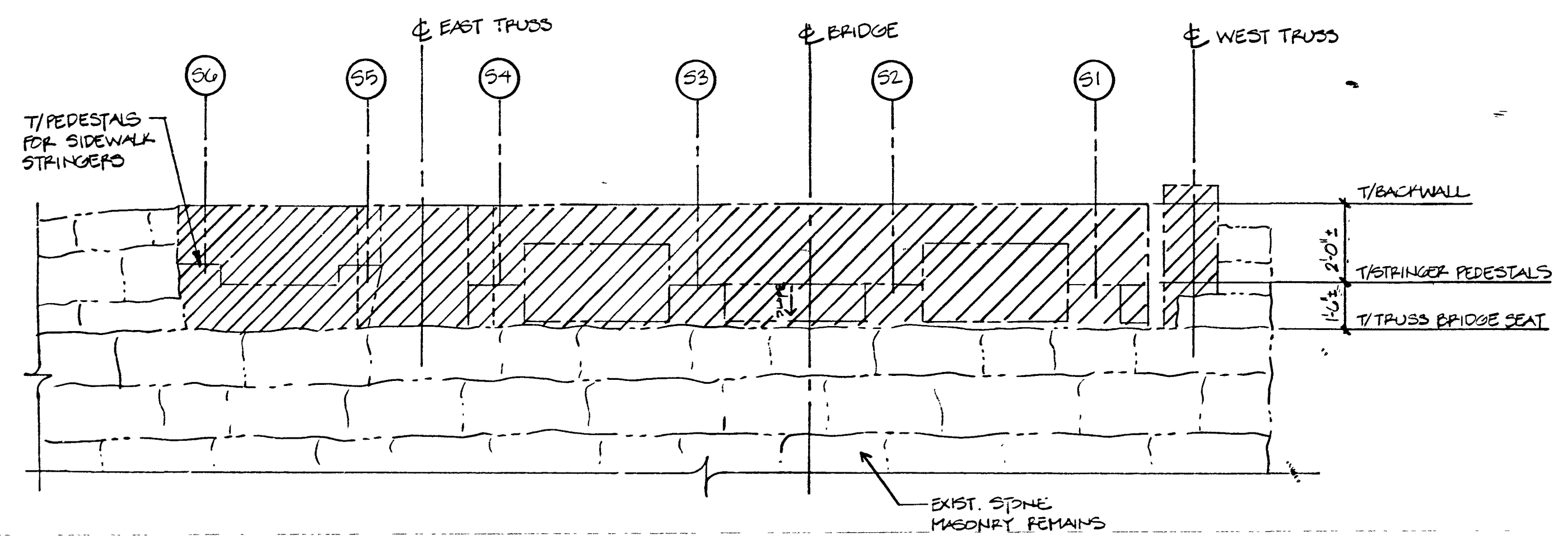
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 CHECKED BY: HOR
 DESIGNED BY: NEW/MK
 IN CHARGE OF: H.D. [Signature]



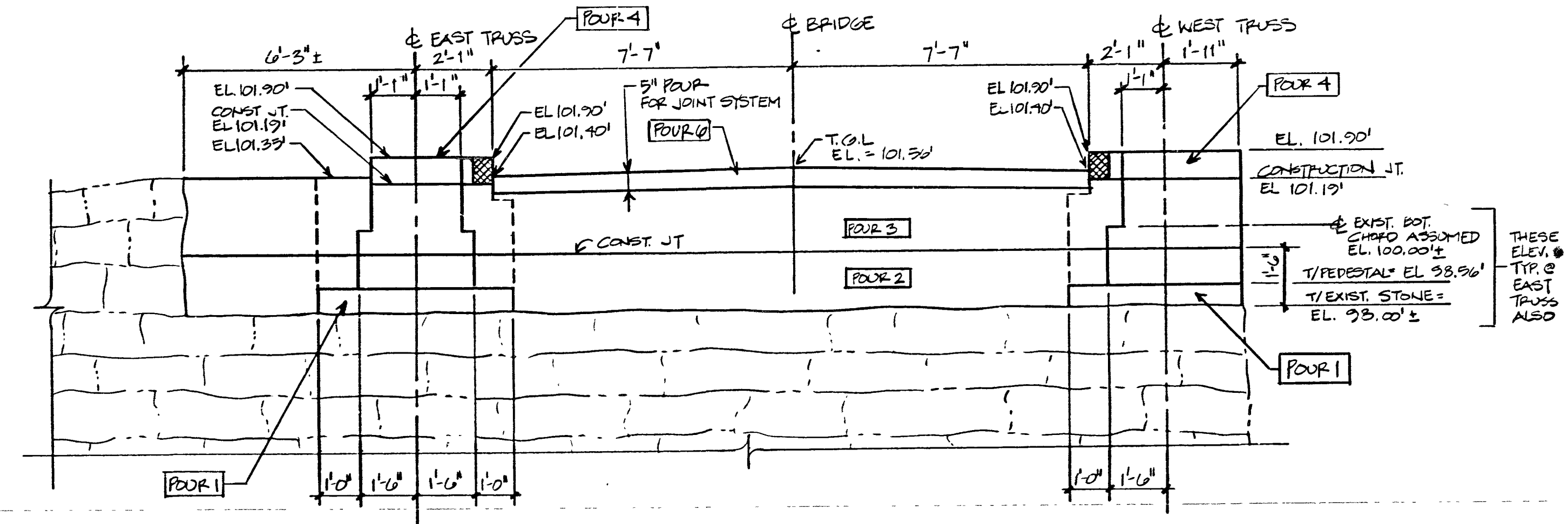
EXISTING PLAN- SOUTH ABUTMENT
SCALE: 3/8" = 1'-0"



PLAN- SOUTH ABUTMENT
SCALE: 3/8" = 1'-0"

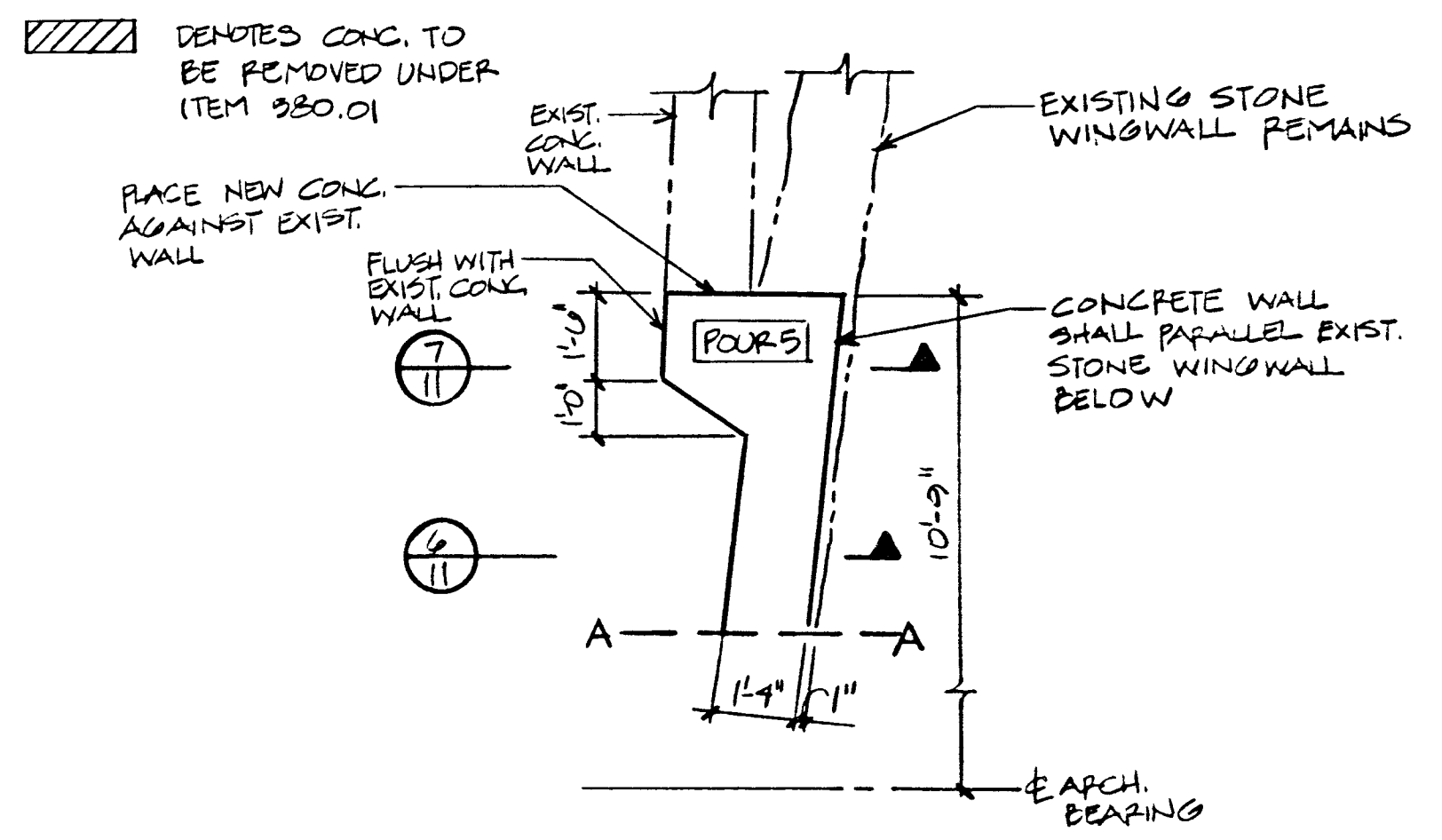


EXISTING ELEVATION
SCALE: 3/8" = 1'-0"



ELEVATION
SCALE: 3/8" = 1'-0"

LEGEND



DETAIL- PARTIAL PLAN WEST WINGWALL
SCALE: 3/8" = 1'-0"

CONCRETE POUR TABLE FOR SOUTH ABUTMENT (CY)

ITEM NO. + POUR NO. 1	555.0102	555.0103
1	0.52	
2	4.04	
3	2.96	
4		0.26
5	0.91	
6		0.35

ITEM NO.	DESCRIPTION
555.0102	CONCRETE FOR STRUCTURES, CLASS A (PRIMARY STRESS)
555.0103	CONCRETE FOR STRUCTURES, CLASS A (APPURTENANT PLACEMENTS)

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

SOUTH ABUTMENT- PLAN AND ELEVATIONS

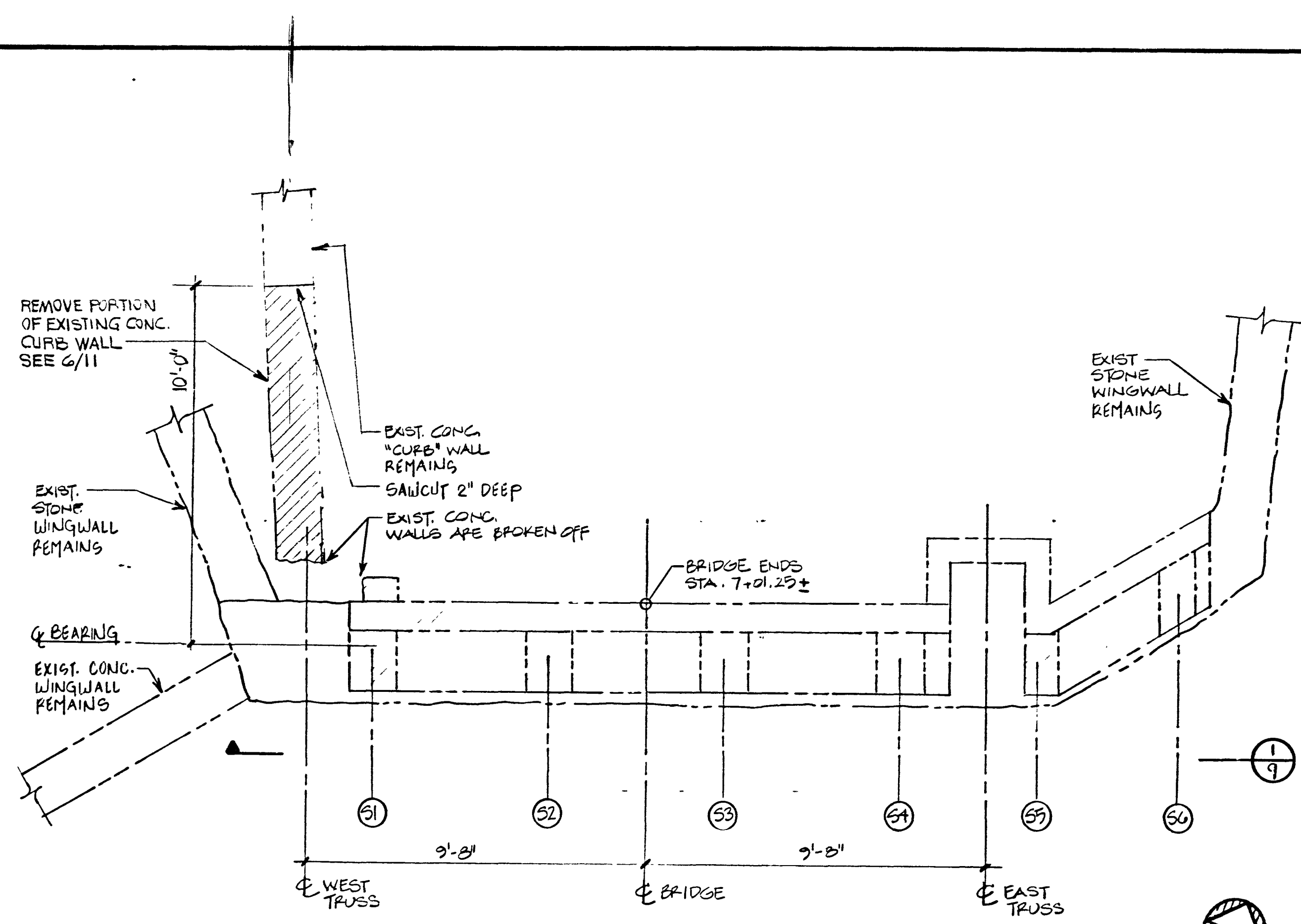
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
8	AS NOTED	7-23-92	8

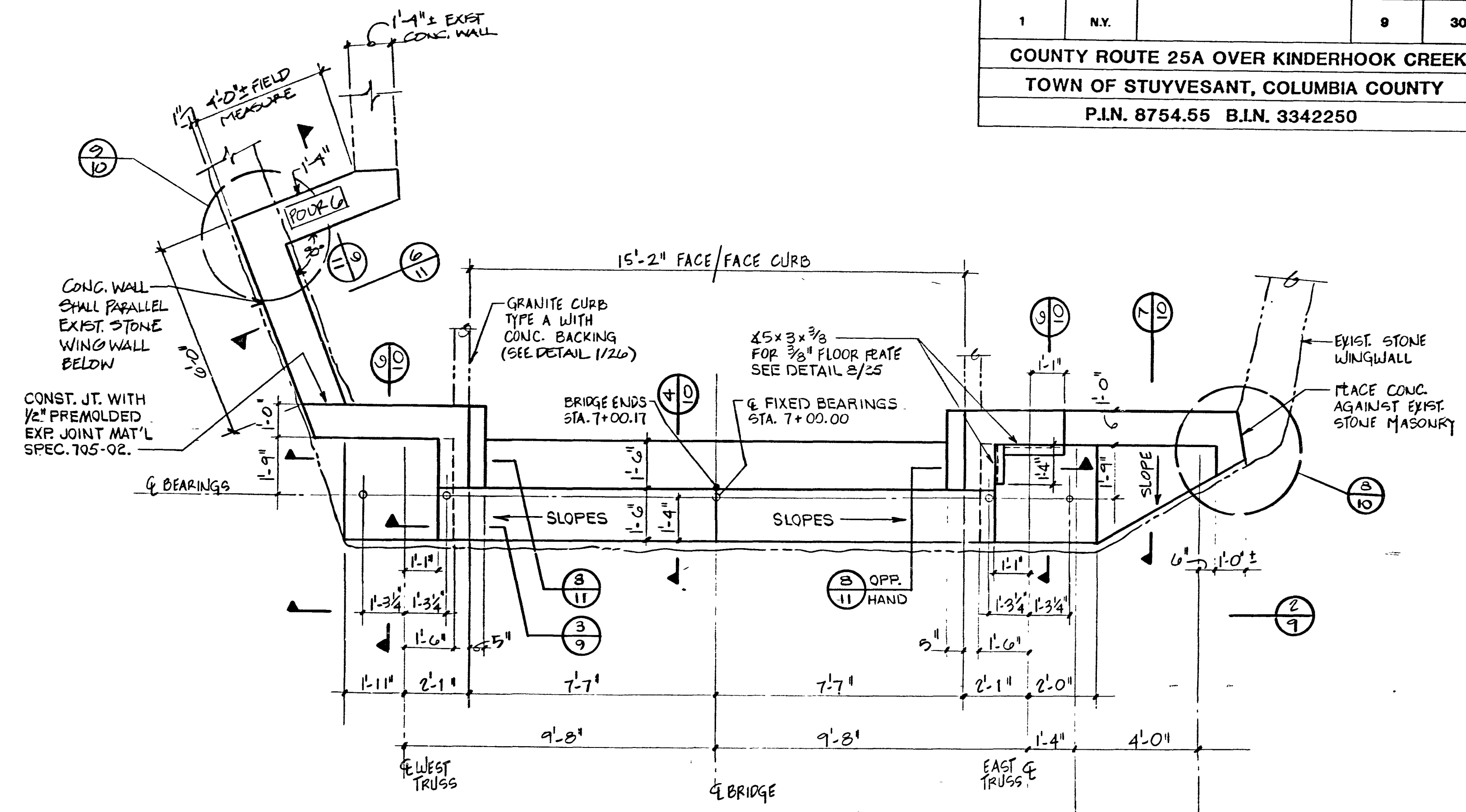
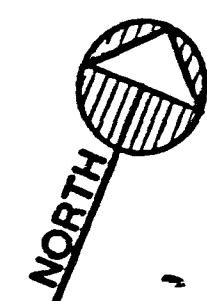
RB
Ryan-Biggs Associates, P.C.
291 River Street
Troy, New York 12180
(518) 272-6266

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		9	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

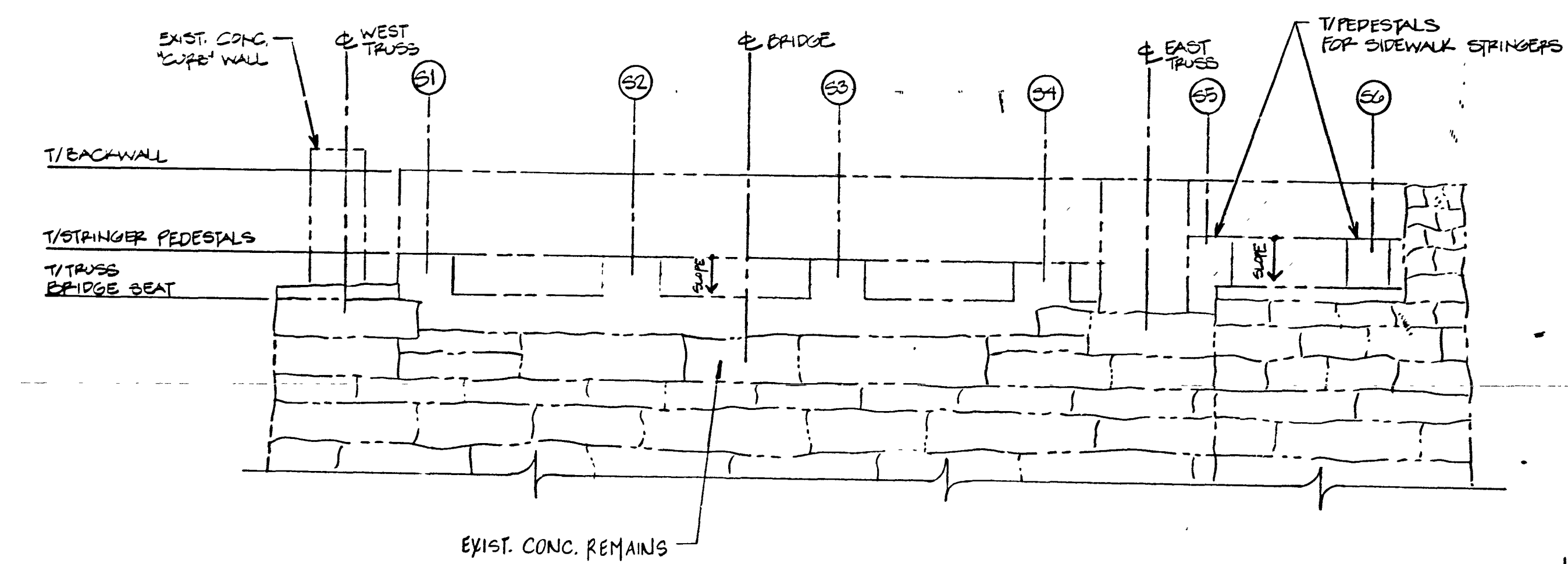
DATE _____ CHECKED BY **NEW** DRAFTED BY **RAW** ESTIMATED BY **DKT** CHECKED BY **HR** DESIGNED BY **NEW/DTK**



EXISTING PLAN- NORTH ABUTMENT
SCALE: 3/8" = 1'-0"



PLAN- NORTH ABUTMENT
SCALE: 3/8" = 1'-0"

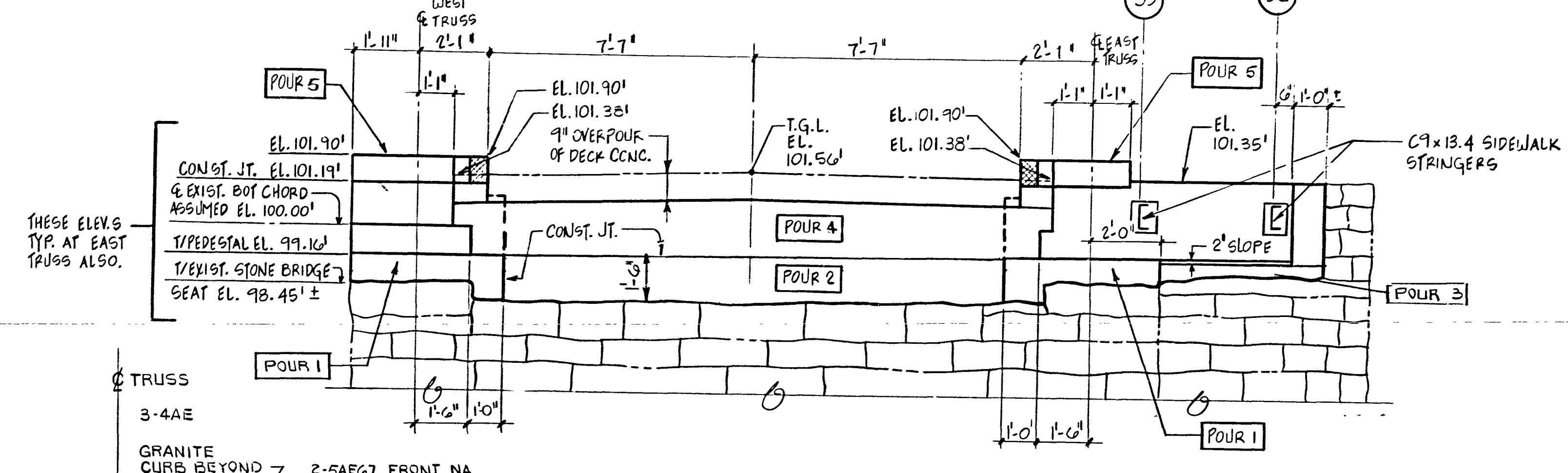


EXISTING ELEVATION
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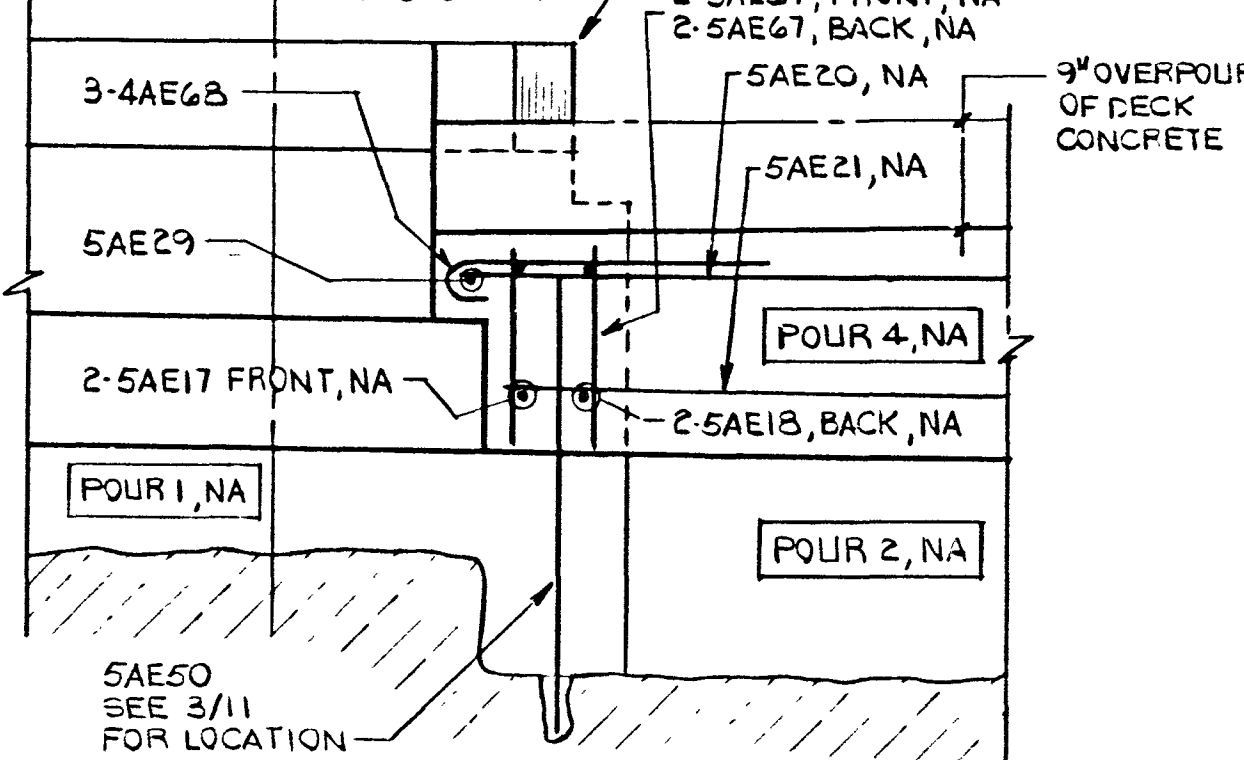
LEGEND
 DENOTES CONC. TO BE REMOVED UNDER ITEM 580.01

ITEM NO. - POUR NO. 1	555.0102	555.0103
1	0.98	
2	2.39	
3	0.35	
4	2.80	0.24
5		
6	2.31	

ITEM NO.	DESCRIPTION
555.0102	CONCRETE FOR STRUCTURES, CLASS A (PRIMARY STRESS)
555.0103	CONCRETE FOR STRUCTURES, CLASS A (APPURTENANT PLACEMENTS)



ELEVATION
SCALE: 3/8" = 1'-0"



SECTION
SCALE: 3/8" = 1'-0"
SEE 4/10 FOR ADDITIONAL REINFORCEMENT IN POUR 2, NA AND POUR 4, NA

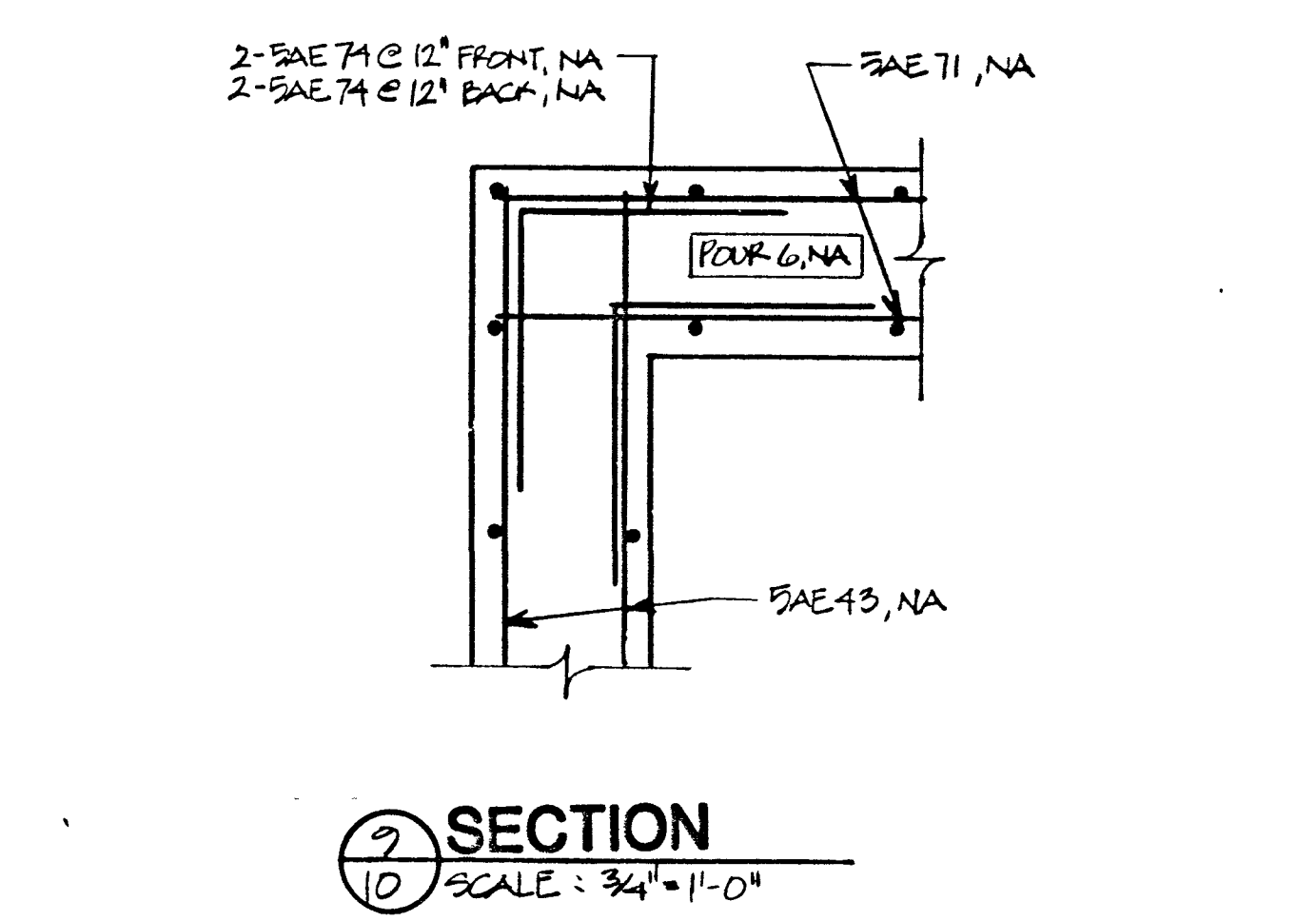
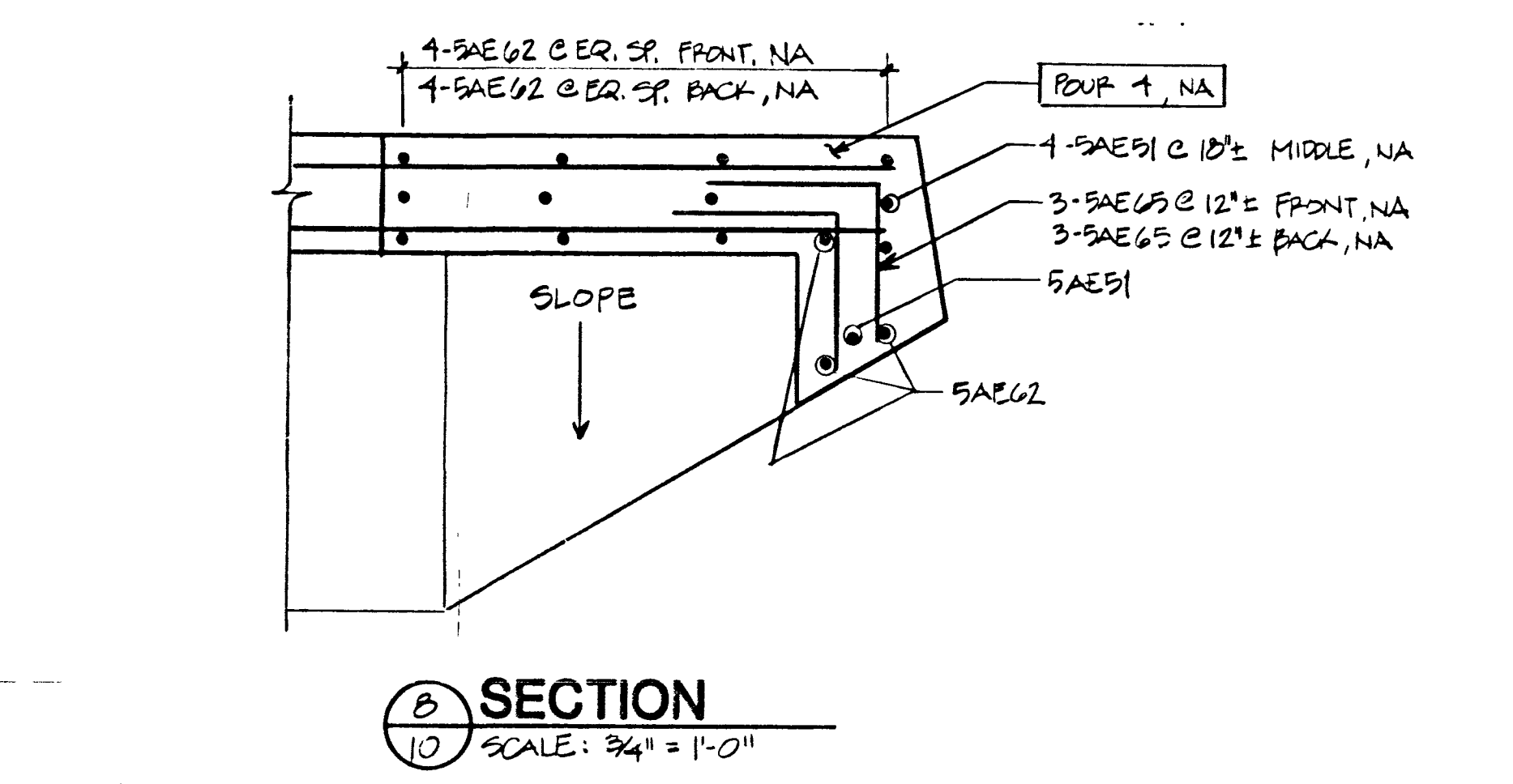
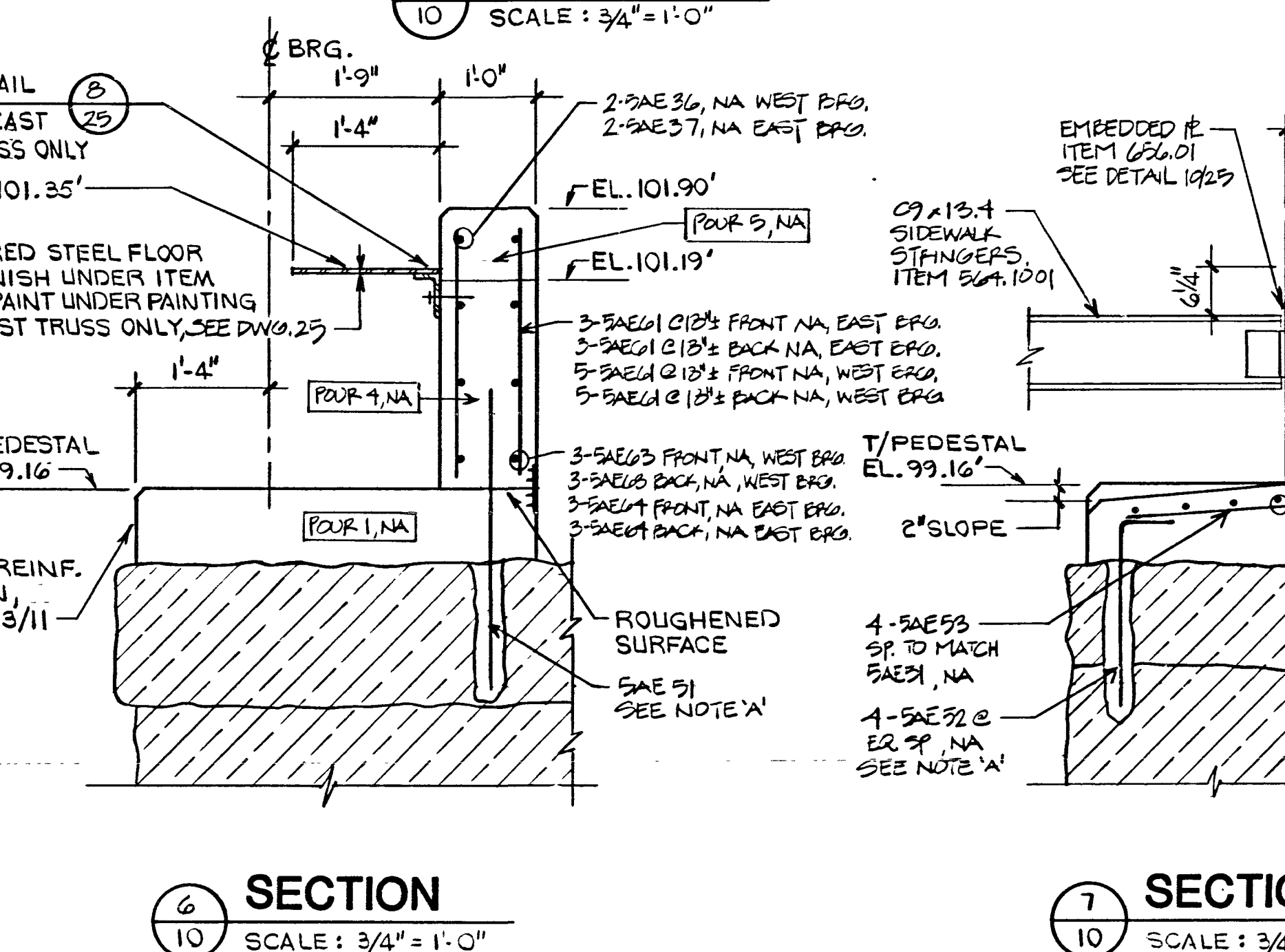
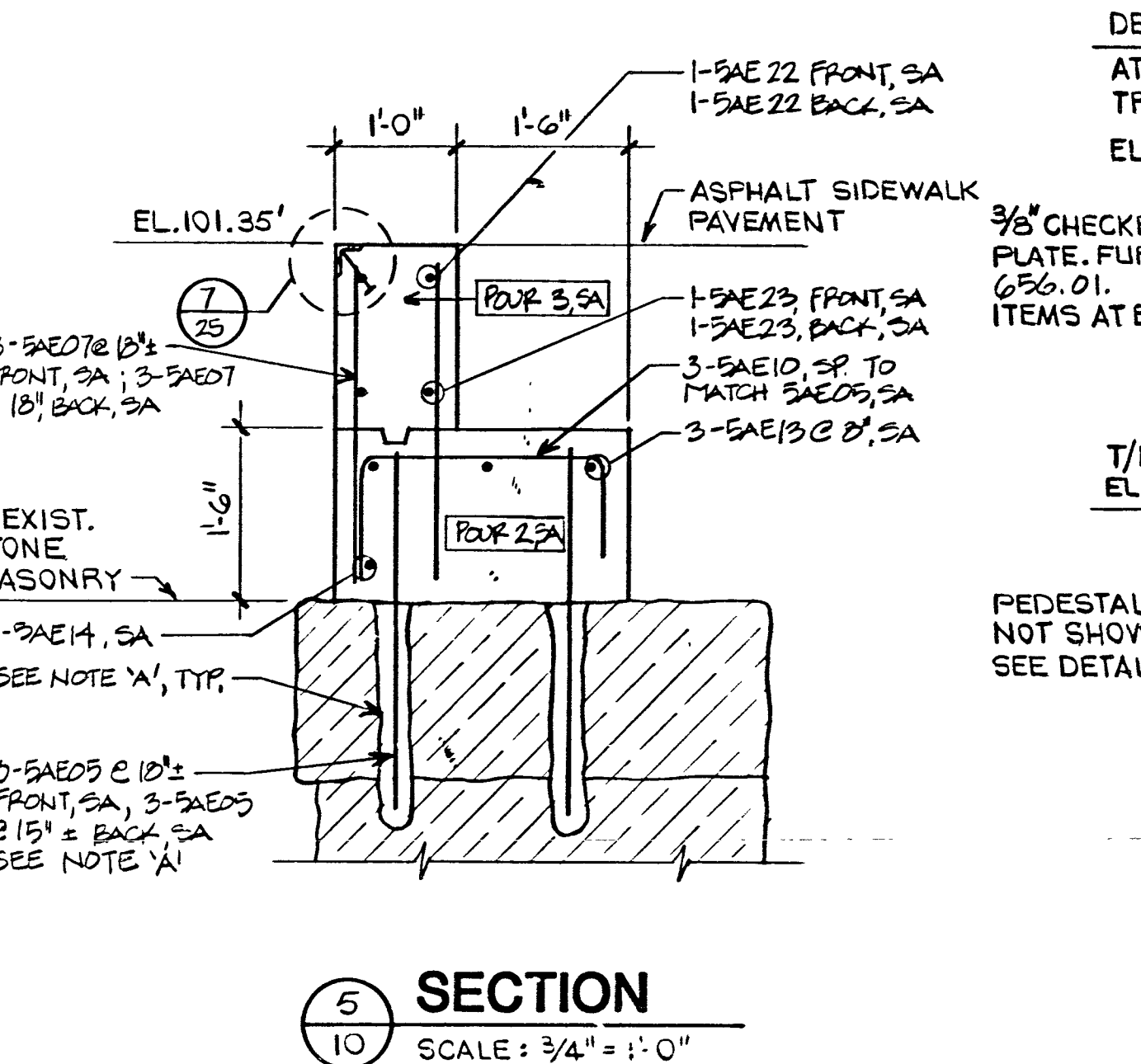
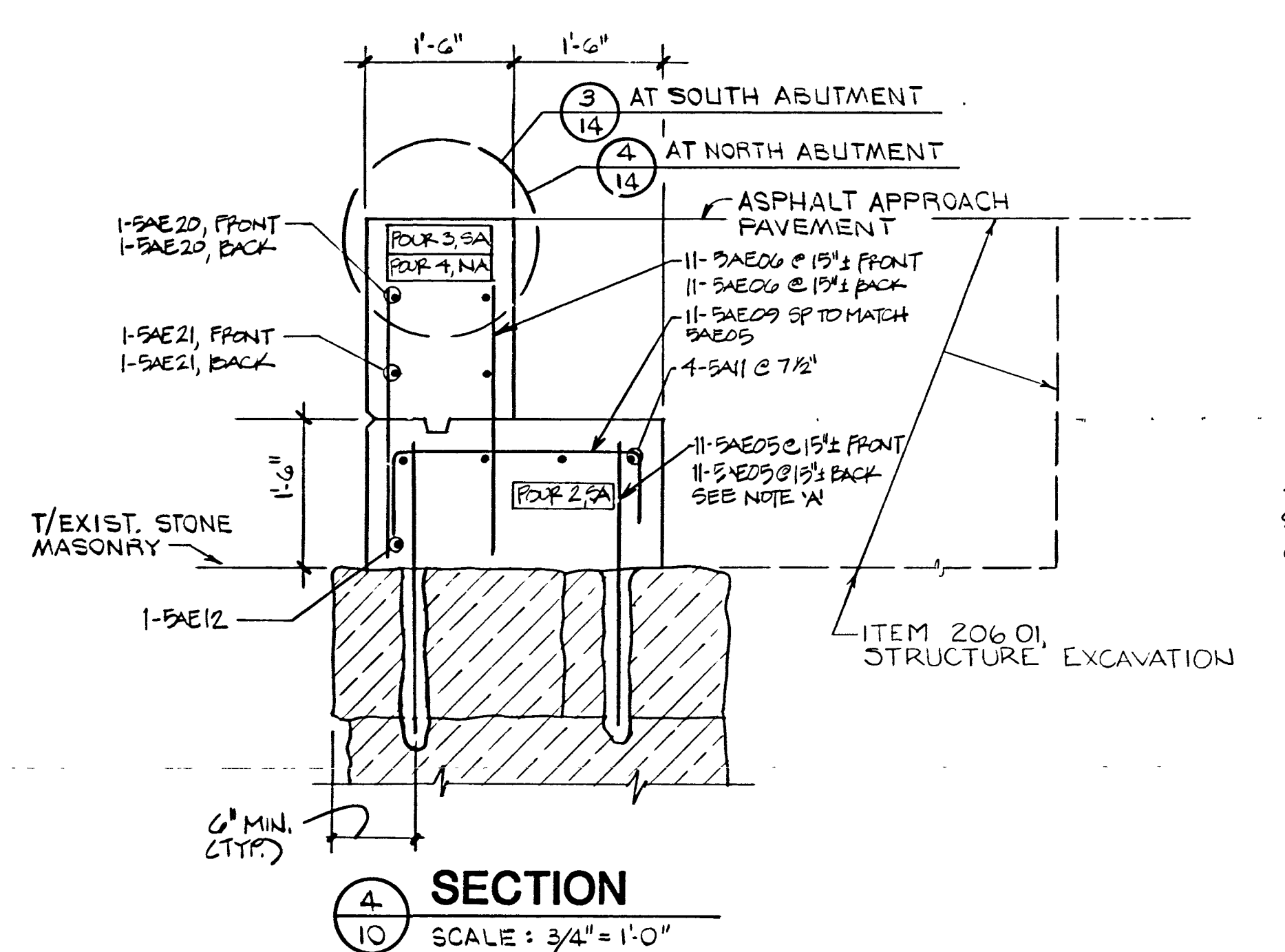
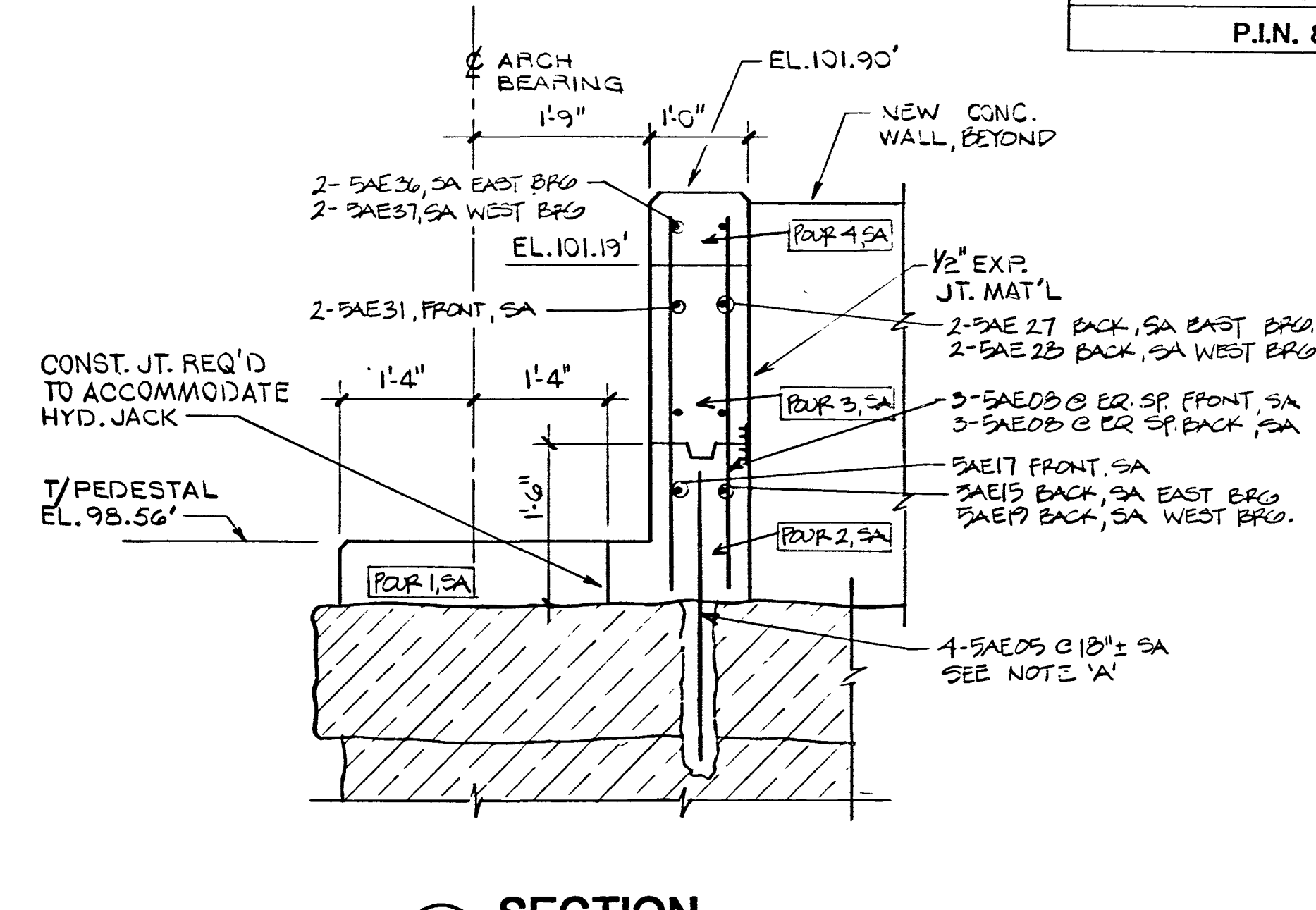
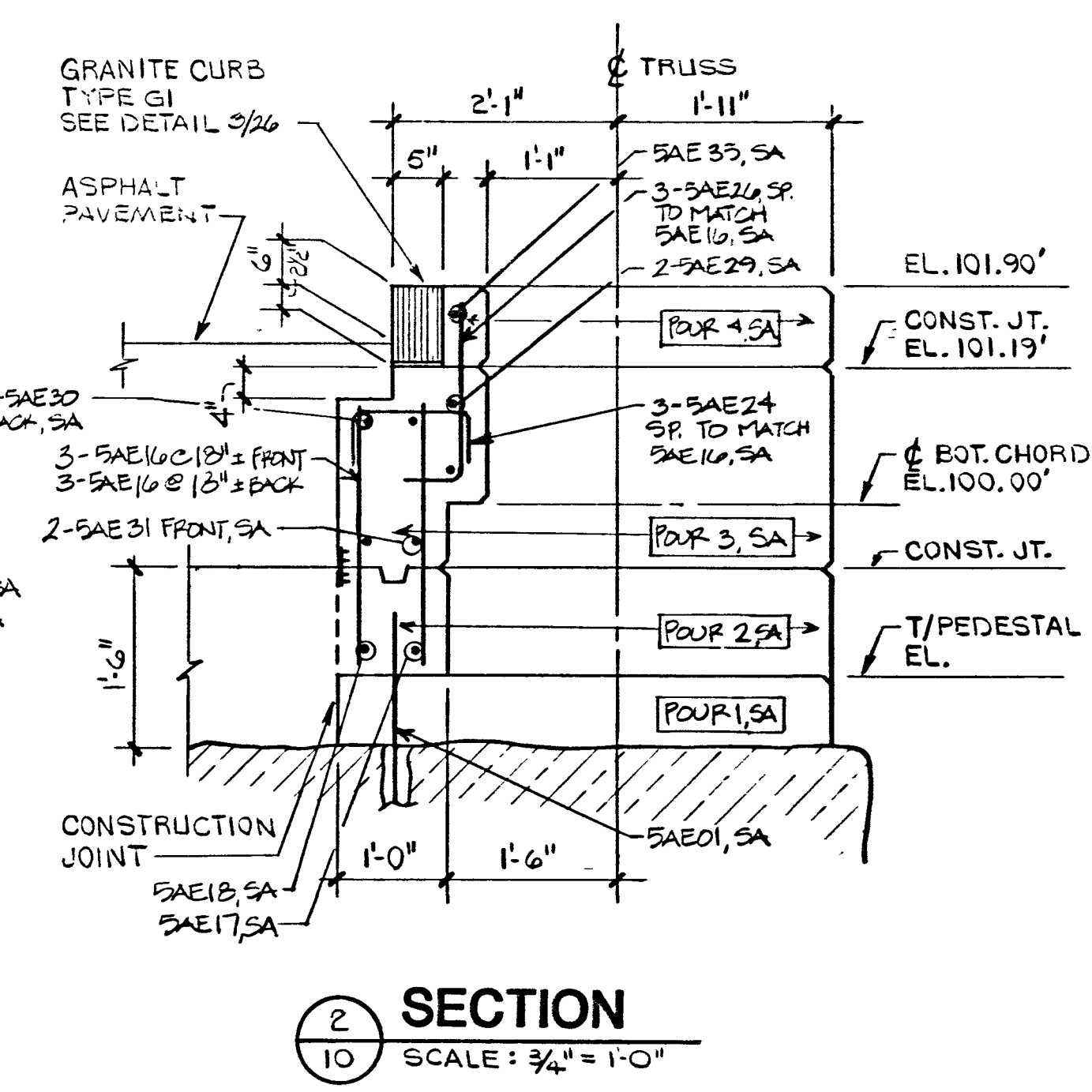
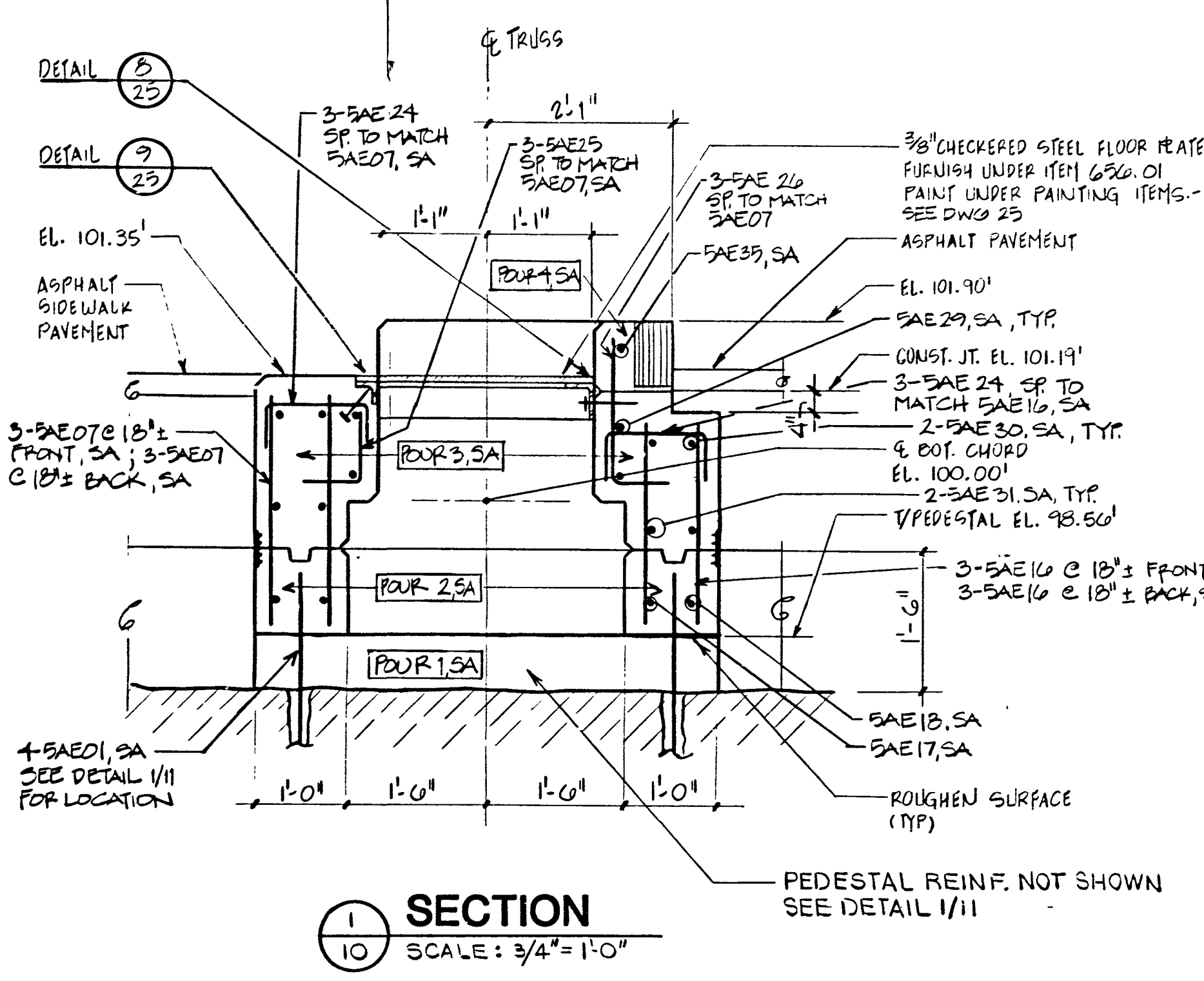
AS - BUILT REVISIONS			
SIGNATURE	DATE		
NORTH ABUTMENT- PLAN & ELEVATIONS			
STATE OF NEW YORK			
DEPARTMENT OF TRANSPORTATION			
DRAWING NO. 9	SCALE AS NOTED	DATE 7-23-92	REGION 8



Ryan-Biggs Associates, P.C.
291 River Street
Troy, New York 12180
(518) 272-6266

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		10	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

DATE _____ CHECKED BY **NEW** DRAFTED BY **RPA** ESTIMATED BY **MM** CHECKED BY **MM** DESIGNED BY **NEW/DM**



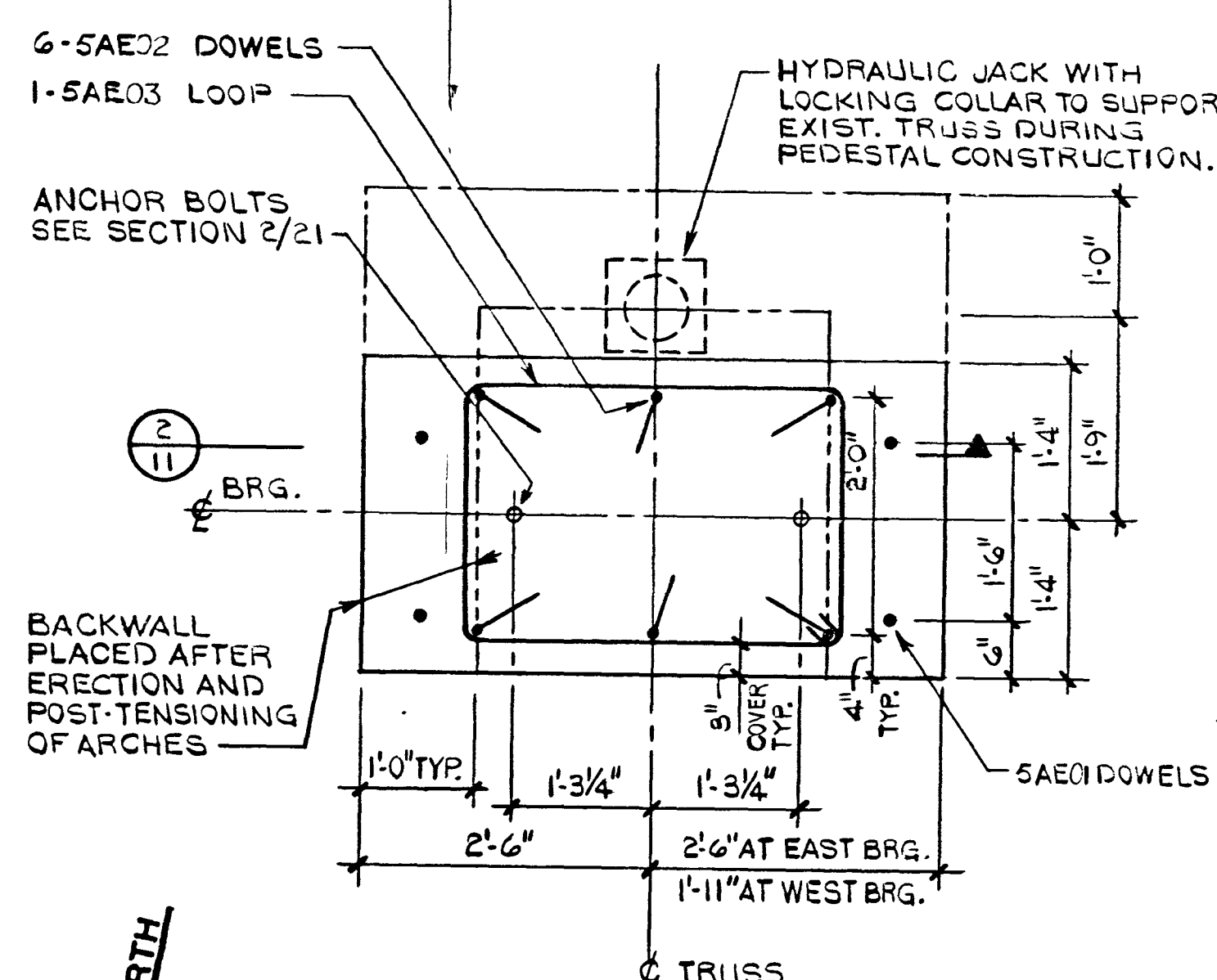
NOTES:
 A. DRILL AND GROUT DOWELS 1'-3" INTO EXISTING STONE MASONRY, ITEM 536.01
 B. SA = SOUTH ABUTMENT
 NA = NORTH ABUTMENT
 C. CHAMFER ALL EXPOSED EDGES OF CONCRETE 1", TYP.
 D. SEE 3/11 FOR ADDITIONAL INFORMATION ABOUT TYPE 'D' WATERSTOP

AS - BUILT REVISIONS			
SIGNATURE		DATE	
ABUTMENT DETAILS			
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION			
DRAWING NO. 10	SCALE AS NOTED	DATE 7-23-92	REGION 8

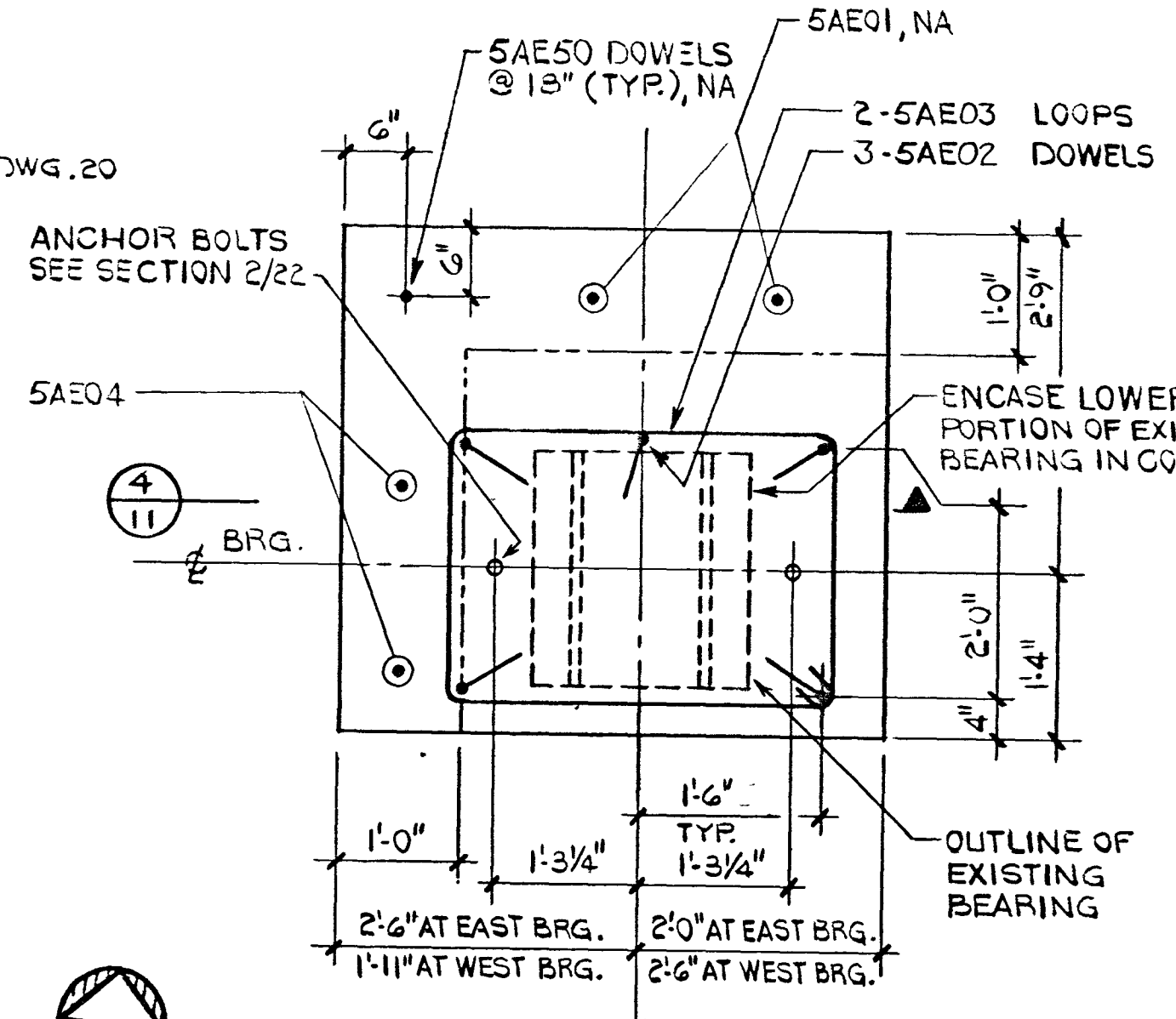
RB Ryan-Biggs Associates, P.C.
 291 River Street
 Troy, New York 12180
 (518) 272-6266

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		11	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

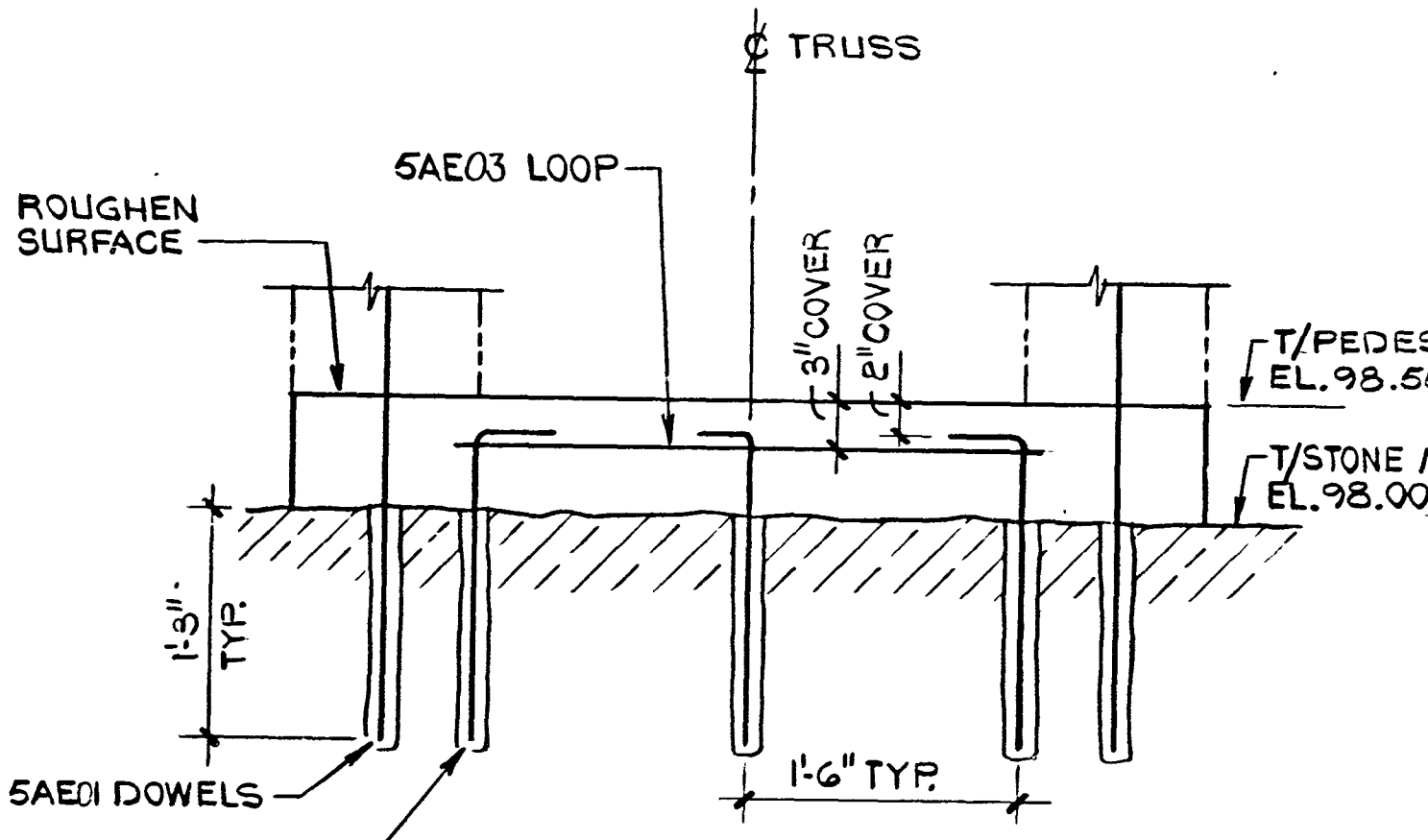
DATE _____ CHECKED BY *MLW* DRAFTED BY *MLW* ESTIMATED BY *MLW* CHECKED BY *MLW* DESIGNED BY *MLW* IN CHARGE OF *MLW*



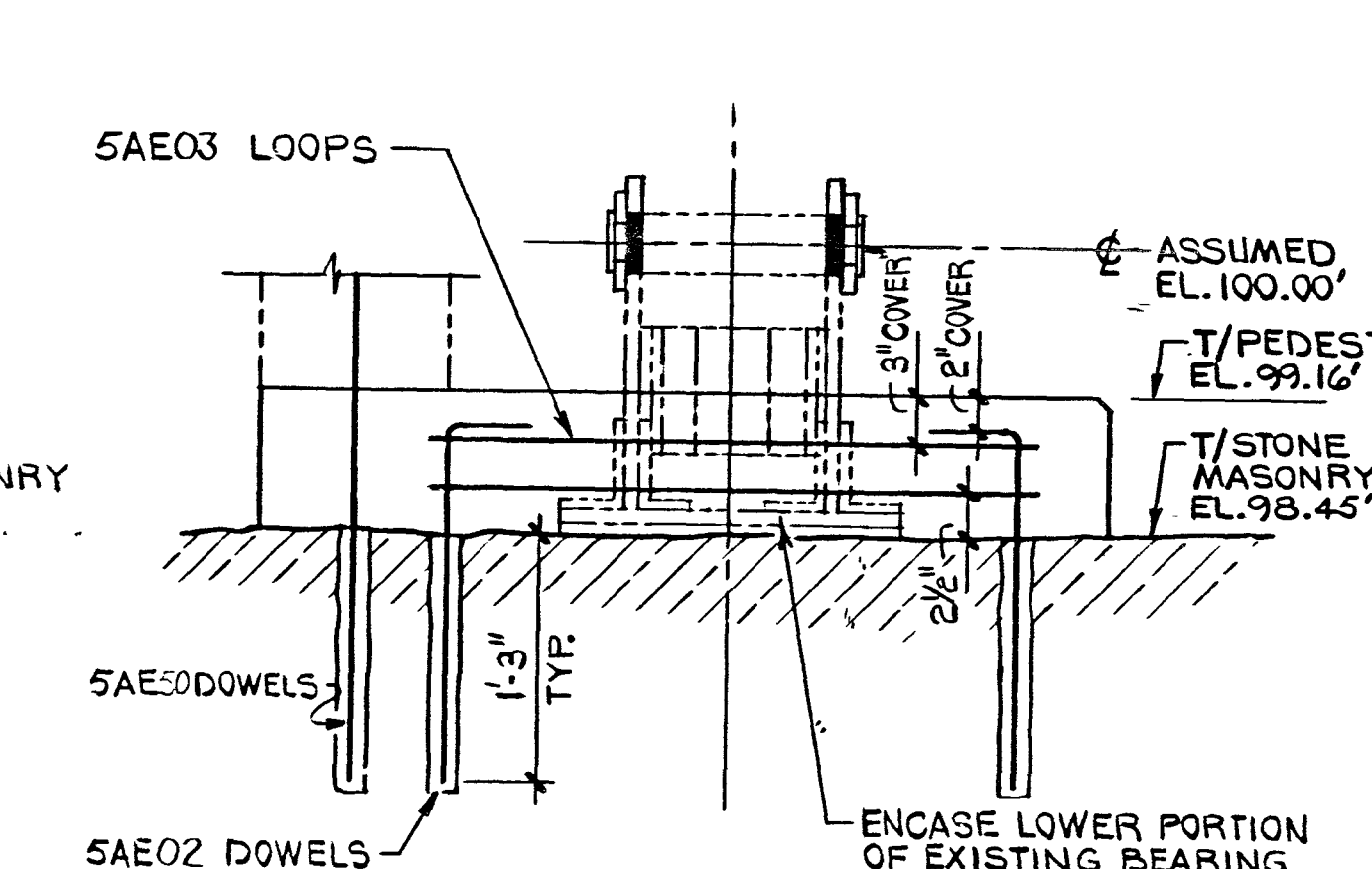
DETAIL - PEDESTAL PLAN AT SOUTH ABUTMENT
 EAST PEDESTAL AS SHOWN
 WEST PEDESTAL SIMILAR
 SCALE: 3/4" = 1'-0"



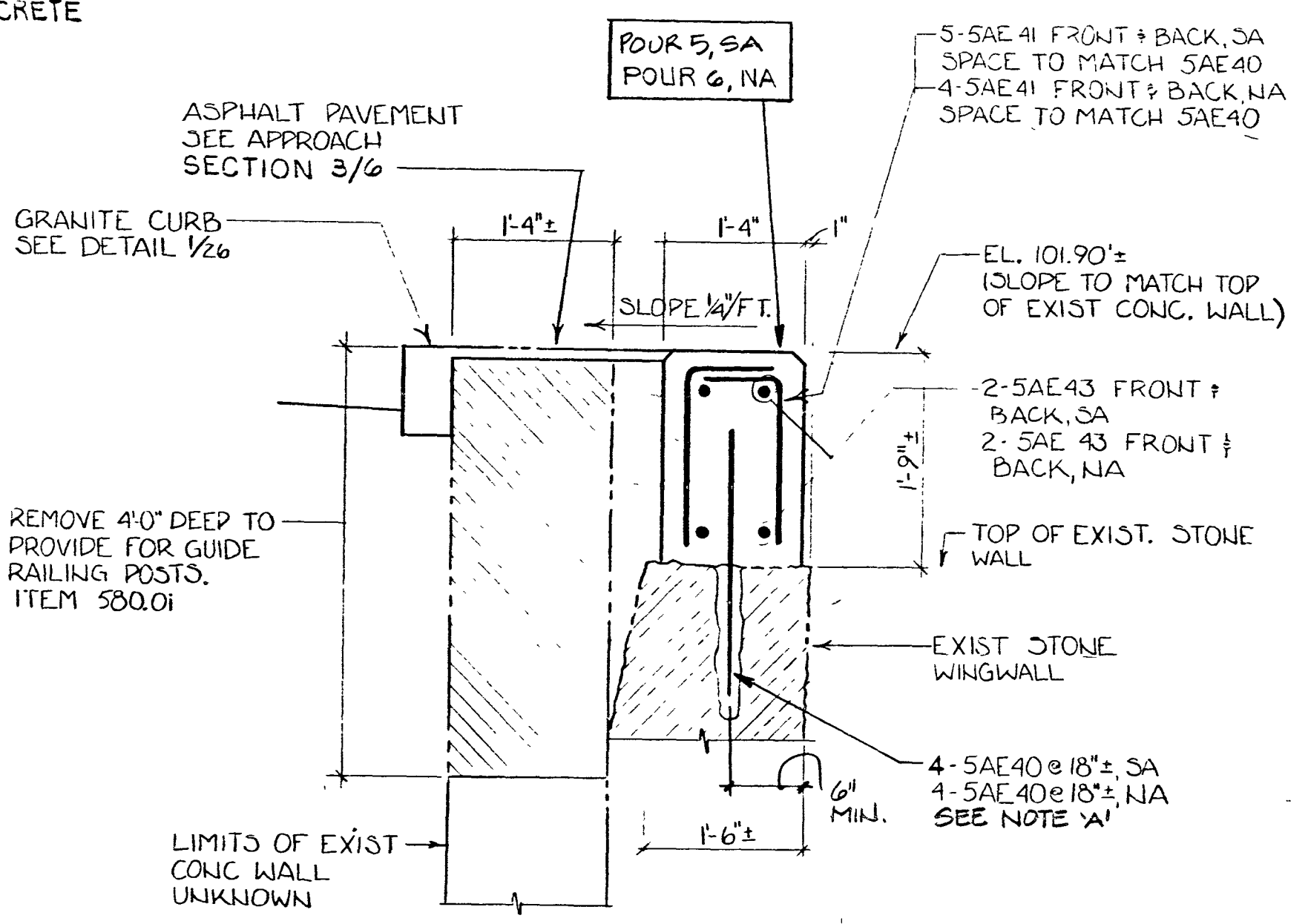
DETAIL - PEDESTAL PLAN AT NORTH ABUTMENT
 EAST PEDESTAL AS SHOWN
 WEST PEDESTAL SIMILAR
 SCALE: 3/4" = 1'-0"



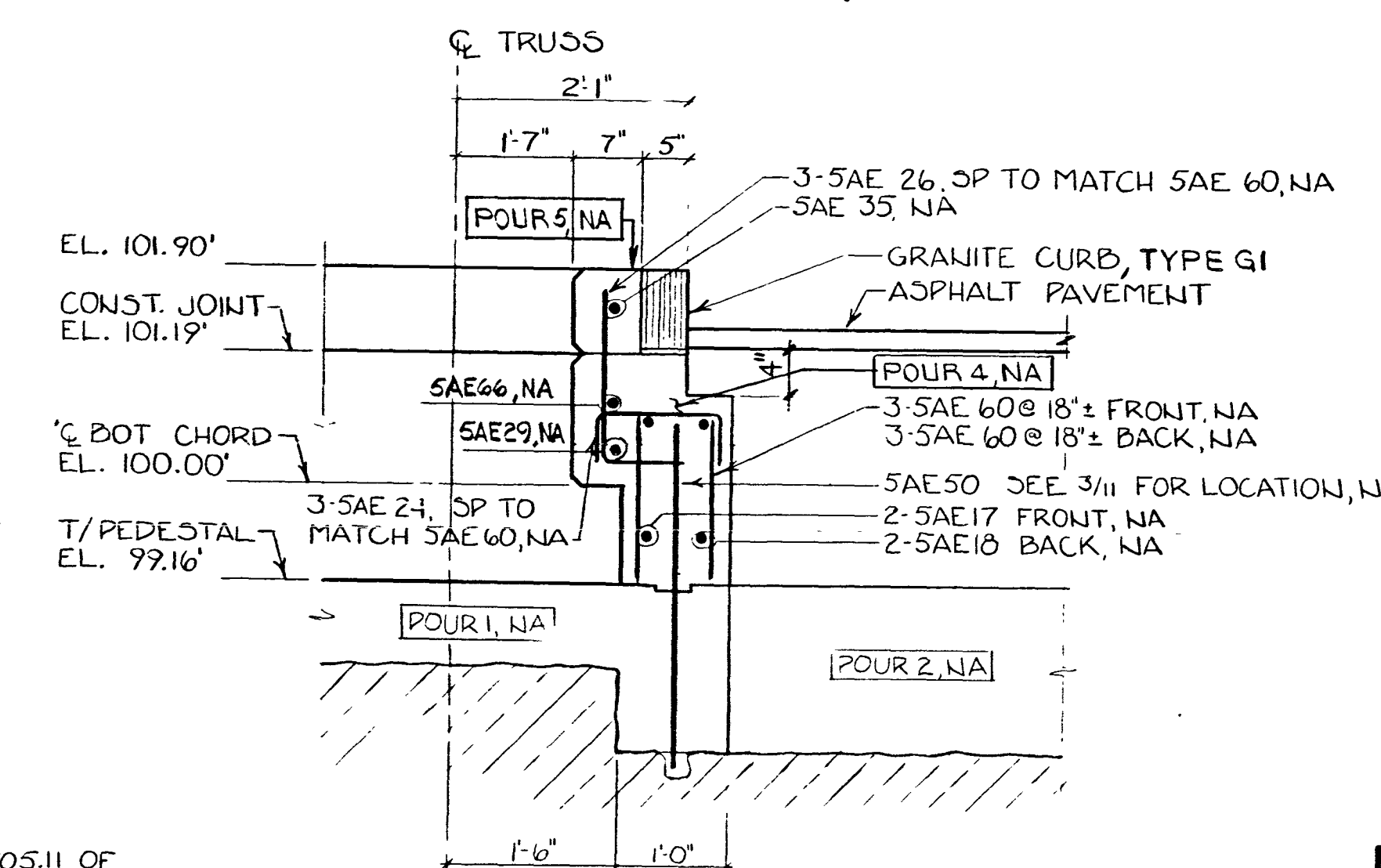
SECTION 2
 SCALE: 1" = 1'-0"



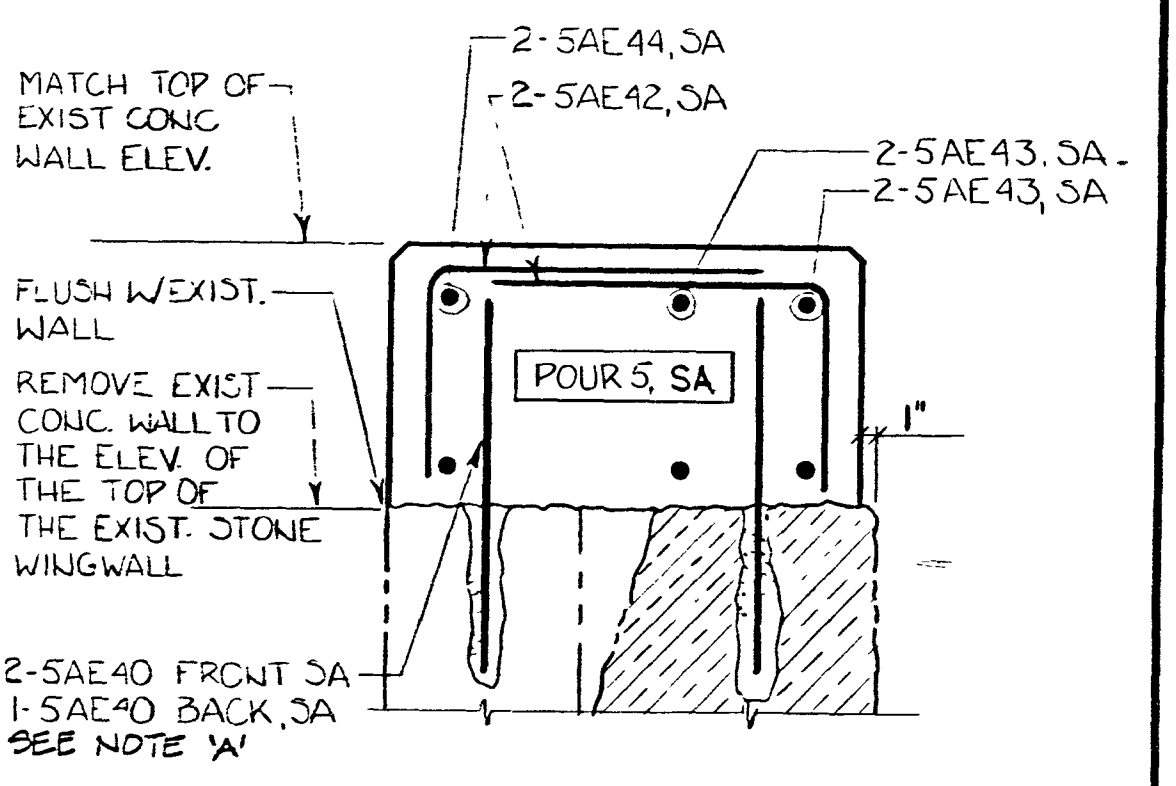
SECTION 4
 SCALE: 1" = 1'-0"



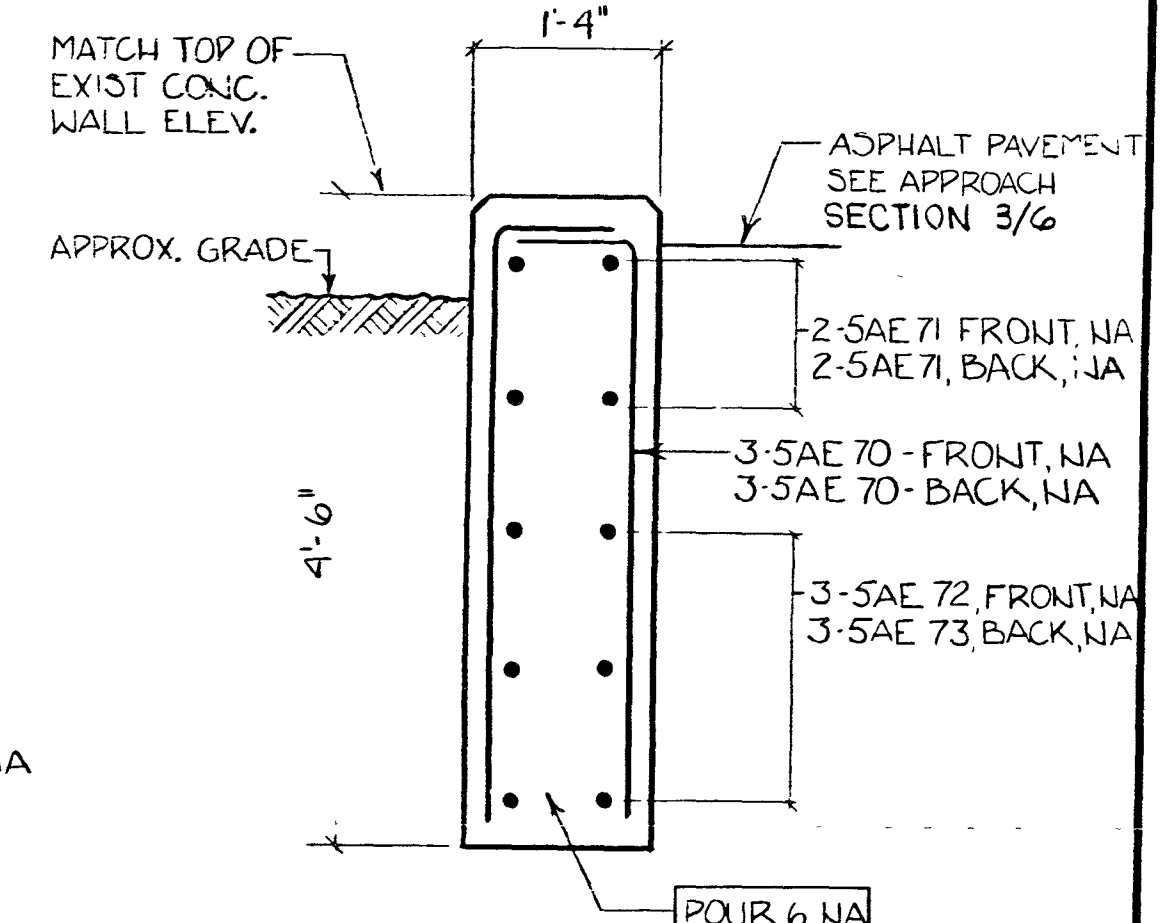
SECTION 6
 SCALE: 3/4" = 1'-0"



SECTION 8
 SCALE: 3/4" = 1'-0"



SECTION 7
 SCALE: 3/4" = 1'-0"



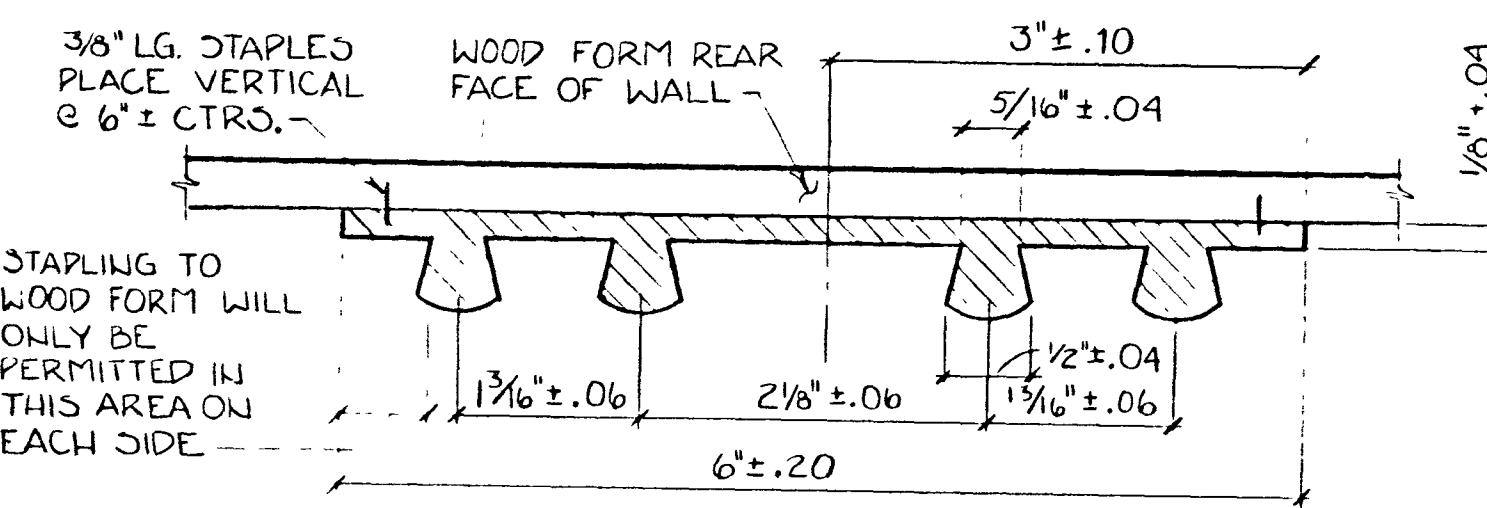
SECTION 9
 SCALE: 3/4" = 1'-0"

NOTE: DRILL AND GROUT DOWELS INTO EXISTING STONE MASONRY ITEM 586.01, SEE NOTE 'A'

NOTE: DRILL AND GROUT DOWELS INTO EXISTING STONE MASONRY, ITEM 586.01 SEE NOTE 'A'

ENCASE LOWER PORTION OF EXISTING BEARING IN CONCRETE CLEAN SURFACE OF STEEL BEARING TO SSPC - SP6 COMMERCIAL BLAST CLEANING, ITEM 525.2101, BEFORE PLACING CONCRETE.

NOTES:
 'A' DRILL AND GROUT DOWELS 1-2" INTO EXIST. STONE MASONRY, ITEM 586.01
 'B' SA - SOUTH ABUTMENT
 NA - NORTH ABUTMENT



TYPE 'D' WATERSTOP
 NTS

TYPE 'D' WATERSTOP NOTES:

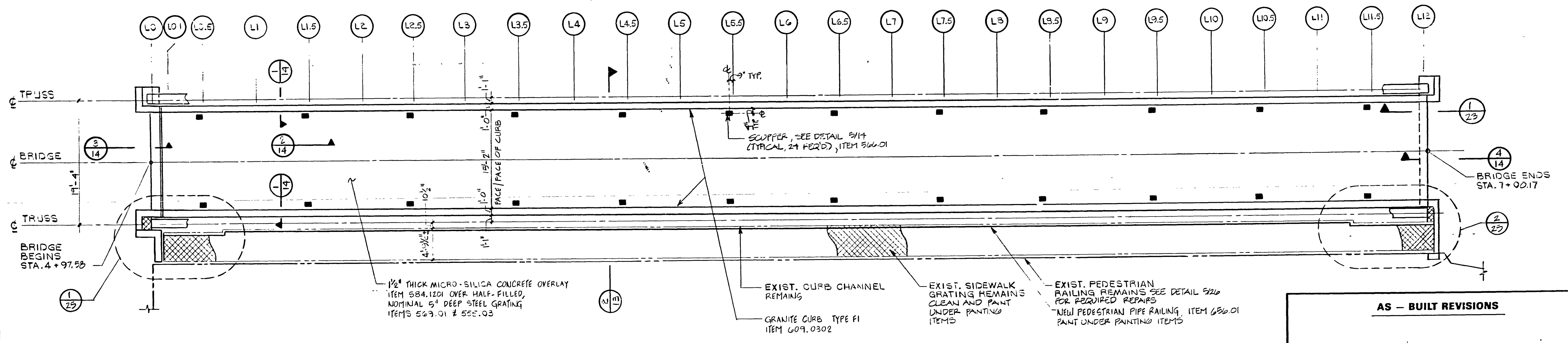
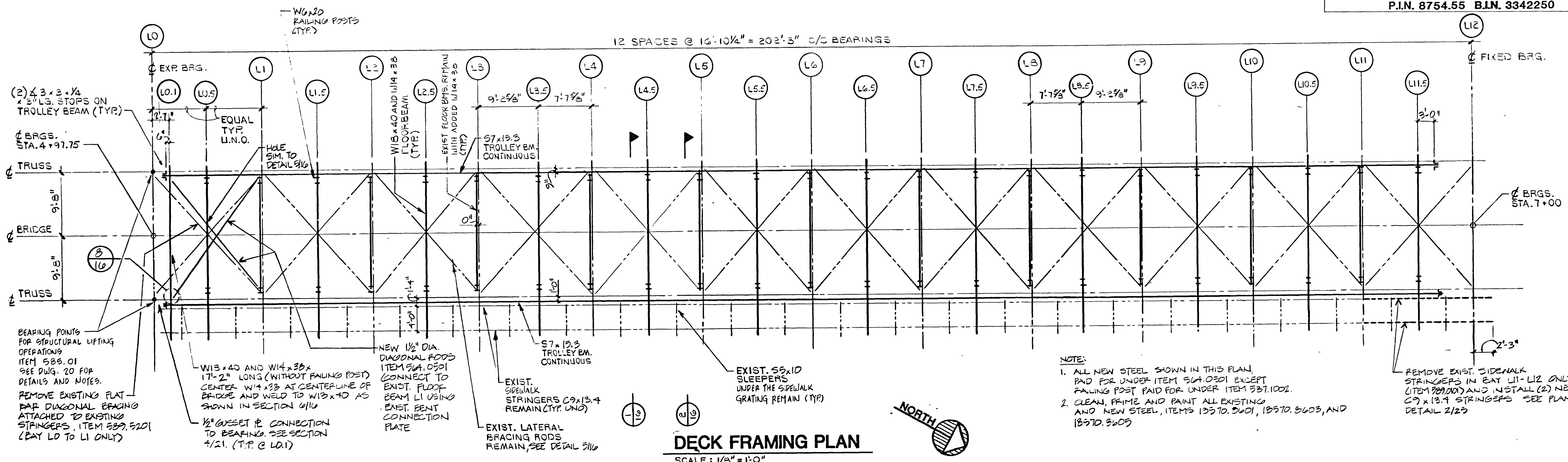
1. WATERSTOPS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 705.11 OF THE SPECIFICATIONS.
2. HOLES MUST NOT BE MADE IN WATERSTOPS FOR ANY PURPOSE EXCEPT AS READ FOR STAPLING TO FORMS.
3. WATERSTOPS SHALL BE LIGHT GREY IN COLOR.
4. THE COST OF FURNISHING & PLACING WATERSTOPS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE CONCRETE ITEMS.
5. TO FACILITATE SHIPPING & HANDLING OF PVC WATERSTOPS, FIELD BUTT SPLICES WILL BE PERMITTED ON STRAIGHT RUNS AT POINTS APPROVED BY THE ENGINEER. SHOP SPLICES SHALL BE USED AT LOCATIONS SHOWN ON THE CONTRACT PLANS. THE METHOD & EQUIPMENT USED TO MAKE THE FIELD SPLICES MUST BE APPROVED BY THE DEPUTY CHIEF ENGINEER (STRUCTURES)

AS - BUILT REVISIONS	
SIGNATURE _____	DATE _____
ABUTMENT DETAILS	
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
DRAWING NO. 11	SCALE AS NOTED
DATE 7-23-92	REGION 8

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NY		12	30

COUNTY ROUTE 25A OVER KINDERHOOK CREEK
TOWN OF STUYVESANT, COLUMBIA COUNTY
P.I.N. 8754.55 B.I.N. 3342250

CHECKED BY NEW DATE
 DRAFTED BY HBA
 CHECKED BY HBR
 ESTIMATED BY NEW
 CHECKED BY HBR
 DESIGNED BY NEW



- STEEL GRATING SPECIFICATION ITEM 569.01**
- Grating shall be fabricated from ASTM A588 steel and shall be hot dipped galvanized, in accordance with Material Specification 719.01.
 - Main bearing bars shall be nominal 5 inches deep spaced at 6 inches on center.
 - One supplemental bar shall be equally spaced between each main bearing bar.
 - Cross bars (nominal 2 inches deep) shall be spaced at 4 inches on center.
 - #3 reinforcing bars (ASTM A615 Gr.60) shall be spaced between each bearing bar.
 - Minimum 20 gage galvanized steel pan forms shall be placed at approximate mid-depth.

- Weight of steel grating shall be approximately 20.4 psf. Weight of steel grating with concrete fill (half depth) shall be approximately 50 psf.
- Minimum section properties shall be as follows: (inches cubed per foot)
Steel only, top 4.7
Steel only, bottom 4.8
Composite, positive bending, concrete 74.4
Composite, positive bending, steel 5.2
- Grating shall span continuously over a minimum of 3 spans.

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

DECK PLANS

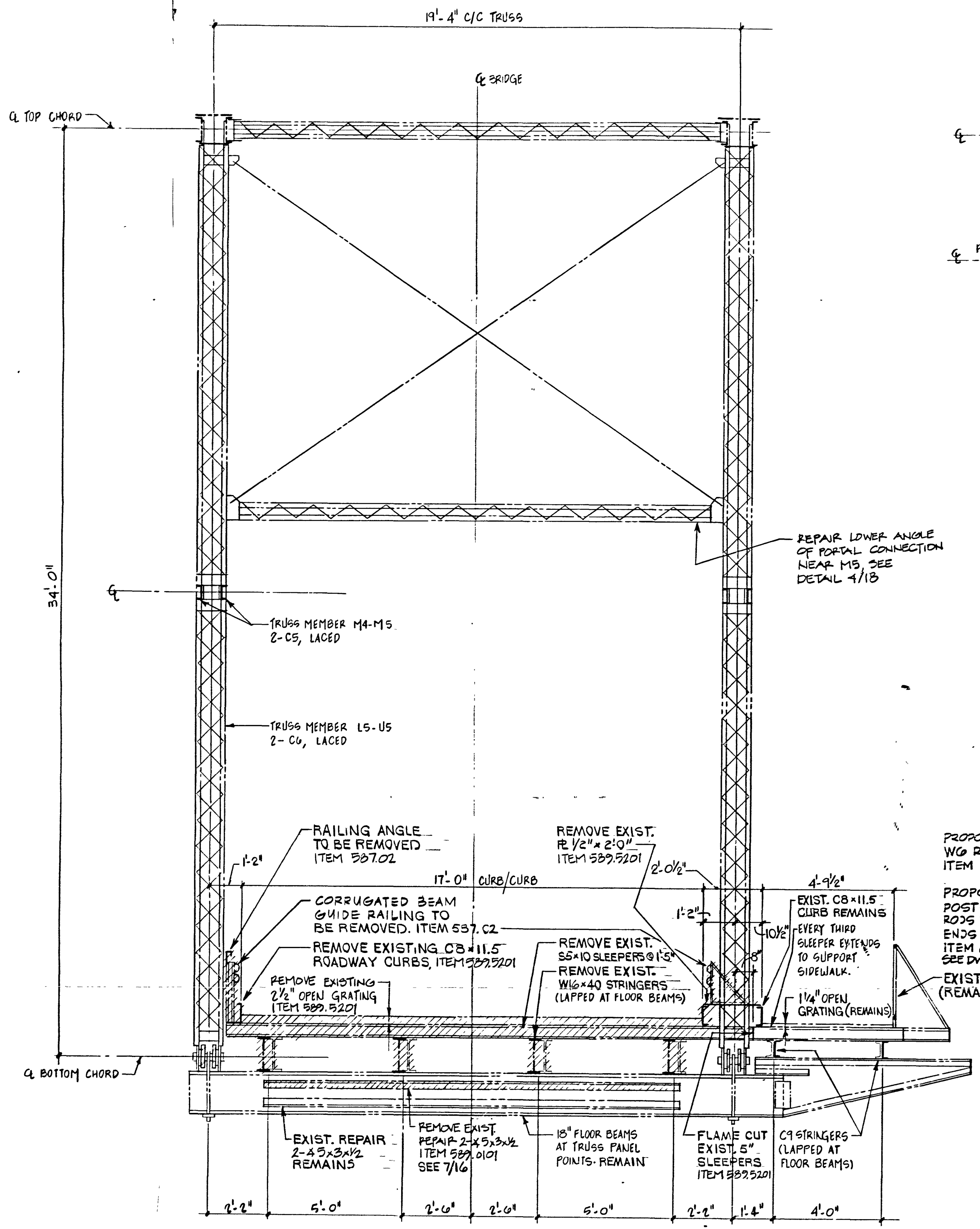
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO. 12 SCALE AS NOTED DATE 7-23-92 REGION 8

RB Ryan-Biggs Associates, P.C.
291 River Street
Troy, New York 12180
(518) 272-6265

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		13	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

DATE _____ CHECKED BY NEW DRAFTED BY MB CHECKED BY MB ESTIMATED BY NEW CHECKED BY MB DESIGNED BY NEW

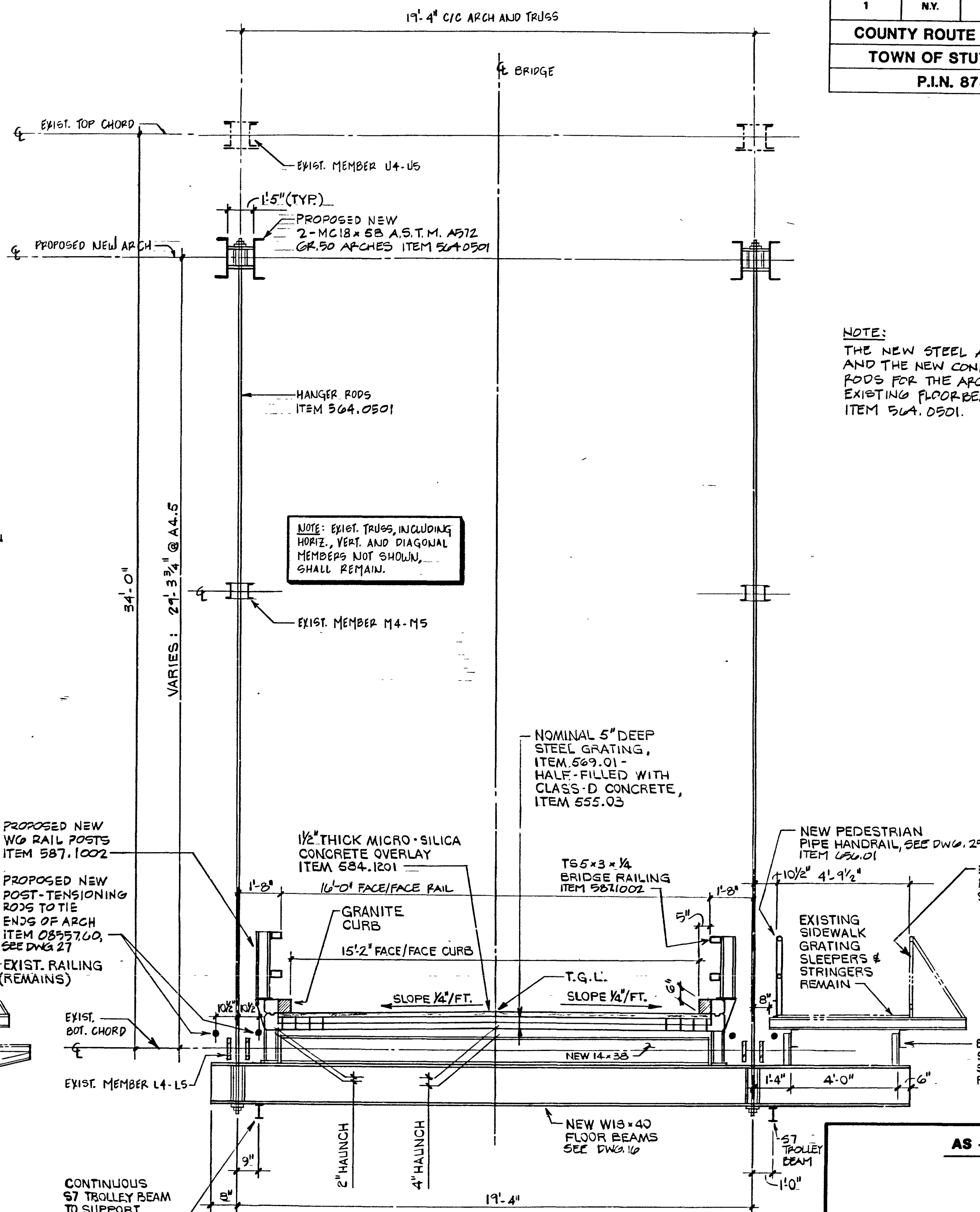


1 EXISTING SECTION AT PANEL L5-U5

SCALE: 3/8" = 1'-0"

NOTE: [Hatched] DENOTES MATERIAL TO BE REMOVED

THE CORRUGATED BEAM GUIDE RAILING AND POST SHALL BE REMOVED AND STORED UNDER ITEM 587.02. THE 2 EXIST. REPAIR ANGLES (ATTACHED TO EACH EXIST. FLOORBEAM) SHALL BE REMOVED AND STORED UNDER ITEM 587.01. ALL OTHER BRIDGE DECK COMPONENTS SHOWN TO BE REMOVED (INCLUDING GRATING, SLEEPERS, CURB CHANNELS, AND STRINGERS) SHALL BE REMOVED AND STORED UNDER ITEM 589.5201. THE PAYMENT UNIT FOR ITEM 589.5201 SHALL BE FOR REMOVAL OF ONE (1) BRIDGE DECK. MATERIAL REMOVED UNDER ITEMS 589.5201 AND 587.01 AS WELL AS ITEM 587.02 SHALL BE NEATLY STACKED AT THE PROJECT SITE FOR PICK-UP BY COLUMBIA COUNTY D.P.W. AND THE MATERIAL SHALL REMAIN THE PROPERTY OF COLUMBIA COUNTY.



2 PROPOSED SECTION AT PANEL L4.5-A4.5

SCALE: 3/8" = 1'-0"

NOTE:
 THE NEW STEEL ARCHES AND NEW FLOORBEAMS AND THE NEW CONNECTIONS INCLUDING HANGER RODS FOR THE ARCHES AND FOR THE NEW AND EXISTING FLOORBEAMS WILL BE PAID FOR UNDER ITEM 504.0501.

NOTE: EXIST. TRUSS, INCLUDING HORIZ., VERT. AND DIAGONAL MEMBERS NOT SHOWN, SHALL REMAIN.

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

TYPICAL BRIDGE SECTIONS

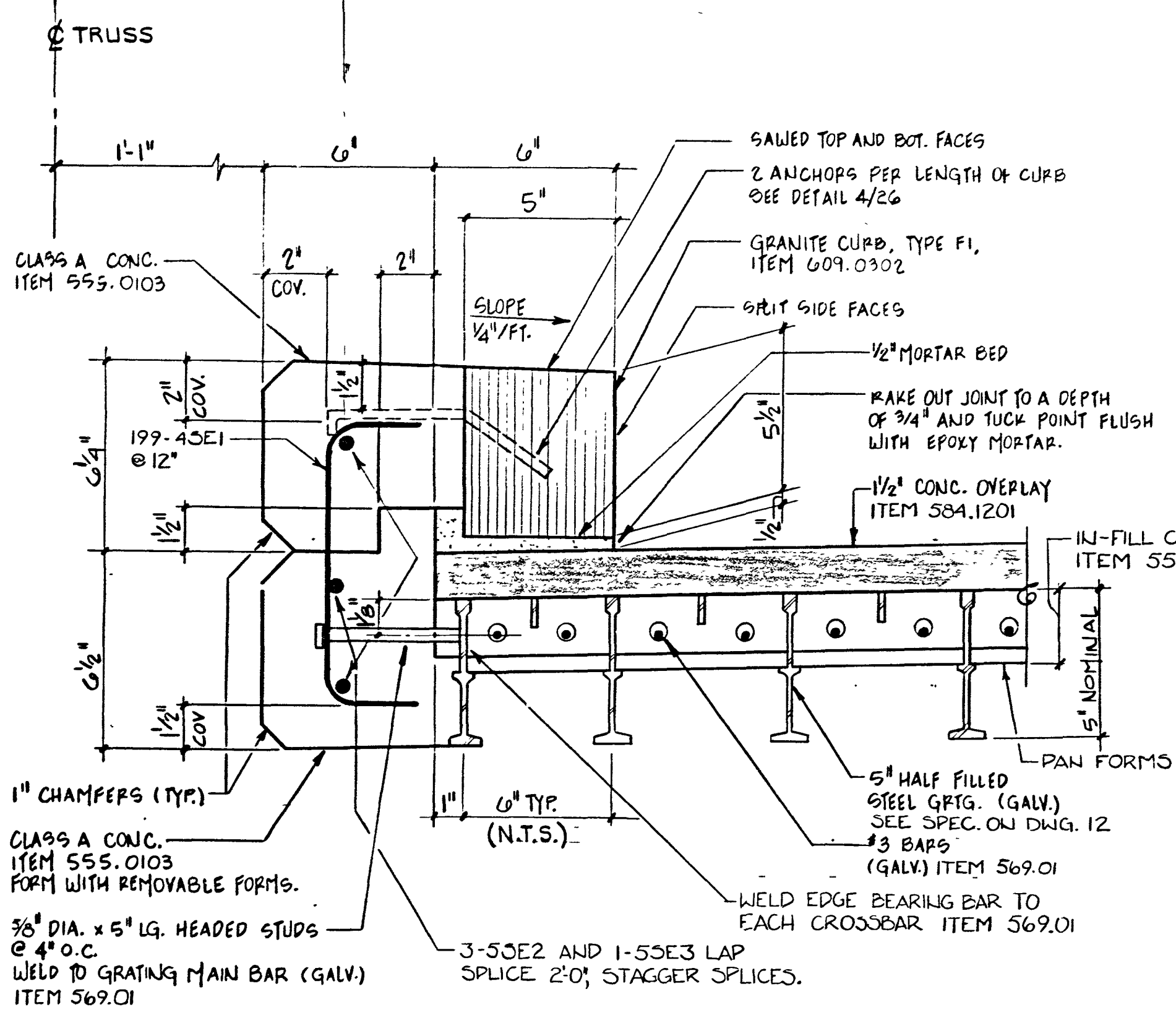
**STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION**

DRAWING NO. 13	SCALE 3/8" = 1'-0"	DATE 7-23-92	REGION 8
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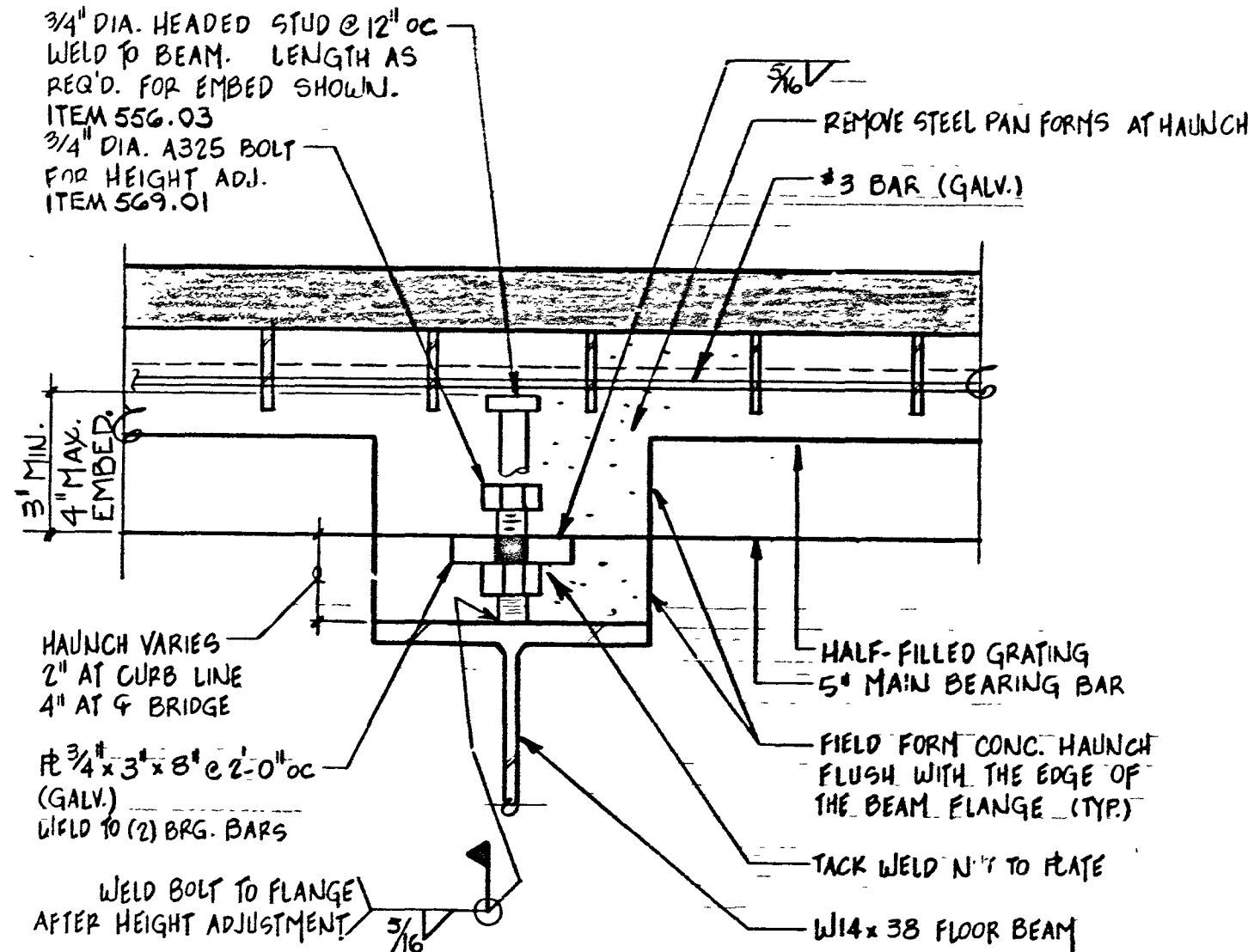
RB Ryan-Sigge Associates, P.C.
 291 River Street
 Troy New York 12180
 (518) 272-6266

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NY		14	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK TOWN OF STUYVESANT, COLUMBIA COUNTY P.I.N. 8754.55 B.I.N. 3342250				

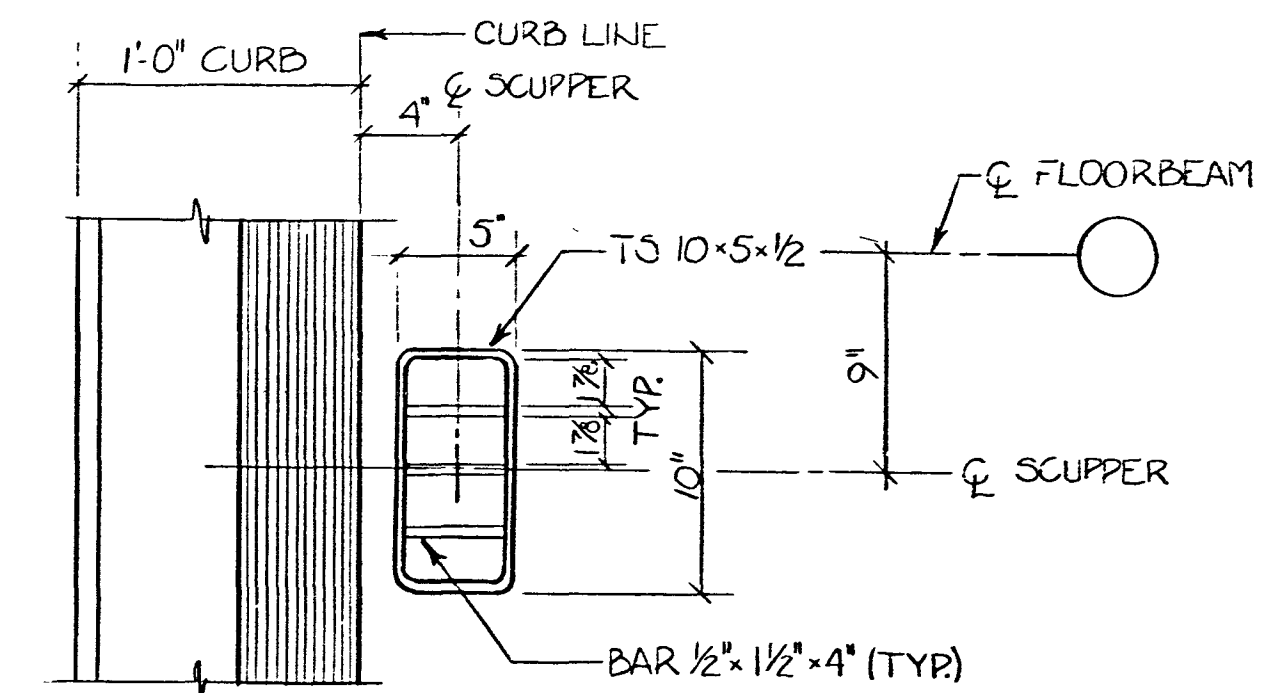
DATE _____ CHECKED BY *ACW* DRAFTED BY *RBA* CHECKED BY *HOR* ESTIMATED BY *NEW* CHECKED BY *HOR* DESIGNED BY *NEW*



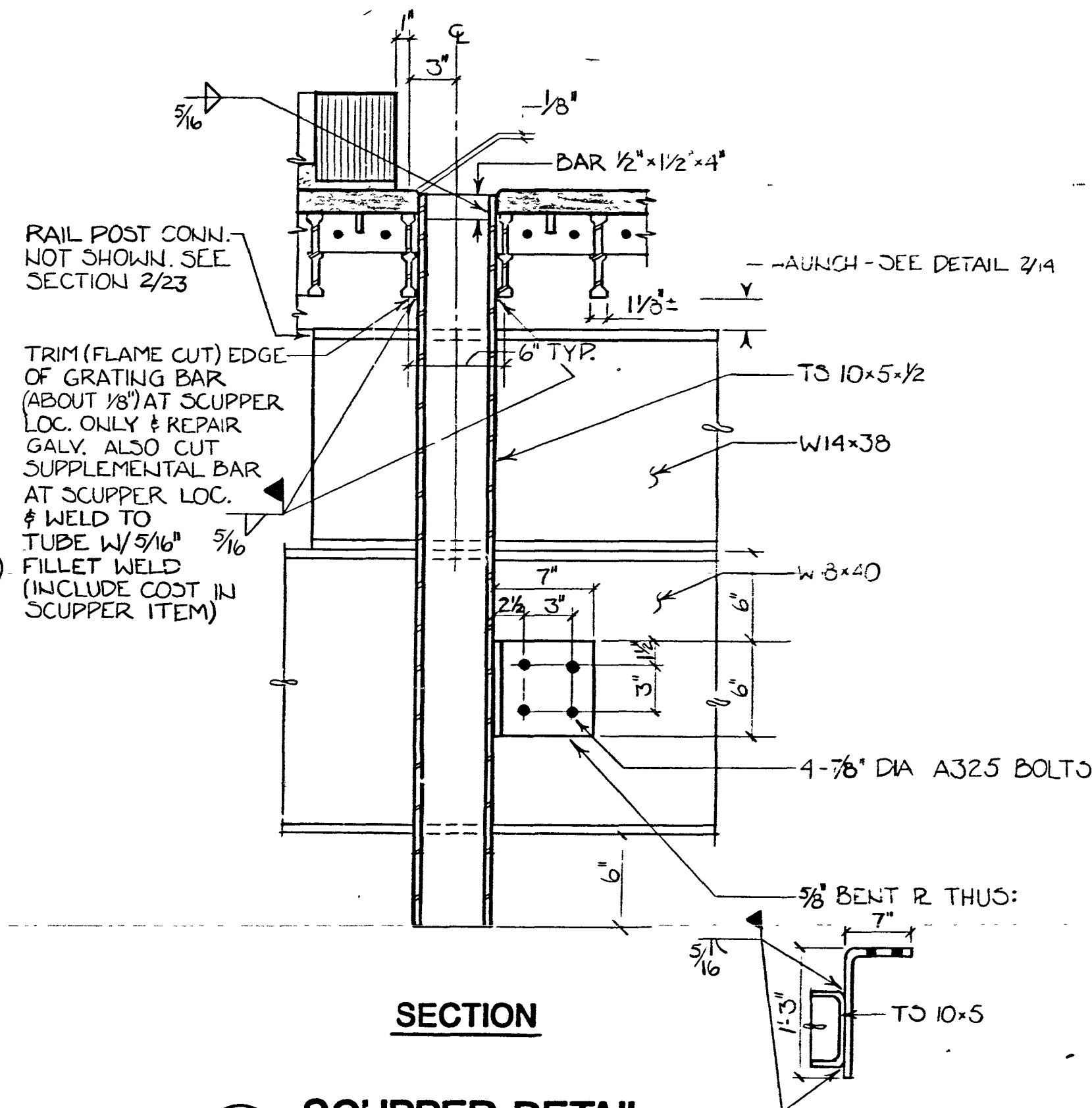
1 SECTION
SCALE: 3" = 1'-0"



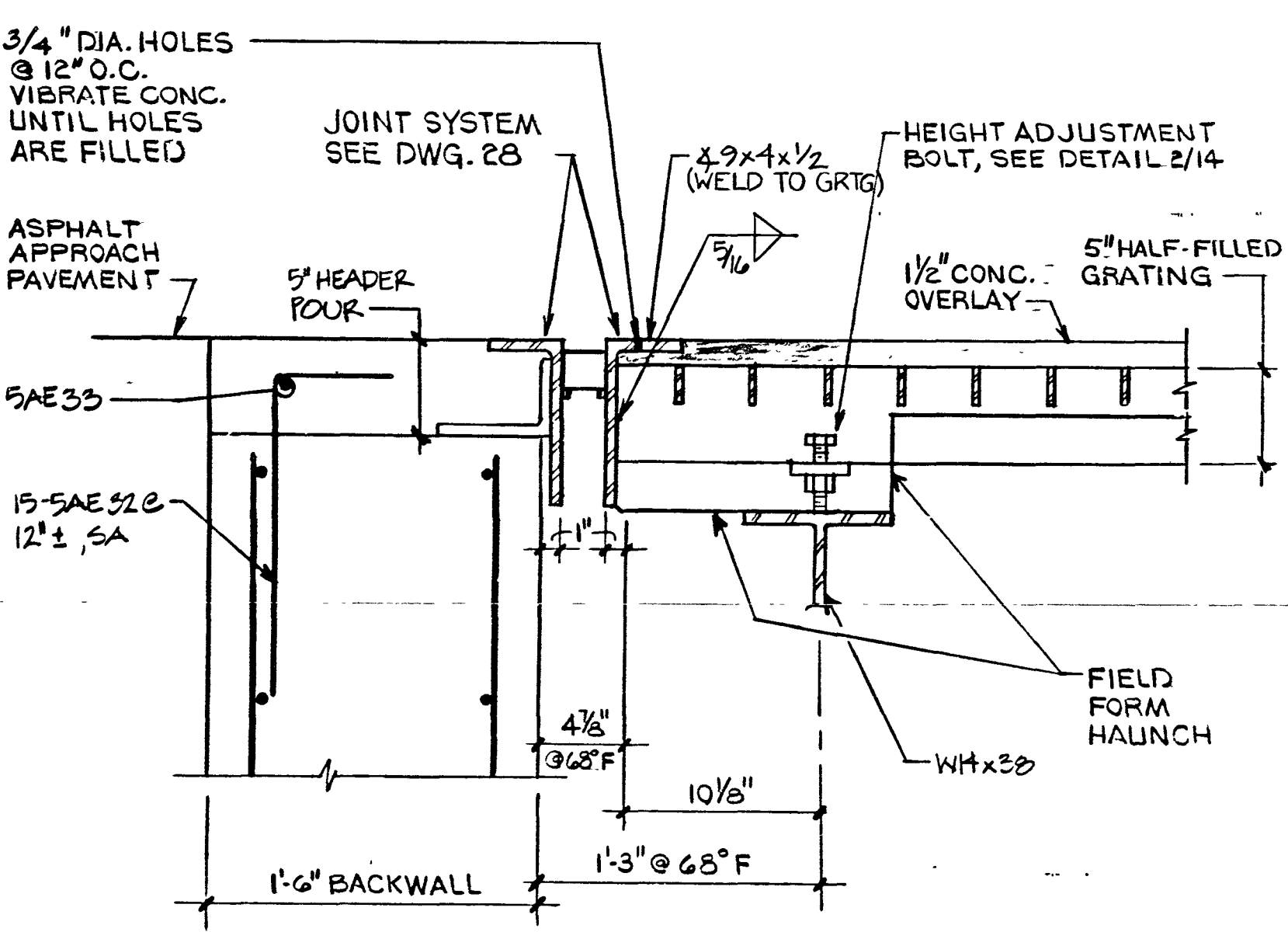
2 HAUNCH DETAIL
SCALE: 3" = 1'-0"



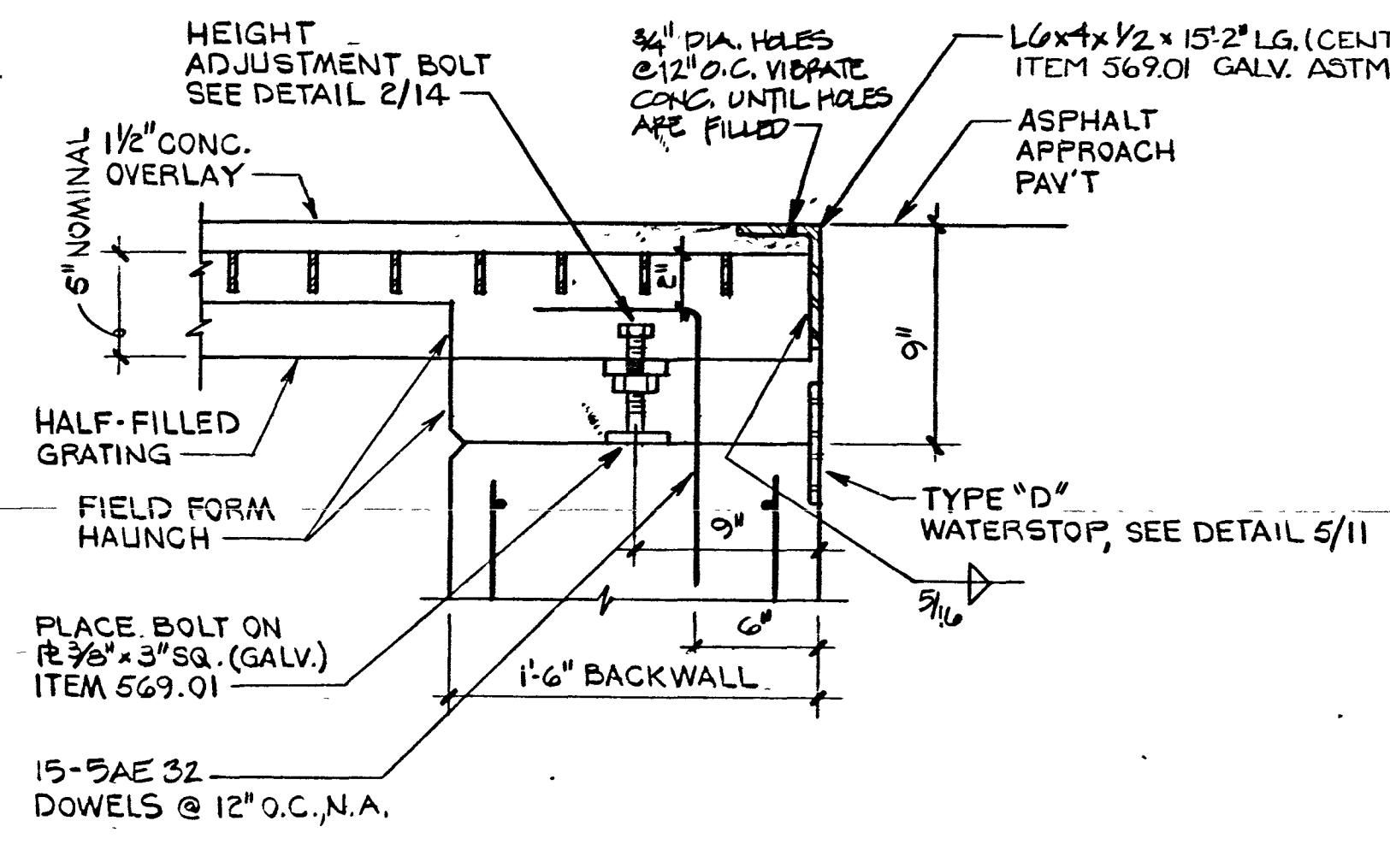
PLAN



5 SCUPPER DETAIL
SCALE: 1 1/2" = 1'-0"



3 SECTION AT SOUTH ABUTMENT
SCALE: 1 1/2" = 1'-0"



4 SECTION AT NORTH ABUTMENT
SCALE: 1 1/2" = 1'-0"

CONCRETE TABLE		
ITEM	LOCATION	QUANTITY
555.03	DECK AREA	3214 SF
594.1201	DECK AREA	3247 SF
555.0103	DECK FASCIA	4.86 CY
555.0103	CURB	4.05 CY

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

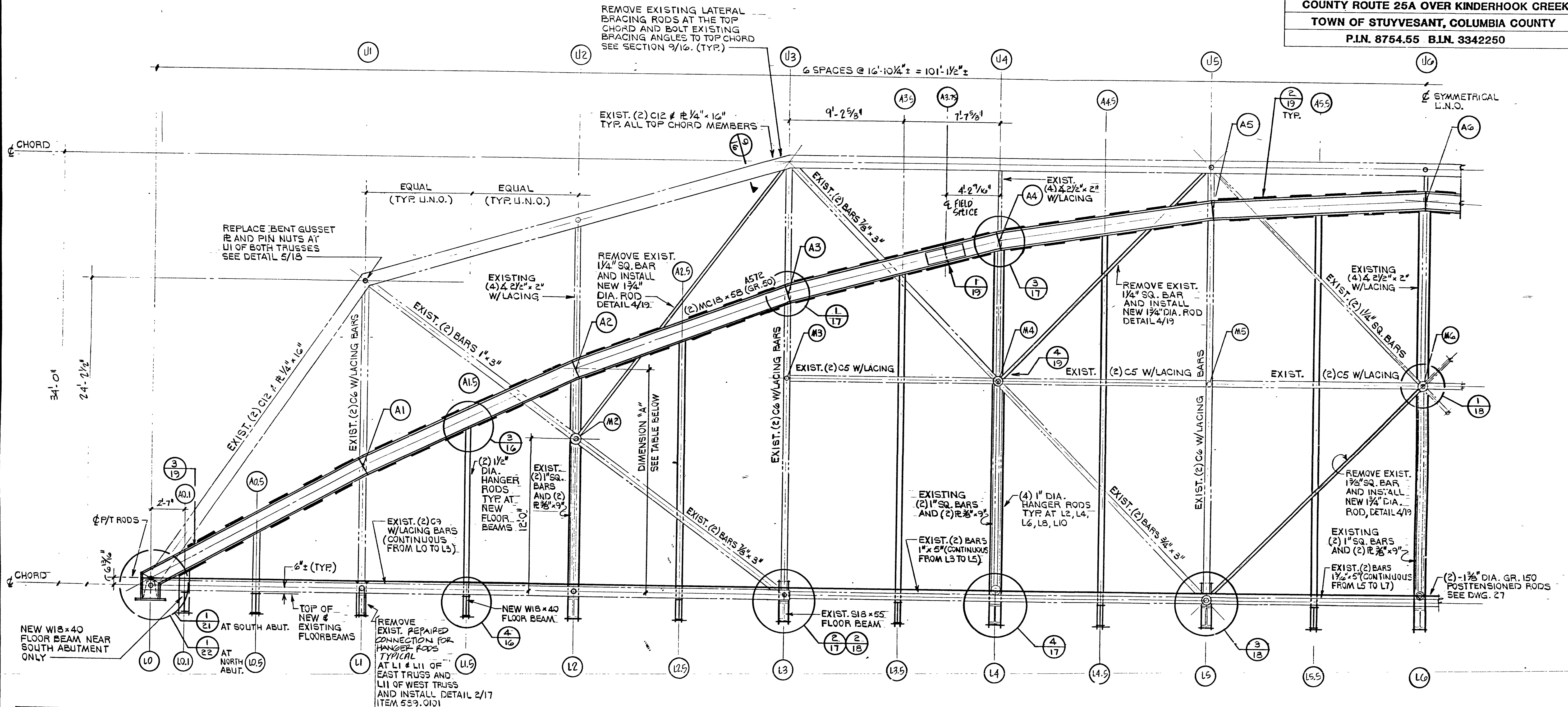
DECK DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO. 14	SCALE AS NOTED	DATE 7-23-92	REGION 8
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FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		15	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

ESTIMATED BY: *NZW* CHECKED BY: *HJR* DRAFTED BY: *BB* CHECKED BY: *NZW* DATE:



DETAIL	DESCRIPTION	SHOWN AT JOINT	USE AT
1/17	ARCH CONN. AT EXIST. C6 VERTICALS	A3	A1, A3, A5, A7, A9, A11
2/17	HANGER CONN. AT EXIST. FLOORBEAMS	L3	L1, L3, L5, L7, L9, L11
3/17	ARCH CONN. AT EXIST. VERTICALS	A4	A2, A4, A6, A8, A10
4/17	HANGER CONN. AT EXIST. FLOORBEAMS	L4	L2, L4, L6, L8, L10
3/16	ARCH. CONN. AT NEW HANGER RODS	A1.5	ALL NEW FLOORBEAMS
4/16	HANGER CONN. AT NEW FLOORBEAMS	L1.5	ALL NEW FLOORBEAMS
1/19	ARCH FIELD SPLICE	A3.75	A3.75 AND A3.25
2/19 AND 3/19	ARCH BATTEN PLATES	-	THROUGHOUT LENGTH OF ARCH
4/19	CONN. FOR NEW DIAGONALS	M4	M2, M4, M6, M8, M10, U3, U5, U7, U9, L5, L7
1/18	REINF. OF MIDDLE JOINTS	M6	M4, M6, M8
2/18	REINF. OF LOWER CHORD JOINTS	L3	L3 AND L9
3/18	REINF. OF LOWER CHORD JOINTS	L5	L5 AND L7
1/21	BEARING DETAIL	L0	SOUTH ABUTMENT
1/22	BEARING DETAIL	L12	NORTH ABUTMENT

LOCATION	DIMENSION 'A'
A0	6'3 1/2"
A0.5	5'-1 5/8"
A1	9'-7 1/2"
A1.5	13'-6 3/4"
A2	17'-6"
A2.5	20'-6 3/4"
A3	23'-7 1/2"
A3.5	26'-0 3/4"
FIELD SPLICE	26'-10 1/8"
A4	28'-0"
A4.5	29'-3 3/4"
A5	30'-7 1/2"
A5.5	31'-0 3/4"
A6	31'-6"

ELEVATION - EAST TRUSS
WEST TRUSS SIMILAR

SCALE: 1/4" = 1'-0"

- NOTE:
- FIELD SPLICE OF ARCHES WILL BE PERMITTED ONLY AT LOCATIONS SHOWN. (AT A3.75 AND A3.25)
 - FOR LOCATION OF BATTEN PLATES SEE DETAILS 5, 6 AND 7 ON DWG. 19.
 - ALL HANGER RODS AND SUPPORT RODS FOR FLOORBEAMS SHALL BE TENSIONED TO LEVEL EACH BEAM AND TO PROVIDE A LEVEL ROADWAY PROFILE BEFORE FILLING STEEL GRATING WITH CONCRETE. (THE DOWNWARD DEFLECTION DUE TO CONCRETE DEAD LOAD WILL BE OFFSET BY UPWARD DEFLECTION DUE TO POSTTENSIONING.)

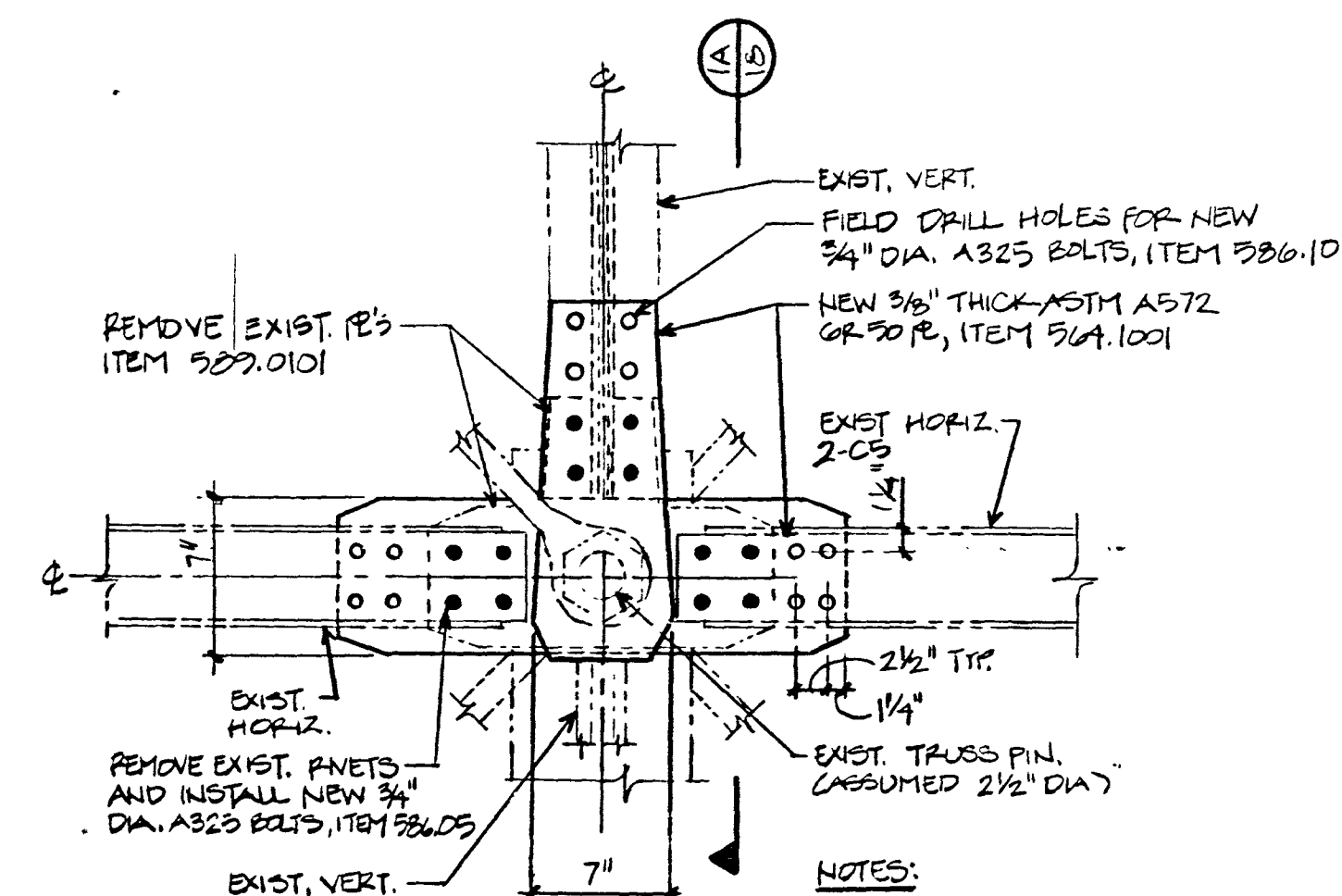
NOTE: ALL DETAILS APPLY TO BOTH TRUSSES

AS - BUILT REVISIONS	
SIGNATURE	DATE
TRUSS ELEVATION	
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
DRAWING NO. 15	SCALE 1/4" = 1'-0"
DATE 7-23-92	REGION 8

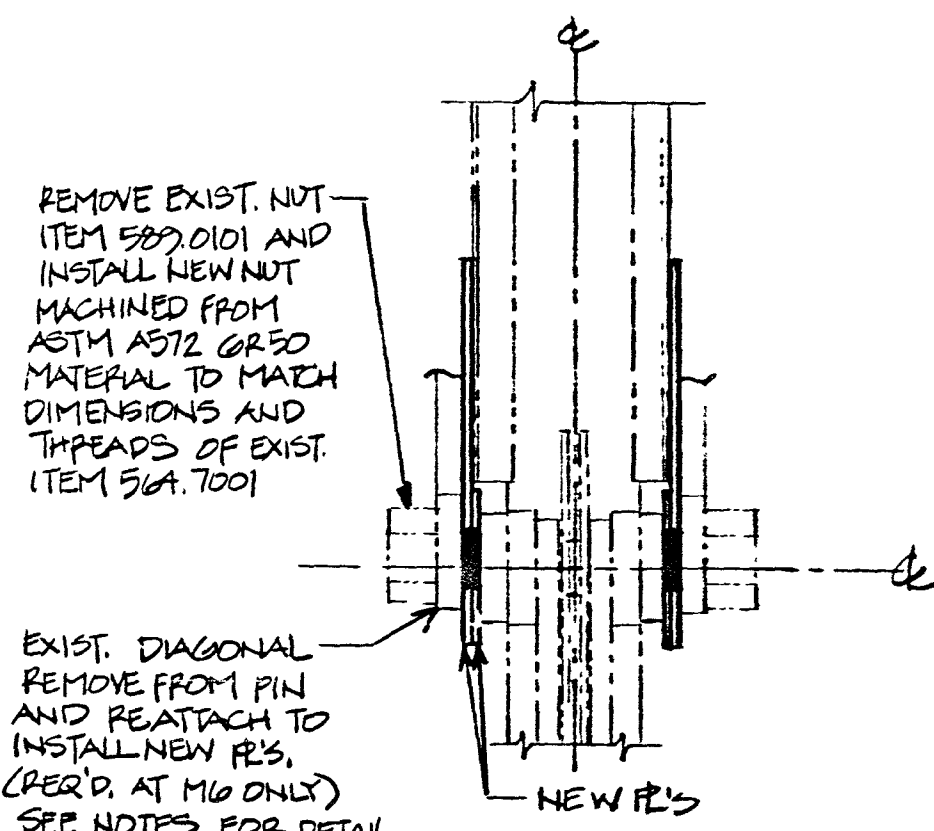
RB Ryan-Biggs Associates, P.C.
 291 River Street
 Troy, New York 12180
 (518) 272-8268

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		18	30

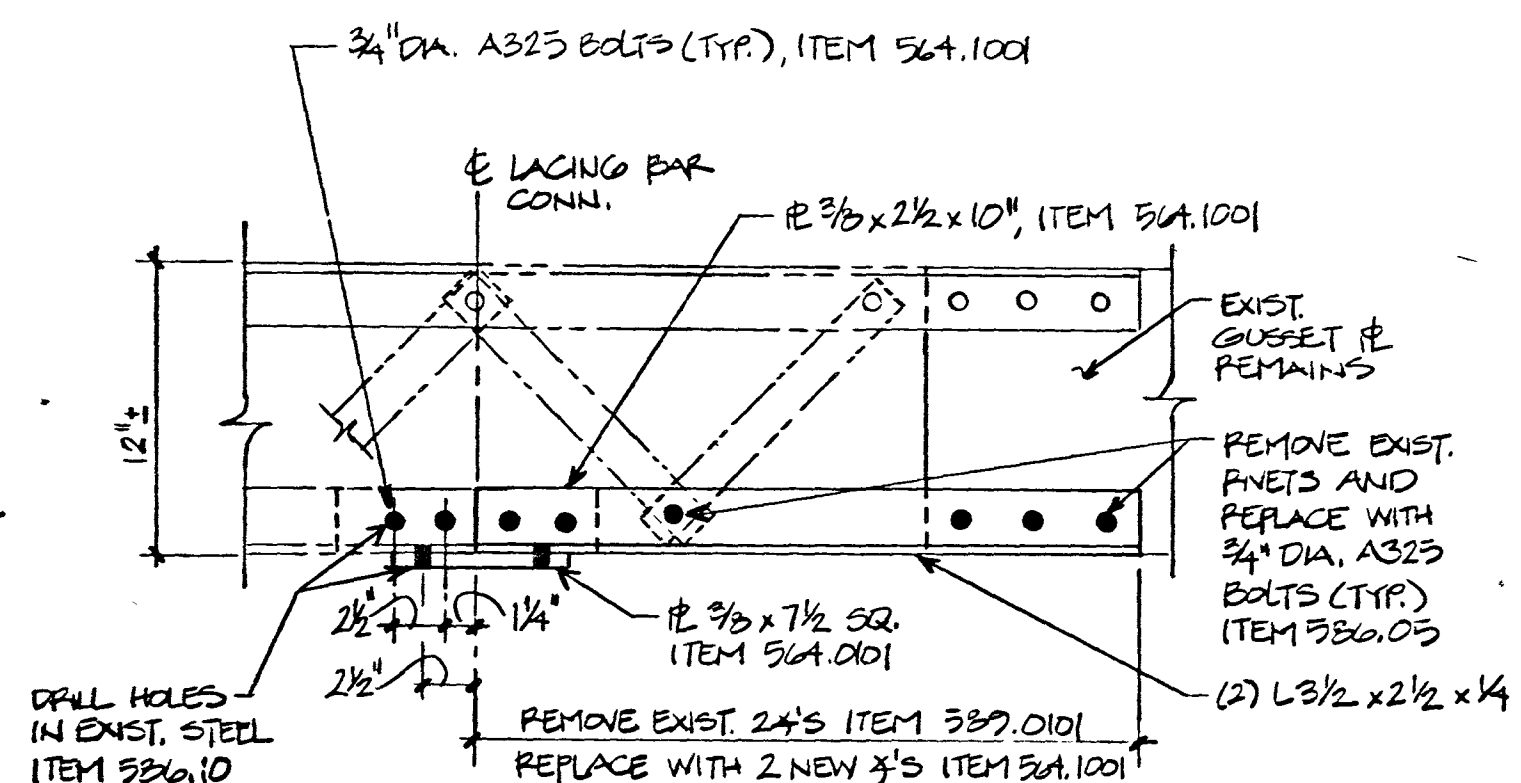
COUNTY ROUTE 25A OVER KINDERHOOK CREEK
TOWN OF STUYVESANT, COLUMBIA COUNTY
P.L.N. 8754.55 B.I.N. 3342250



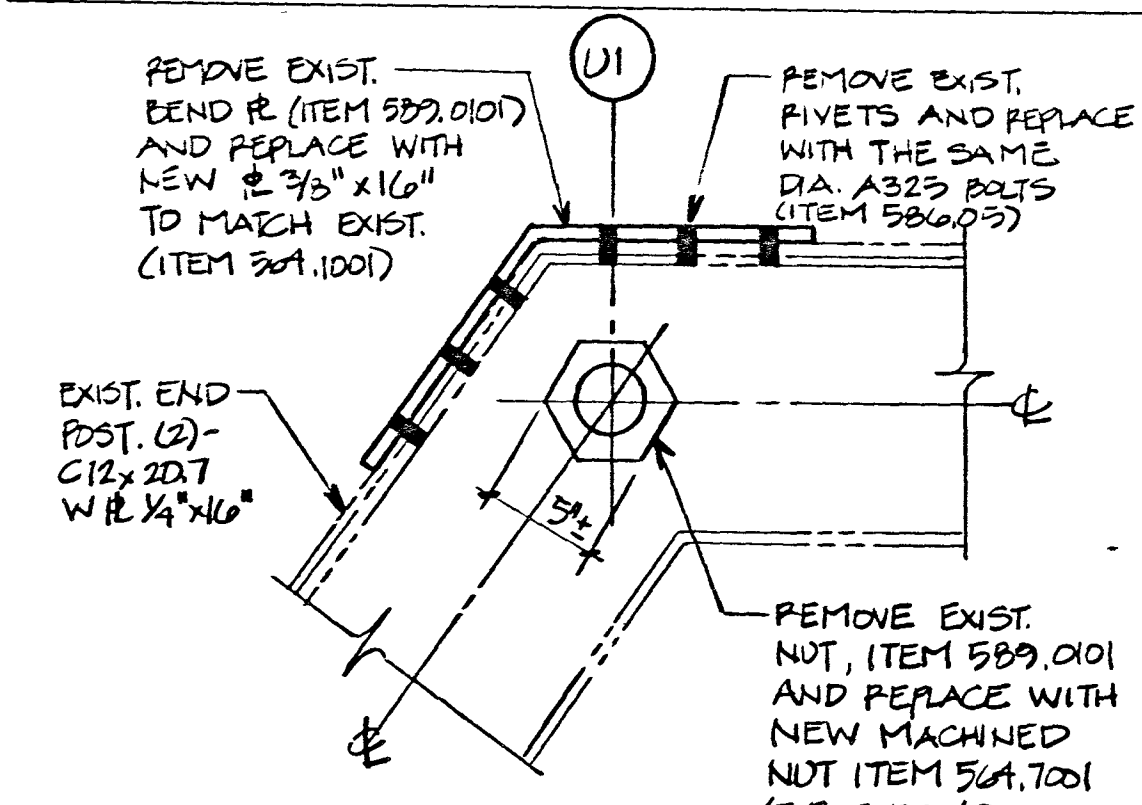
1 DETAIL (SHOWN @ M6, SIMILAR @ M4 & M3)
1B SCALE: 1/2" = 1'-0"



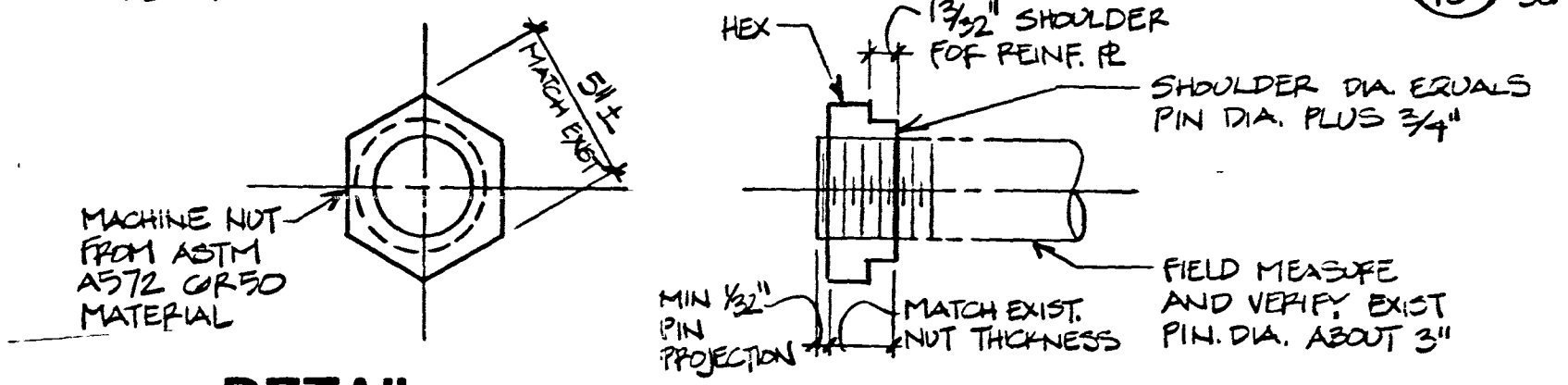
A SECTION
1B SCALE: 1/2" = 1'-0"



4 DETAIL- PORTAL CONN. NEAR M5
4B SCALE: 1/2" = 1'-0"



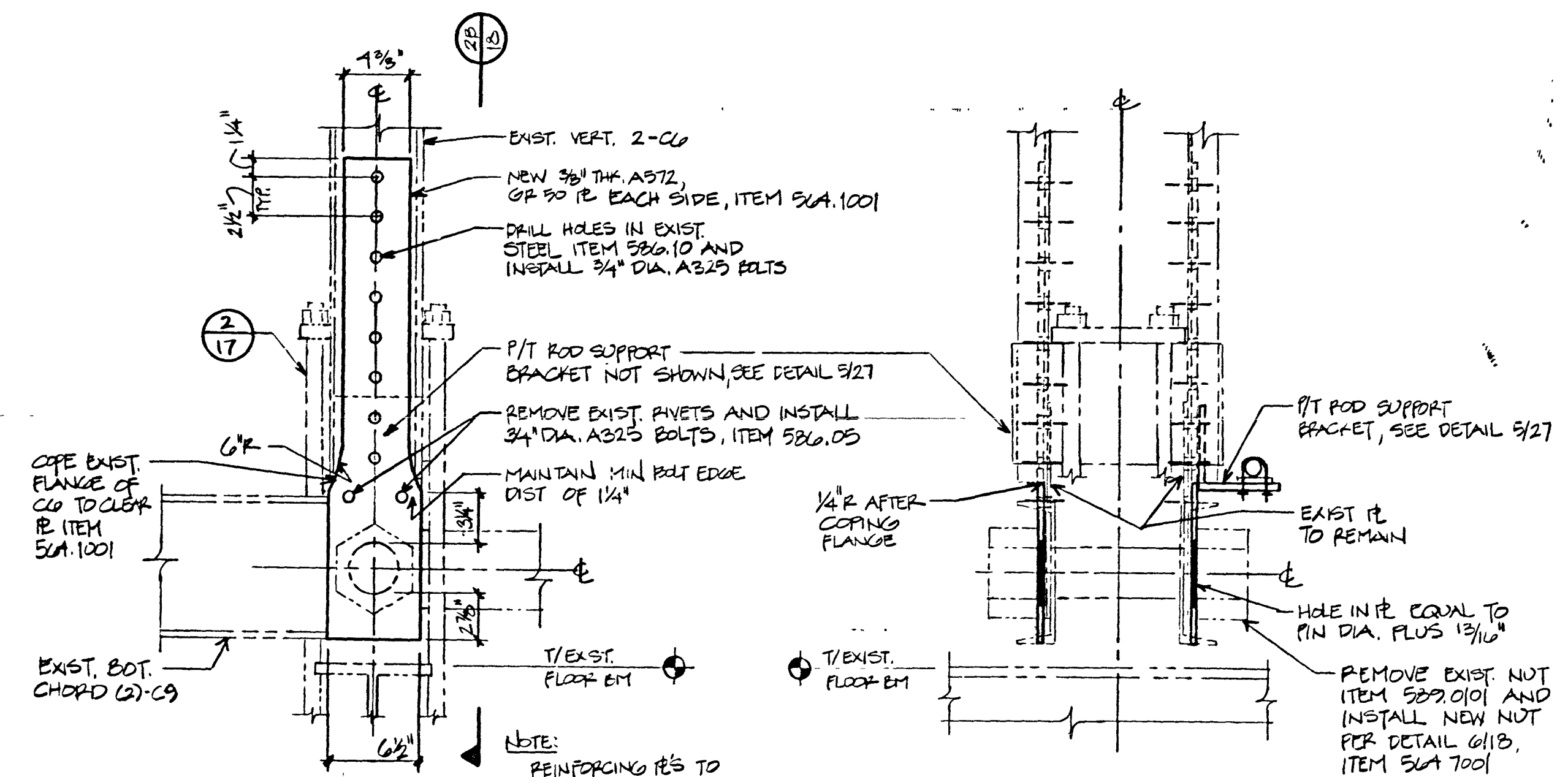
5 DETAIL
5B SCALE: 1/2" = 1'-0"



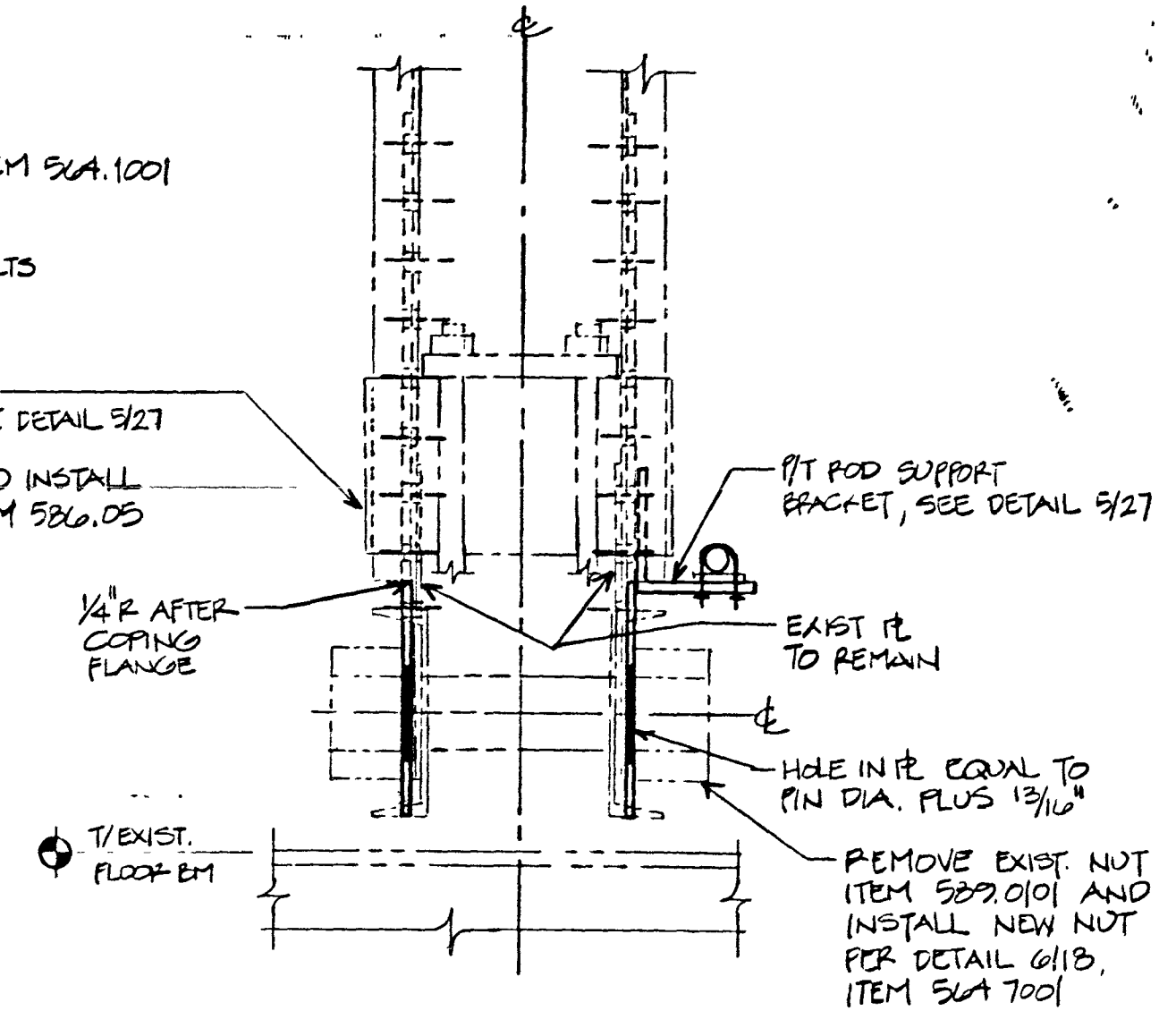
6 DETAIL- REPLACEMENT NUT AT LOWER CHORD JOINTS
6B N.T.S. ITEM 564.7001

NOTE:
THE EXISTING PIN NUTS MAY BE RE-USED A.O.B.E. IF THEY ARE IN GOOD CONDITION. AT THE LOWER CHORD, A SHOULDER MAY BE CUT IN THE EXISTING PIN NUTS SIMILAR TO DETAIL 6/18 A.O.B.E.

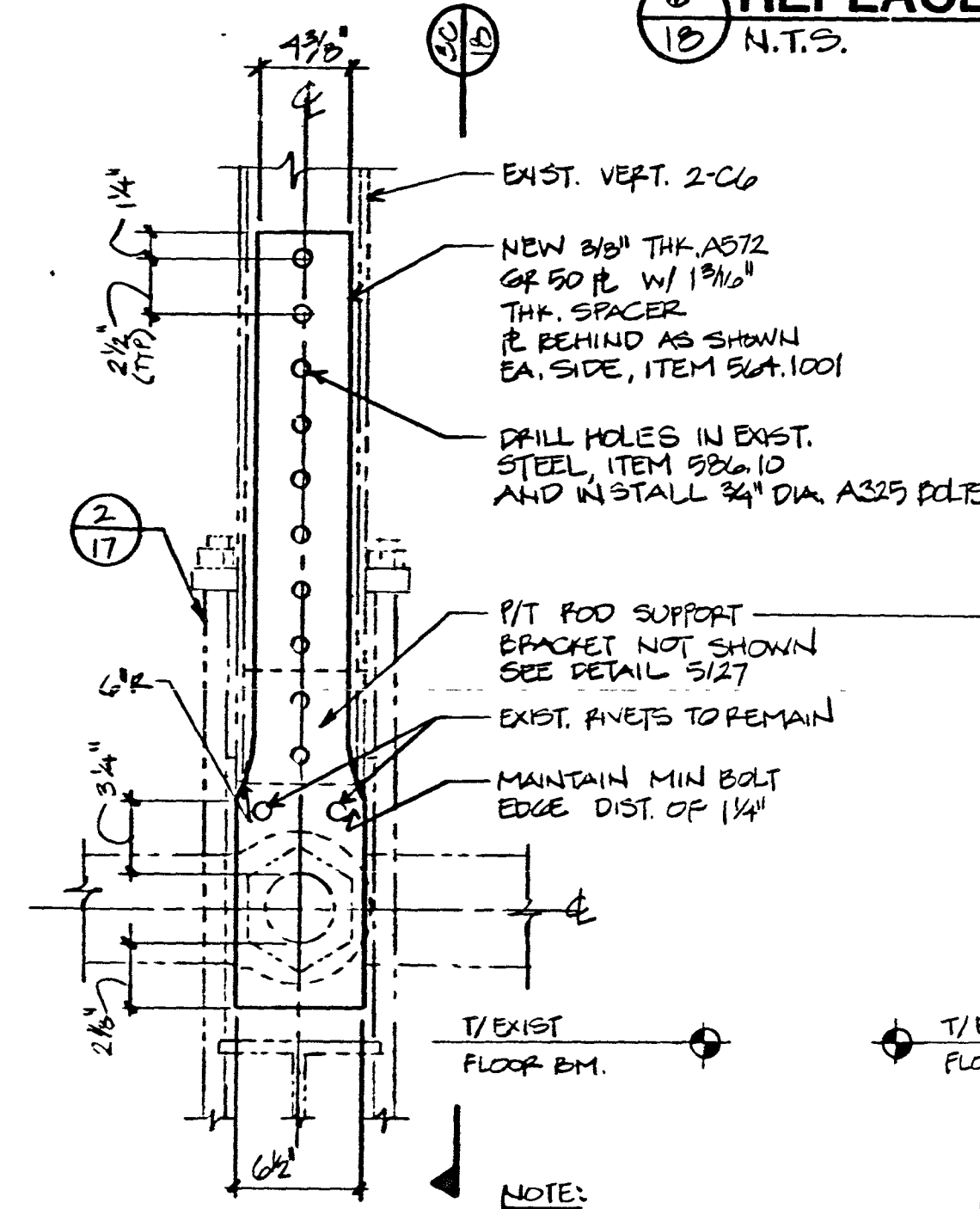
NOTE:
1. THIS DRAWING SHOWS REINFORCING OR REPLACEMENT OF SELECTED TRUSS COMPONENTS WHICH WILL BE PAID FOR UNDER ITEMS:
589.0101 - REMOVAL OF EXISTING STEEL
586.05 - REMOVAL OF PIVETS- REPLACEMENT WITH HIGH STRENGTH BOLTS
586.10 - FIELD DRILL HOLES IN EXISTING STRUCTURAL STEEL
564.1001 - STRUCTURAL STEEL REPLACEMENT
564.7001 - STRUCTURAL STEEL REPLACEMENT WITH A PAYMENT UNIT OF EACH PIN NUT FURNISH AND INSTALLED



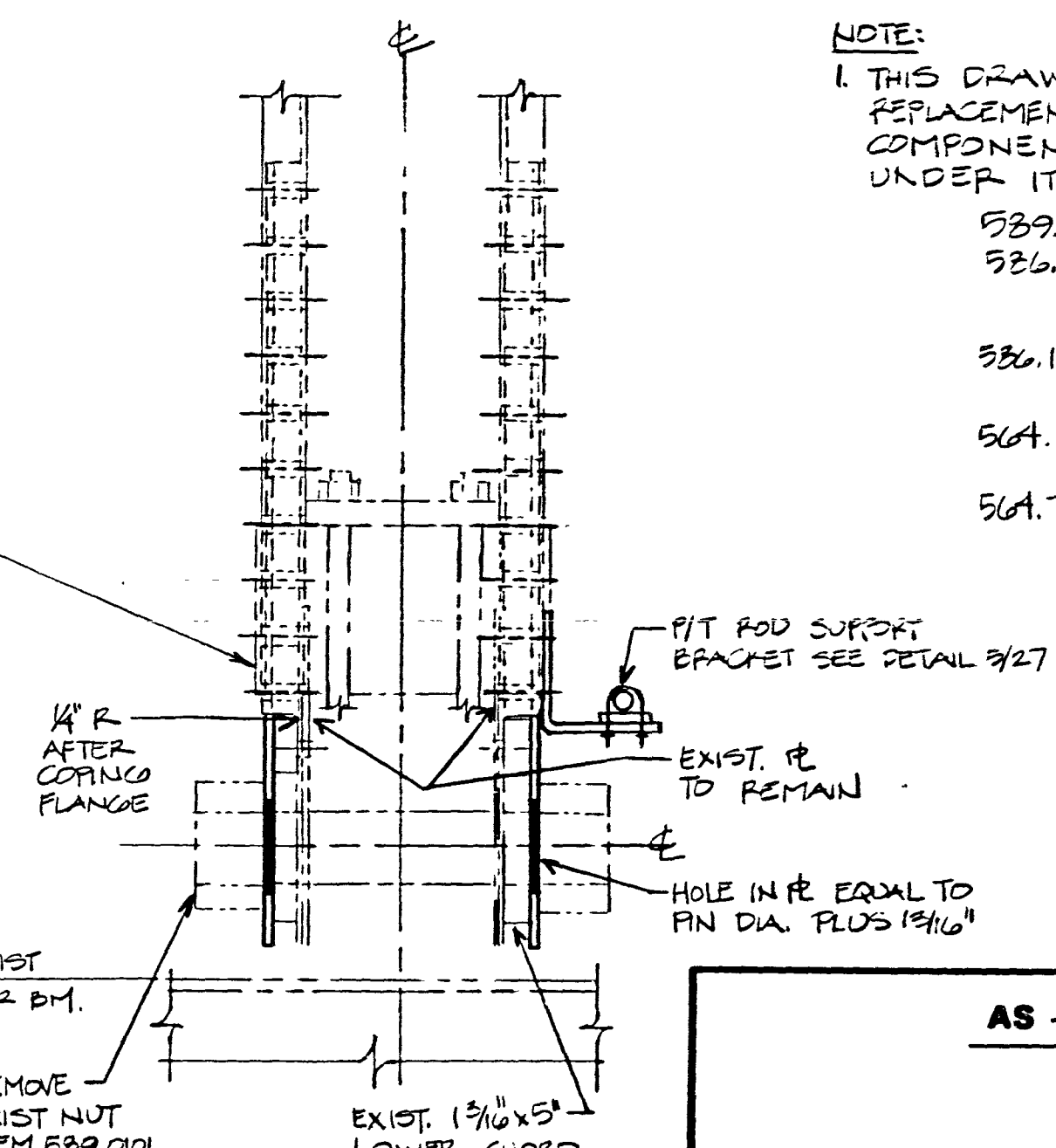
2 DETAIL (USE @ L3 & L9)
2B SCALE: 1/2" = 1'-0"



2B SECTION
2B SCALE: 1/2" = 1'-0"



3 DETAIL (USE @ L5 & L7)
3B SCALE: 1/2" = 1'-0"



3C SECTION
3B SCALE: 1/2" = 1'-0"

AS - BUILT REVISIONS			
SIGNATURE	DATE		
STEEL DETAILS			
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION			
DRAWING NO. 18	SCALE AS NOTED	DATE 7-23-92	REGION 8

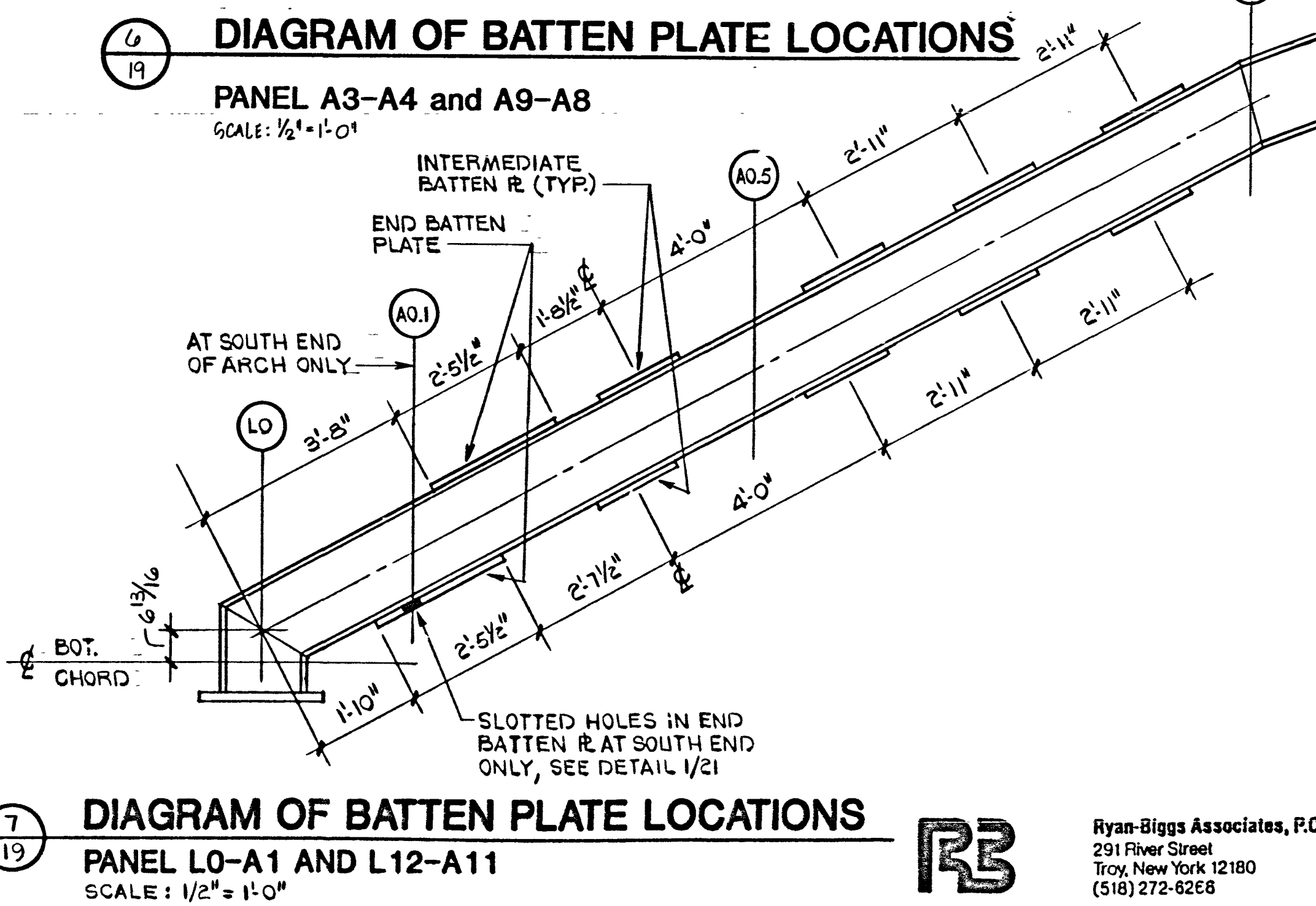
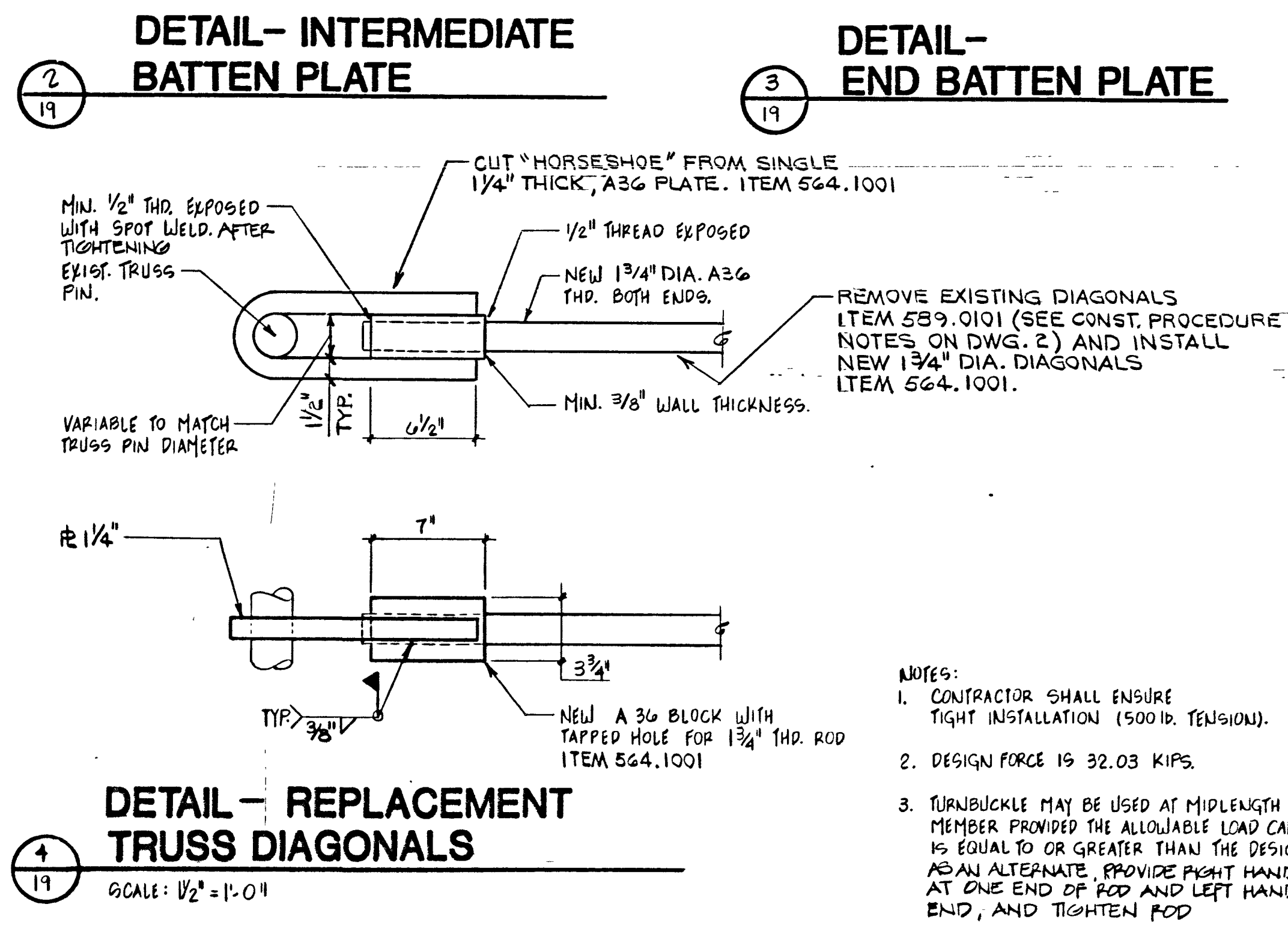
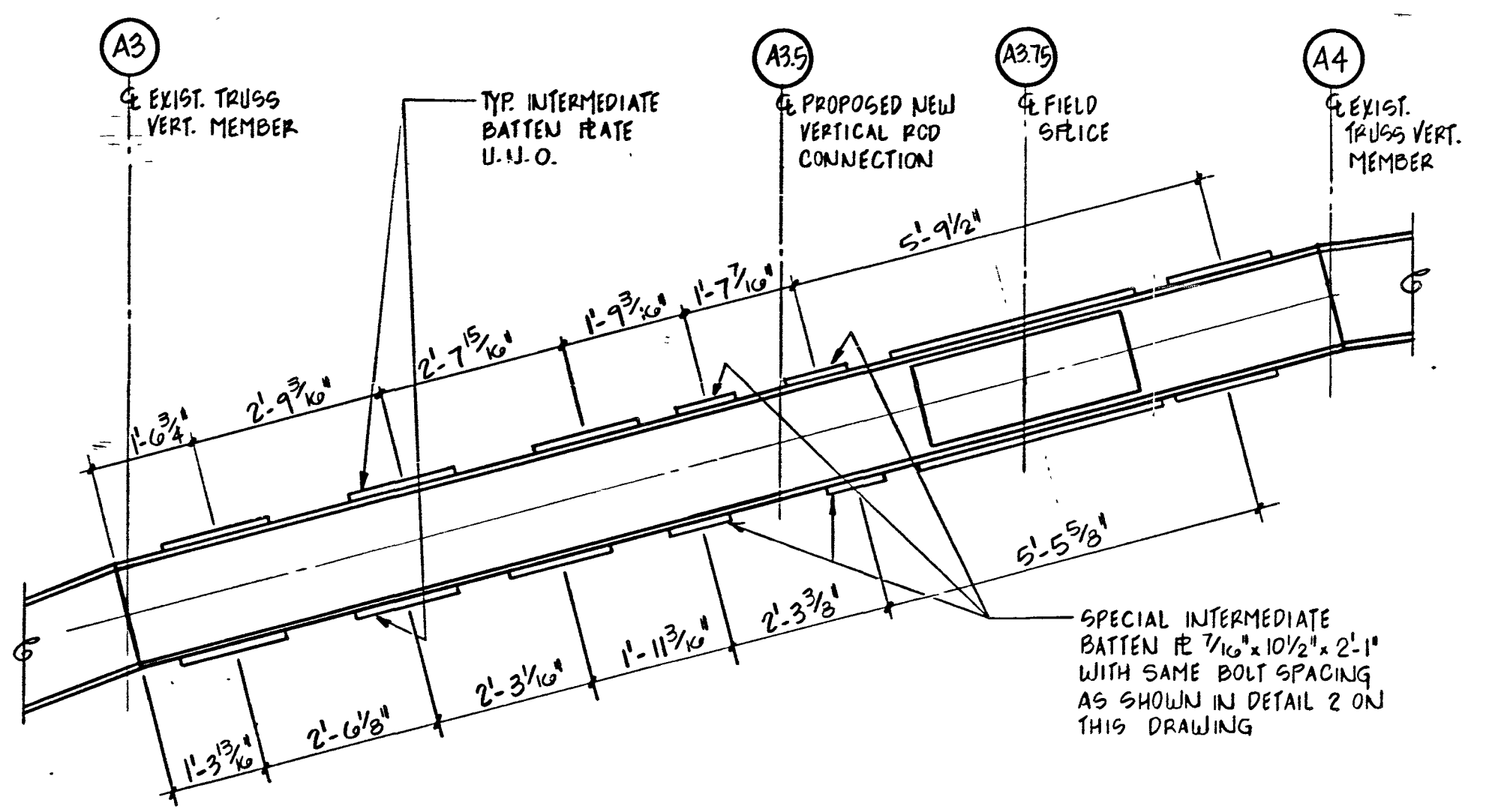
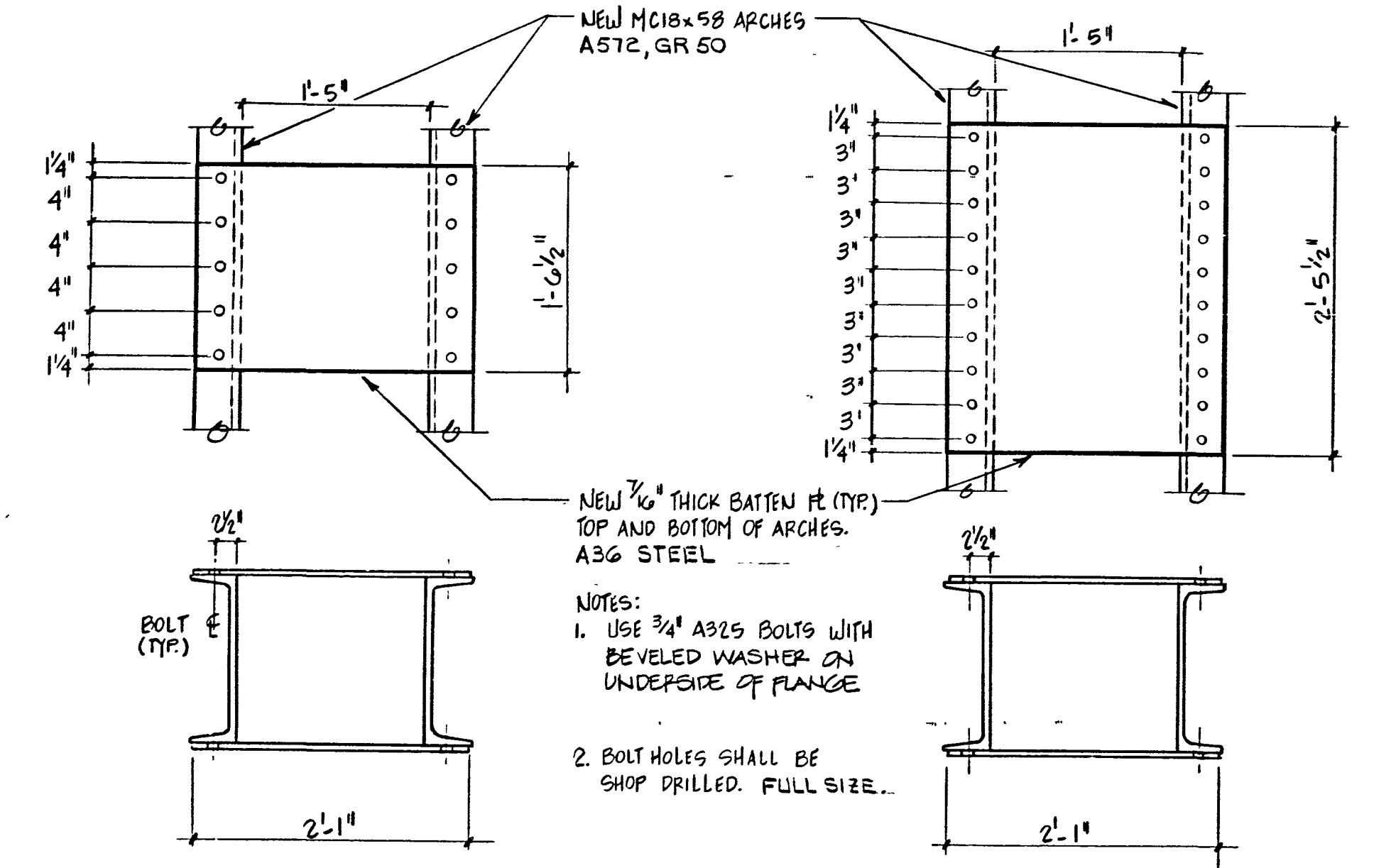
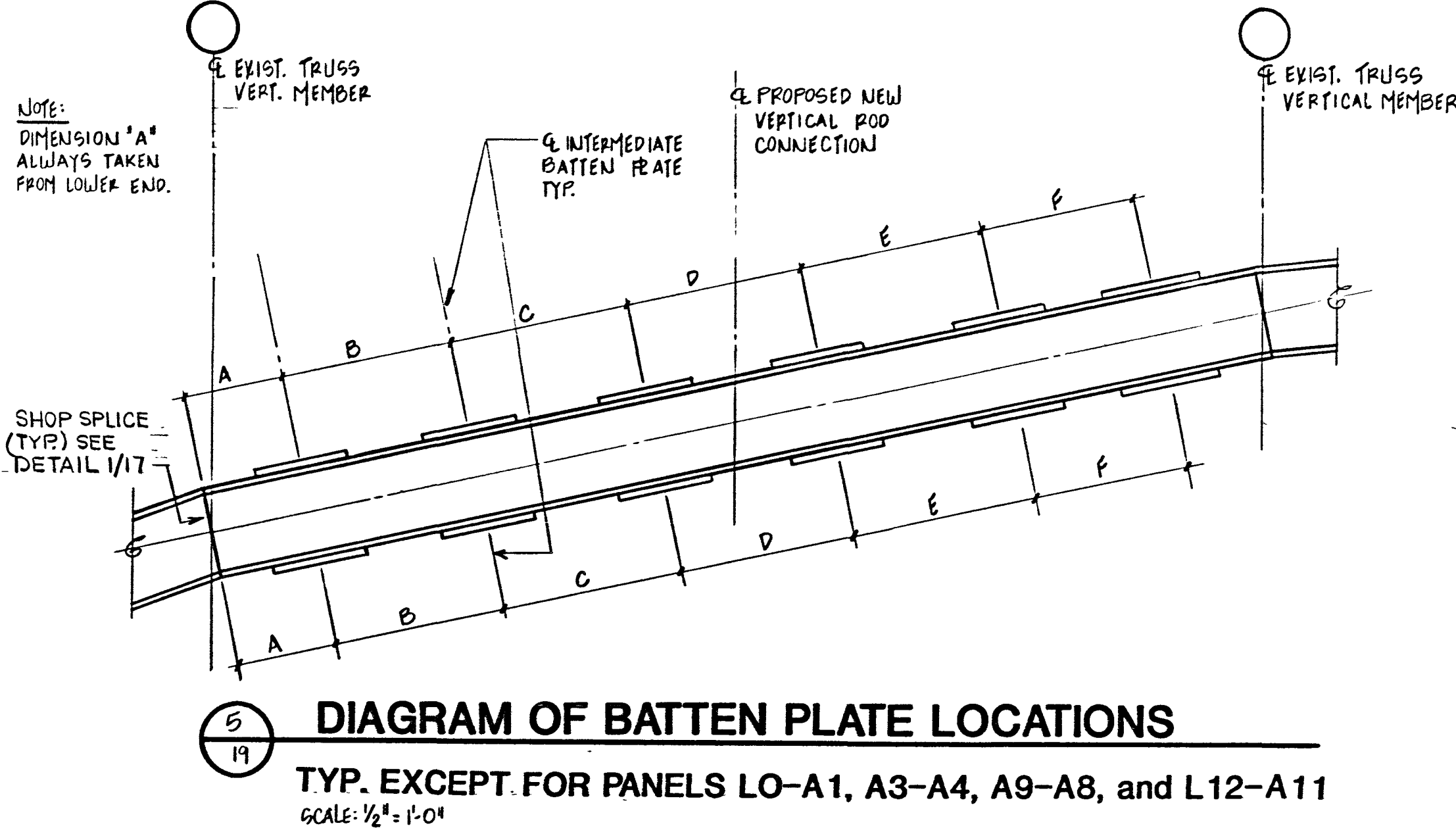
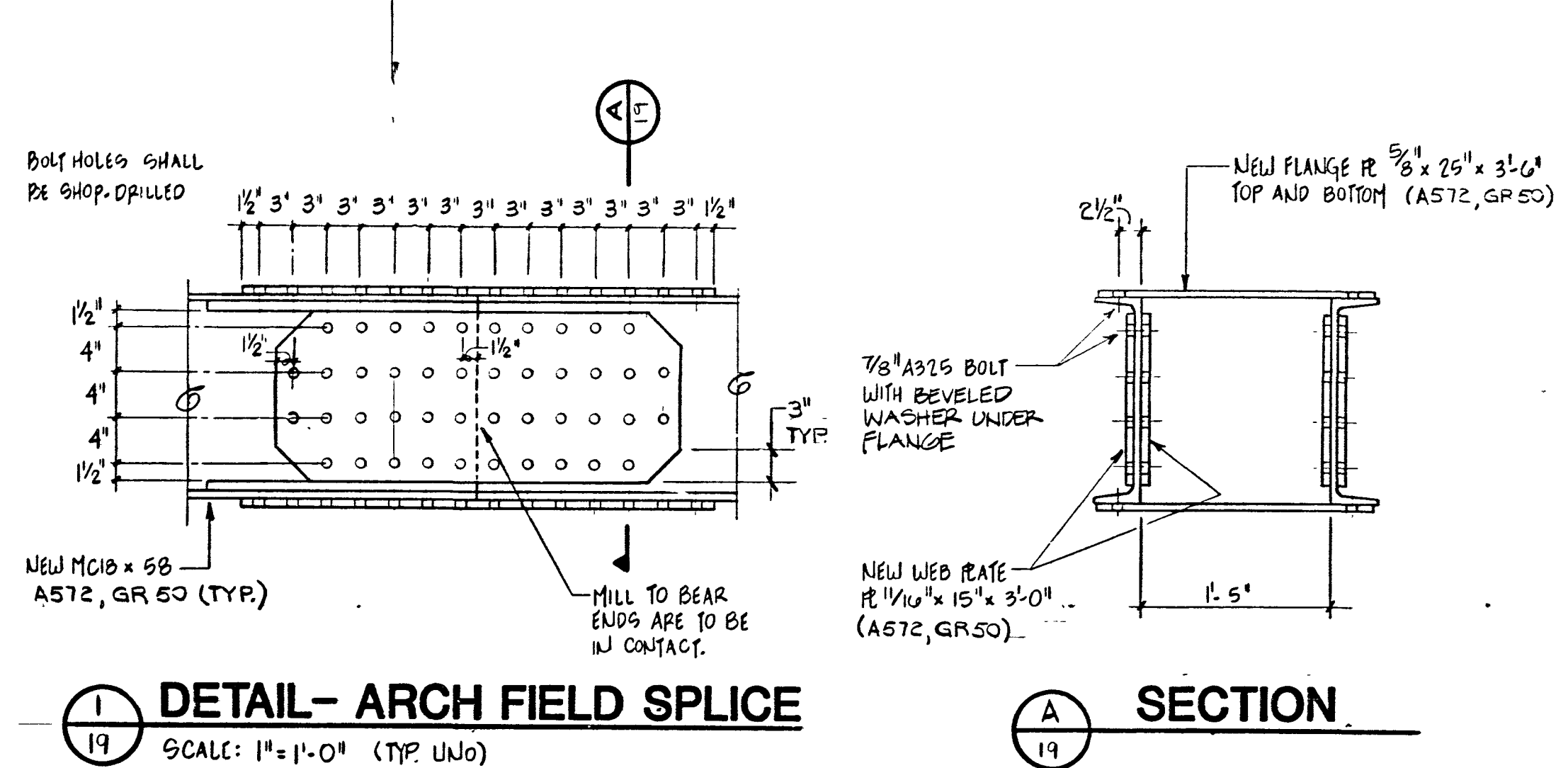
DATE _____ CHECKED BY *NLM* DRAFTED BY *RBA* CHECKED BY *HOR* ESTIMATED BY *NLM* CHECKED BY *SHLB* DESIGNED BY *H. Daniels Reg.*
 MC 47-2b (5/88) IN CHARGE OF *H. Daniels Reg.* Ryan-Biggs Associates, P.C. 291 River Street Troy, New York 12180 (516) 272-6266

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NY		19	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.65 B.J.N. 3342250				

TABLE OF BATTEN PLATE LOCATIONS							
PANEL	LOCATION	DIMENSIONS					
		A	B	C	D	E	F
A1-A2 A11-A10	UPPER FLANGE	2'-3 3/8"	2'-11 1/2"	2'-11 3/8"	2'-11 1/2"	2'-11 1/2"	2'-11 1/2"
	LOWER FLANGE	1'-7 1/2"	2'-11 1/2"	2'-11 3/8"	2'-11 1/2"	2'-5 3/8"	2'-11 1/2"
A2-A3 A10-A9	UPPER FLANGE	1'-11 1/4"	2'-0 3/8"	2'-4 3/8"	4'-1 7/8"	2'-11 1/2"	2'-11 1/2"
	LOWER FLANGE	1'-3 7/8"	2'-7 1/8"	2'-11 1/2"	3'-0 3/4"	2'-11 1/2"	2'-11 1/2"
A4-A5 A8-A7	UPPER FLANGE	1'-7 1/8"	2'-8 3/8"	2'-10 5/8"	2'-9 1/8"	2'-11 3/8"	2'-5 3/8"
	LOWER FLANGE	1'-0 1/2"	2'-8 3/8"	2'-10 3/8"	2'-11 7/8"	2'-11 3/8"	2'-3 1/8"
A5-A6 A7-A6	UPPER FLANGE	1'-4 3/8"	2'-10 5/8"	2'-11 1/4"	2'-9"	2'-10"	2'-9 1/2"
	LOWER FLANGE	2'-0 3/8"	2'-11 1/2"	2'-13 3/8"	2'-8 3/8"	2'-10"	2'-9 1/2"

NOTE:

- THE ARCHES INCLUDING SPLICES AND BATTEN PLATES WILL BE PAID FOR UNDER ITEM 564.0501.
- MAINTAIN MIN. 2 3/4" CLEARANCE BETWEEN BATTEN R'S AND HANGER RODS, ALSO FIELD MEASURE TO VERIFY LOCATION OF EXISTING TRUSS DIAGONALS AND ADJUST LOCATION OF BATTEN PLATES IF REQUIRED TO PROVIDE MIN. 1" CLEARANCE.



AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

STEEL DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

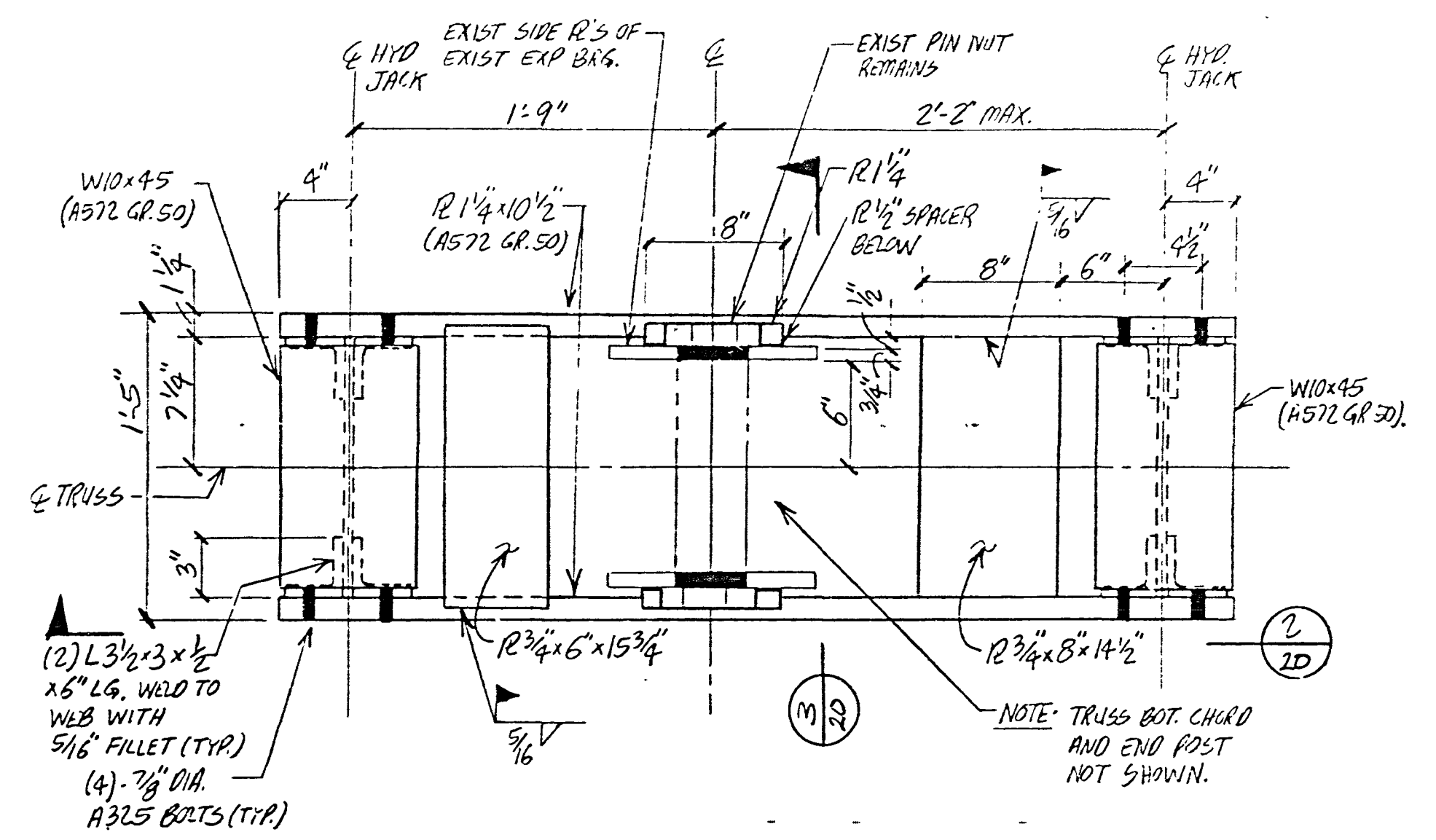
DRAWING NO. 19	SCALE AS NOTED	DATE 7-23-92	REGION 8
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CHECKED BY: R2/W
 CHECKED BY: R2/A
 CHECKED BY: HDP
 ESTIMATED BY: R2/W
 CHECKED BY: B2/B
 DESIGNED BY: H. Daniels
 442 47-26 (5/88)

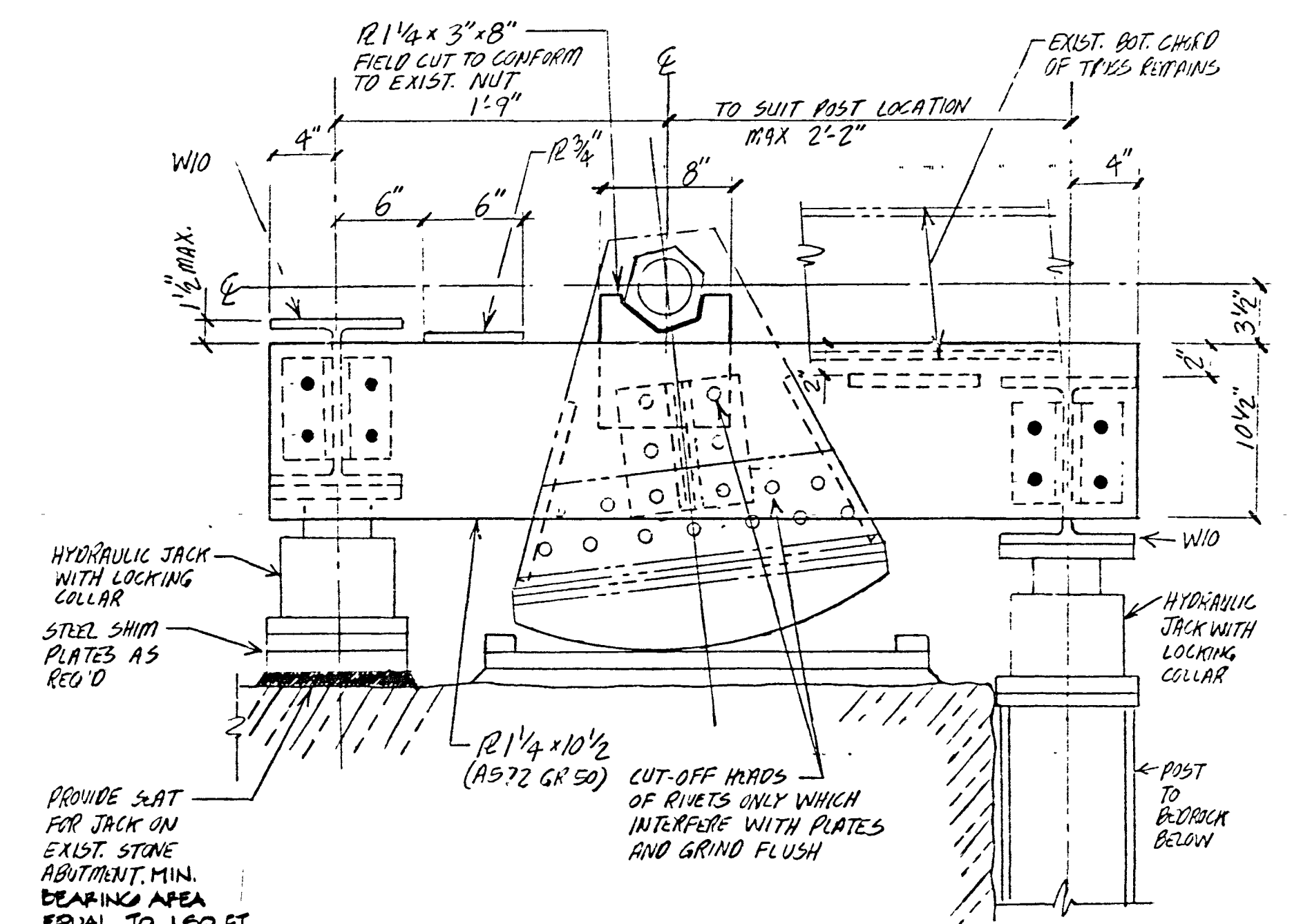
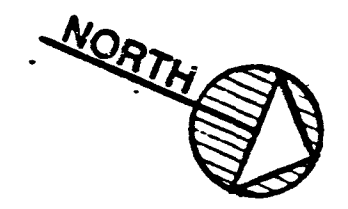


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291 River Street
Troy, New York 12180
(518) 272-8268

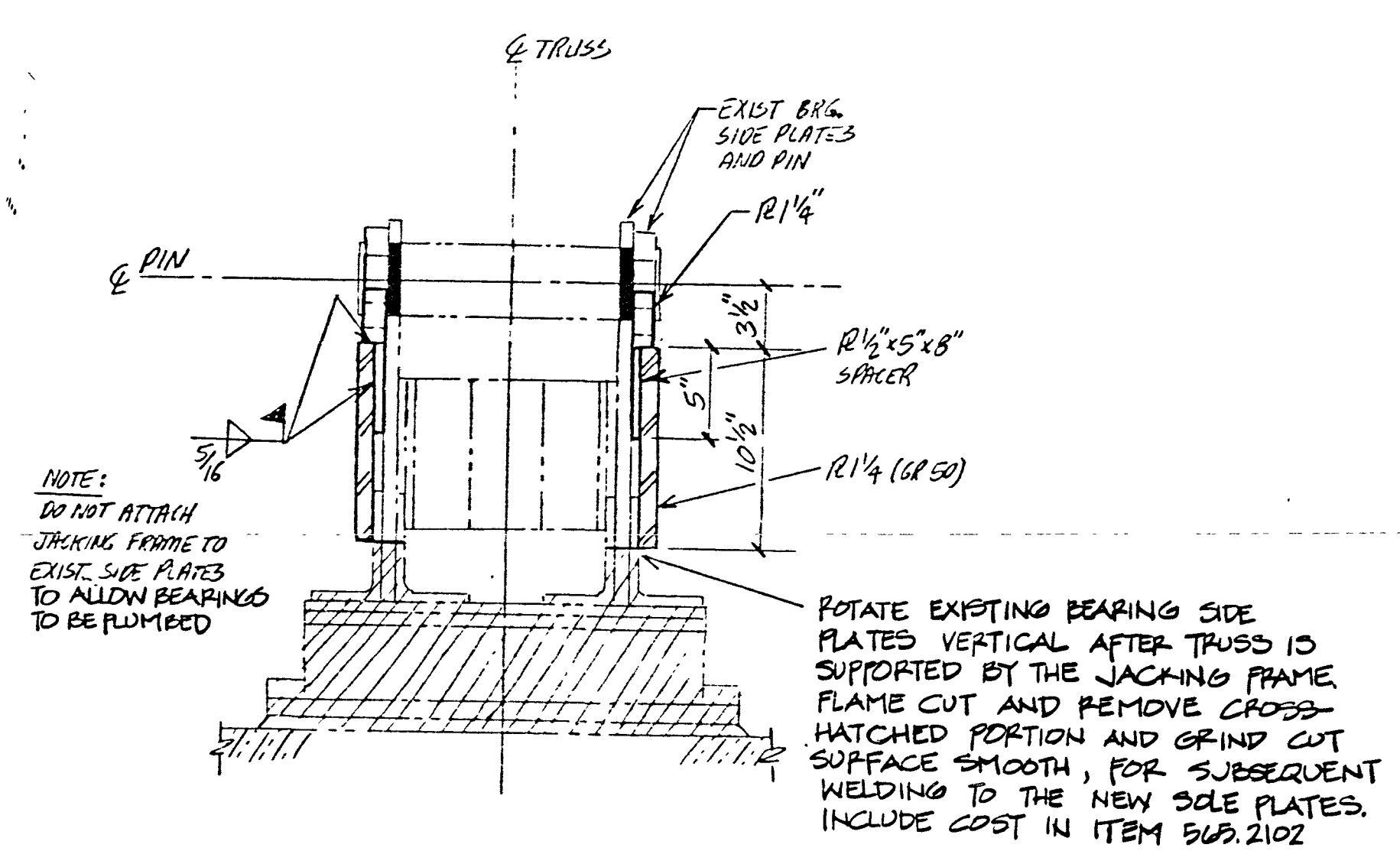
FED ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		20	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.65 B.L.N. 3342250				



1 PLAN- JACKING FRAME TYPICAL AT EXP. BEARINGS
 20 SCALE: 1/2" = 1'-0"



2 ELEVATION- JACKING FRAME
 20 SCALE: 1/2" = 1'-0"



3 SECTION
 20 SCALE: 1/2" = 1'-0"

NOTES

1. Perform structural lifting operations at each south bearing under item 585.01.
2. The calculated dead load of the existing bridge at each bearing to be jacked is as follows:
 At East Bearing: 76.5 Kips
 At West Bearing: 59.9 Kips
3. The west bearing shall be raised only as required to construct the new pedestal. The new centerline of the west bearing pin elevation (assumed elev. 100.00 feet) shall match the existing after construction is complete. The existing east bearing shall be raised so that the new centerline of the east bearing pin elevation matches the new centerline of the west bearing pin elevation.
4. Live loads shall not be permitted on the bridge during lifting operations.
5. Bearing points shall be lifted simultaneously. The differential lift between the bearings shall not exceed 1/2 inch.
6. The cost of the jacking frame shall be included under item 585.01.

AS - BUILT REVISIONS			
SIGNATURE		DATE	
JACKING DETAILS AT SOUTH BEARINGS			
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION			
DRAWING NO 20	SCALE AS NOTED	DATE 7-23-92	REGION 8

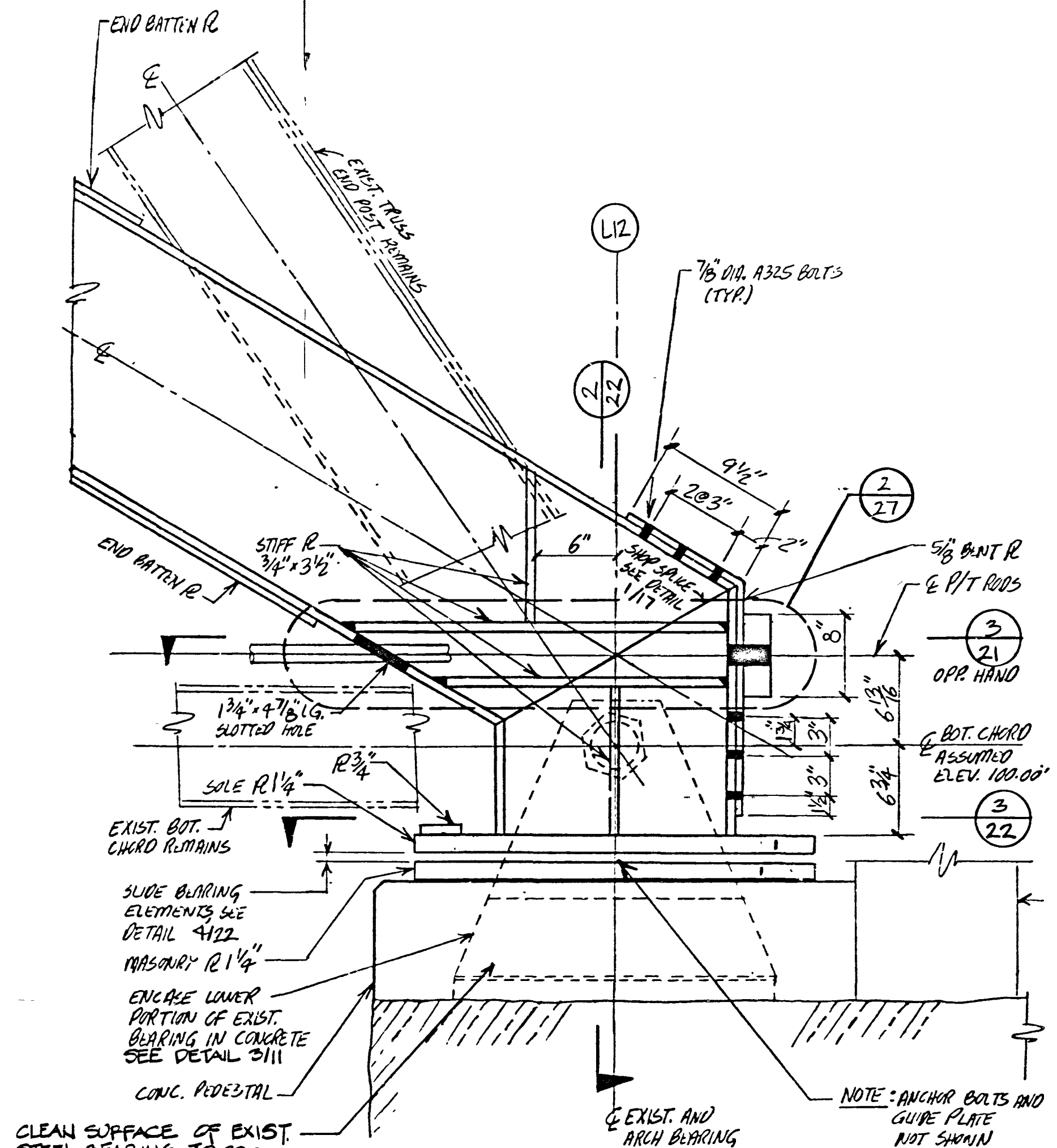


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 291 River Street
 Troy, New York 12180
 (518) 272-6263

DATE _____ CHECKED BY **NEW** RBA
 DRAFTED BY **HR**
 ESTIMATED BY **NEW**
 CHECKED BY **HR**
 DESIGNED BY **NEW**
 IN CHARGE OF **H. D. ...**
 MC 47 2b (5-88)

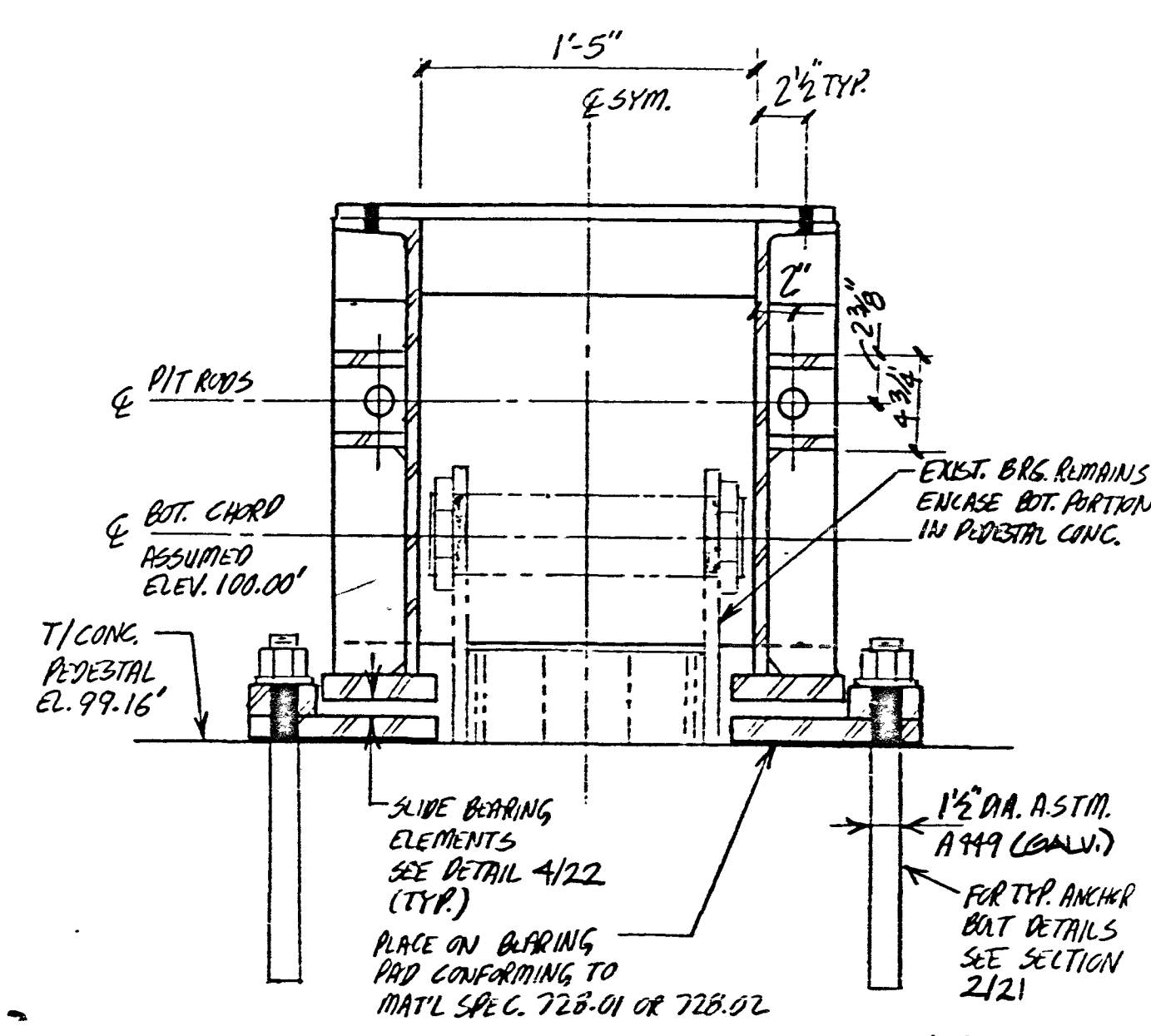
FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		22	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

DATE _____ CHECKED BY **NEW** DRAFTED BY **KEA** CHECKED BY **HBR** ESTIMATED BY **NAV** CHECKED BY **HBR** DESIGNED BY **NAV** IN CHARGE OF **H. Donald R. Ryan**



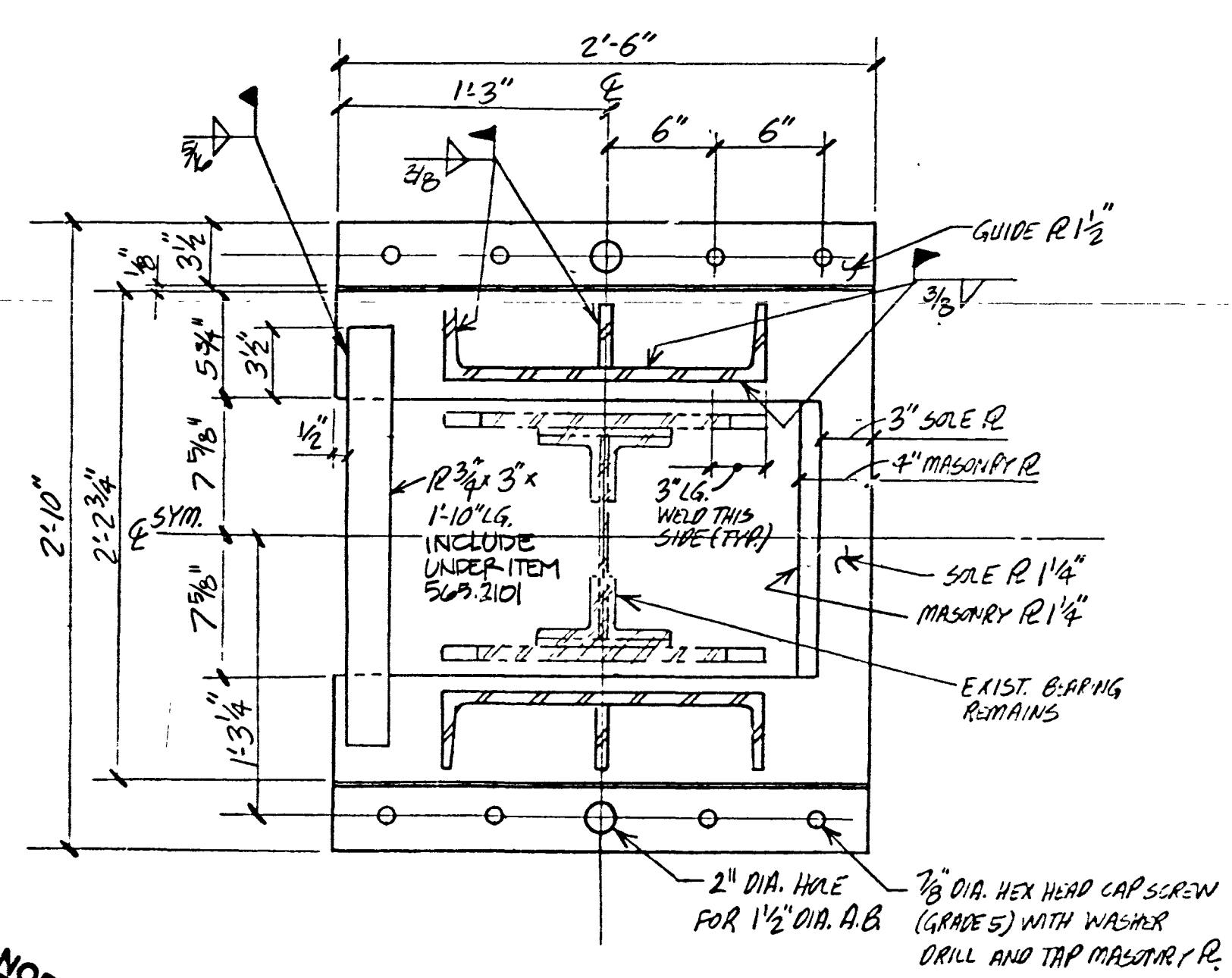
1 ELEVATION
 SCALE: 1/2" = 1'-0"

CLEAN SURFACE OF EXIST. STEEL BEARING TO SPPC-SPC COMMERCIAL BLAST CLEANING BEFORE PLACING CONCRETE. INCLUDE COST IN ITEM 565.2101

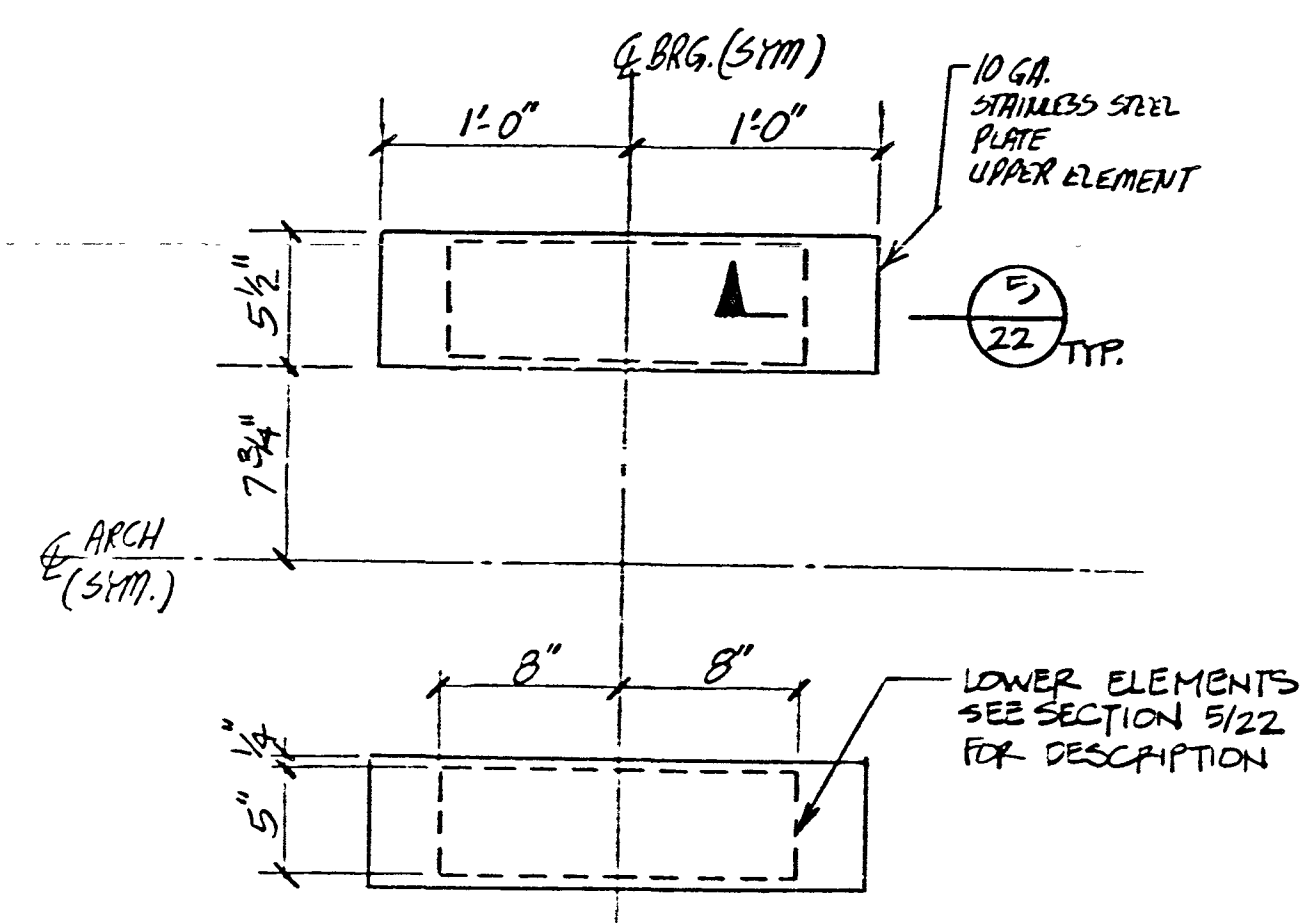


2 SECTION
 SCALE: 1/2" = 1'-0"

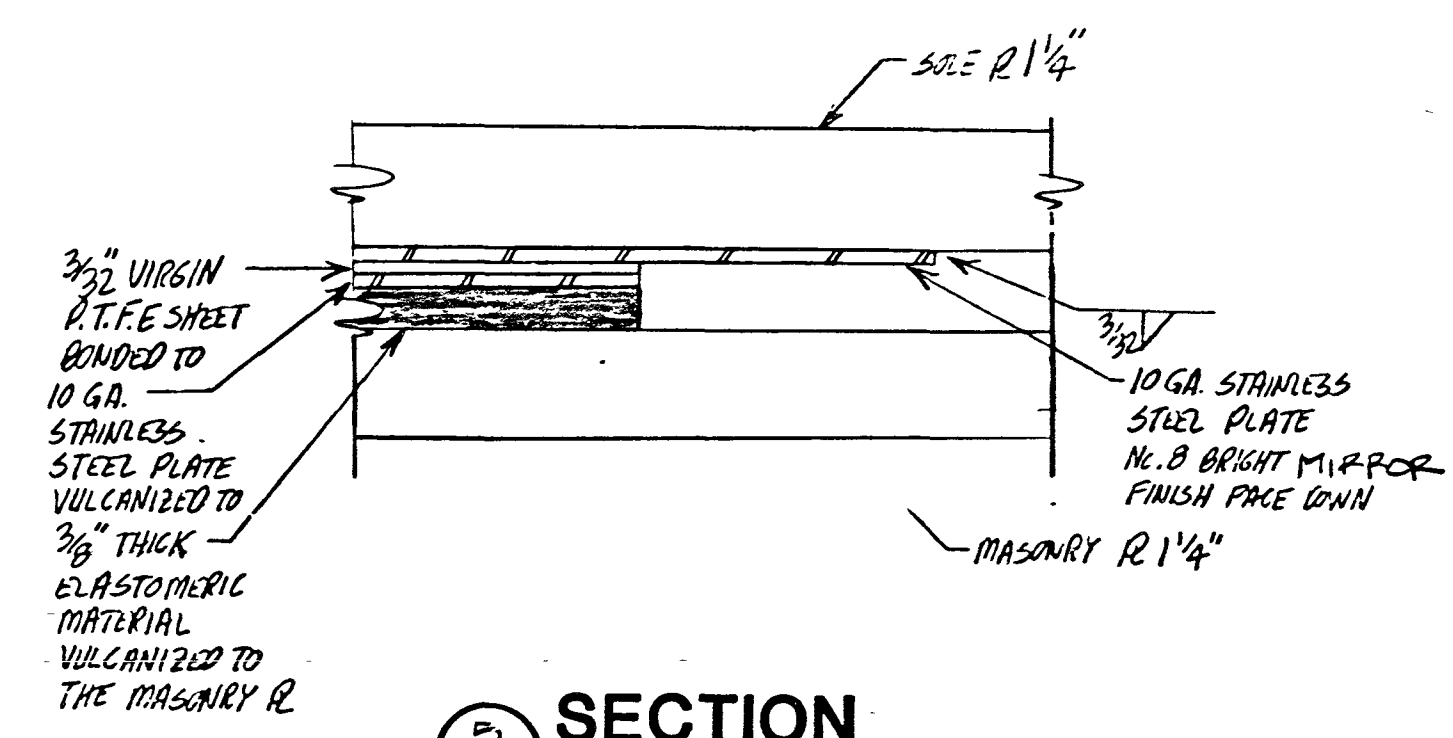
- NOTE:
1. EACH NORTH BEARING SHALL CONSIST OF ALL MATERIAL BETWEEN THE BOTTOM OF THE TWO (2) ARCH CHANNELS AND THE TOP OF THE CONCRETE AND WILL BE PAID FOR UNDER ITEM 565.2101.
 2. THE ANCHOR BOLTS SHALL ALSO BE FURNISHED AND INSTALLED UNDER THE BEARING ITEM.
 3. SEE BEARING NOTES ON DRAWING 2.



3 SECTION
 SCALE: 1/2" = 1'-0"



4 PLAN DETAIL - SLIDING ELEMENTS AT NORTH BEARINGS
 SCALE: 1/2" = 1'-0"



5 SECTION
 SCALE: HALF SCALE

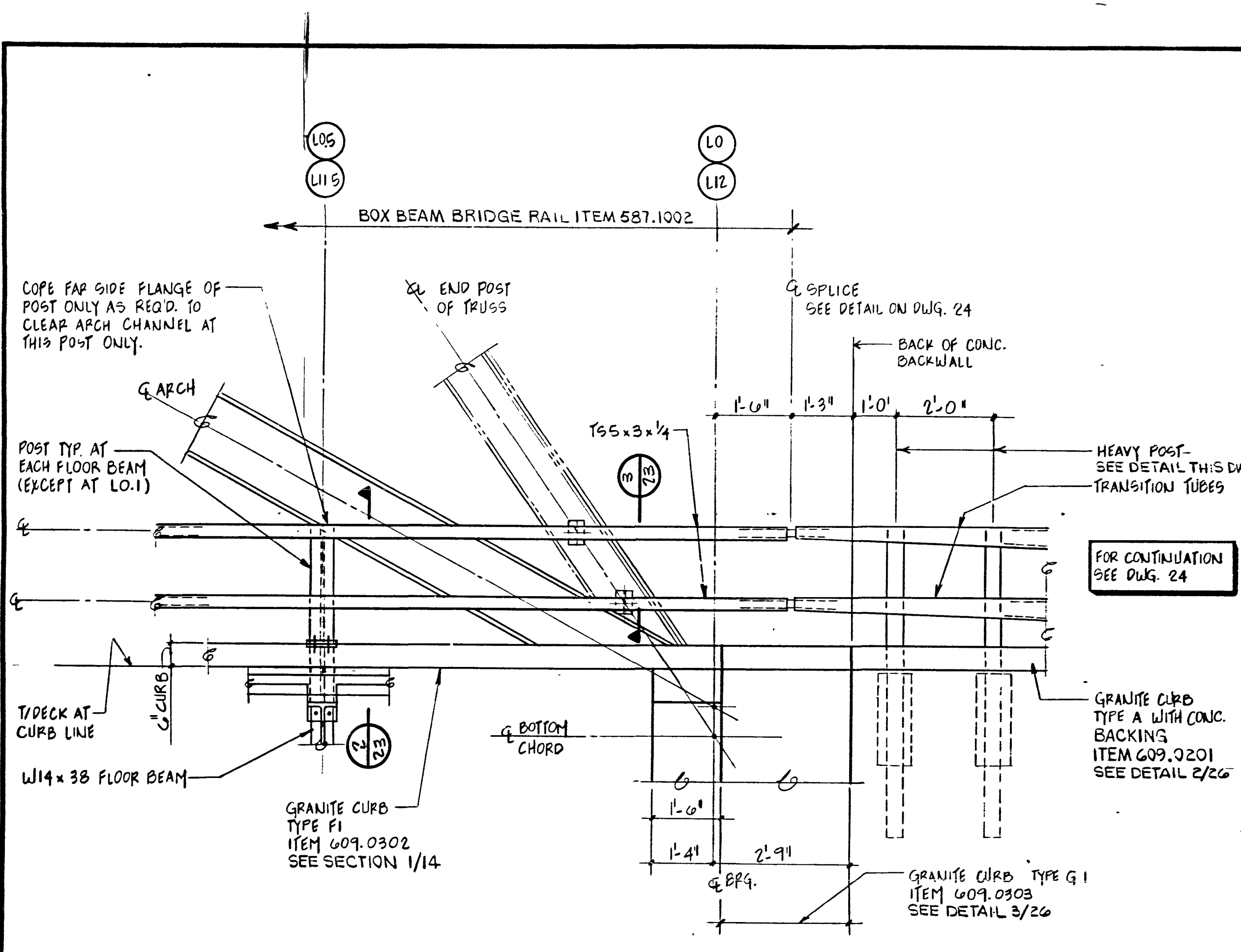
NOTE:
 AS AN ALTERNATE A 1/8" THICK P.T.F.E SHEET MAY BE RECESSED INTO A 3/8" THICK PLATE WHICH IS VULCANIZED TO THE ELASTOMERIC MATERIAL, AND THE TOP OF PEDESTAL ELEVATIONS ADJUSTED ACCORDINGLY

AS - BUILT REVISIONS			
SIGNATURE		DATE	
NORTH BEARING DETAILS			
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION			
DRAWING NO. 22	SCALE AS NOTED	DATE 7-23-92	REGION 8

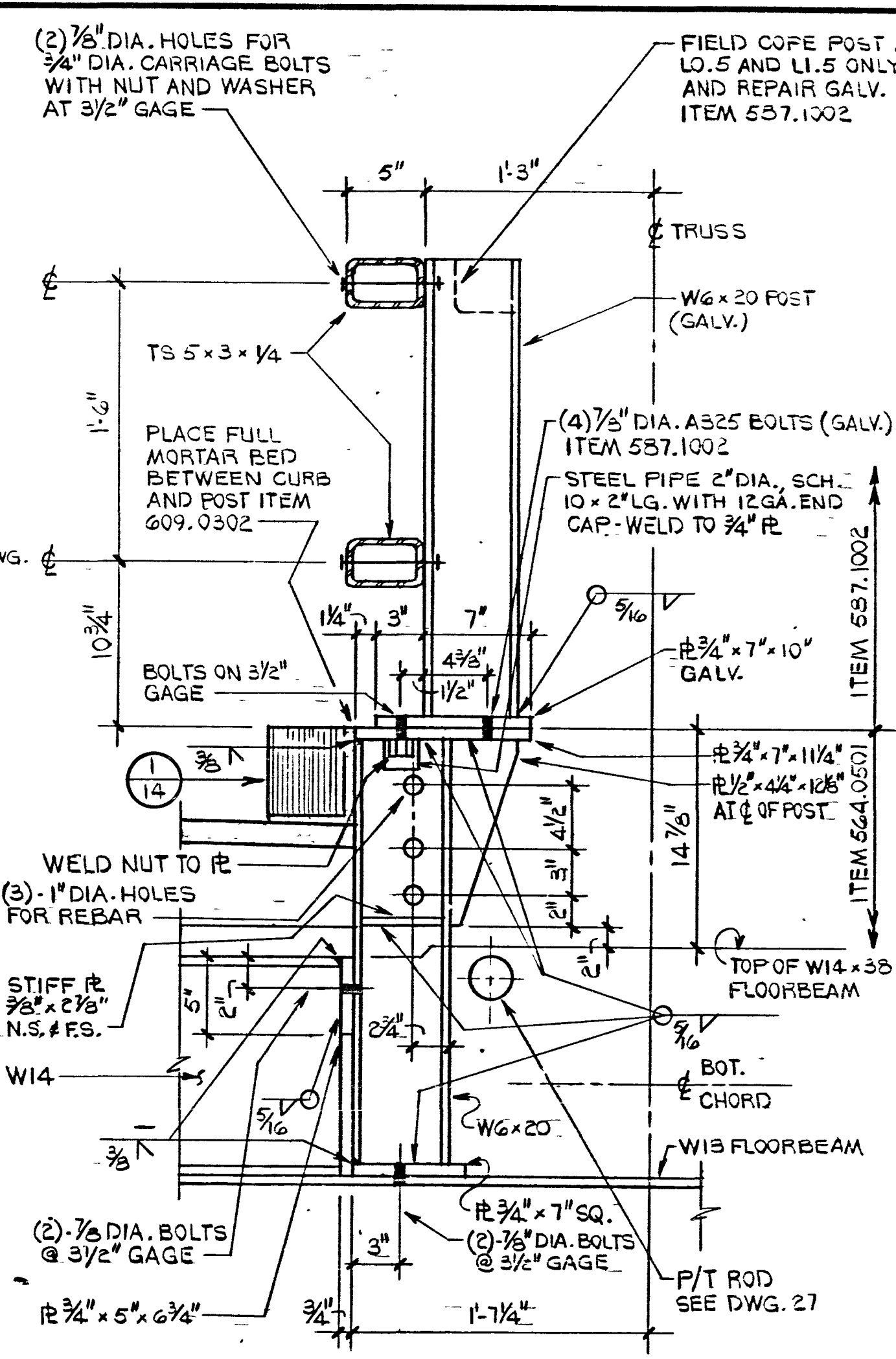
FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		23	30

COUNTY ROUTE 25A OVER KINDERHOOK CREEK
TOWN OF STUYVESANT, COLUMBIA COUNTY
P.I.N. 8754.55 B.I.N. 3342250

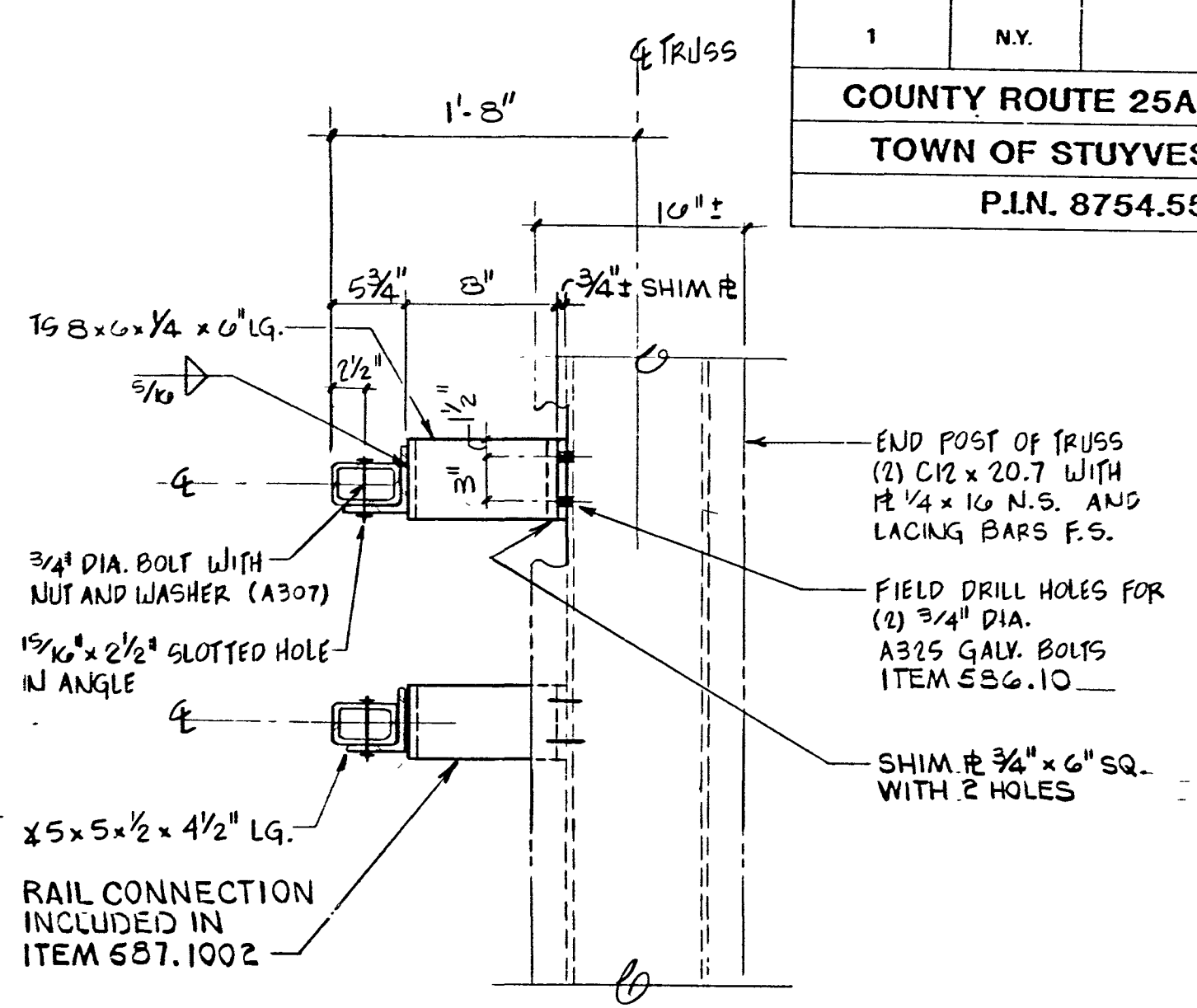
DATE _____ CHECKED BY **AAJ** DRAFTED BY **HAZ** CHECKED BY **HAZ** ESTIMATED BY **NEW** CHECKED BY **HAZ** DESIGNED BY **NEW**



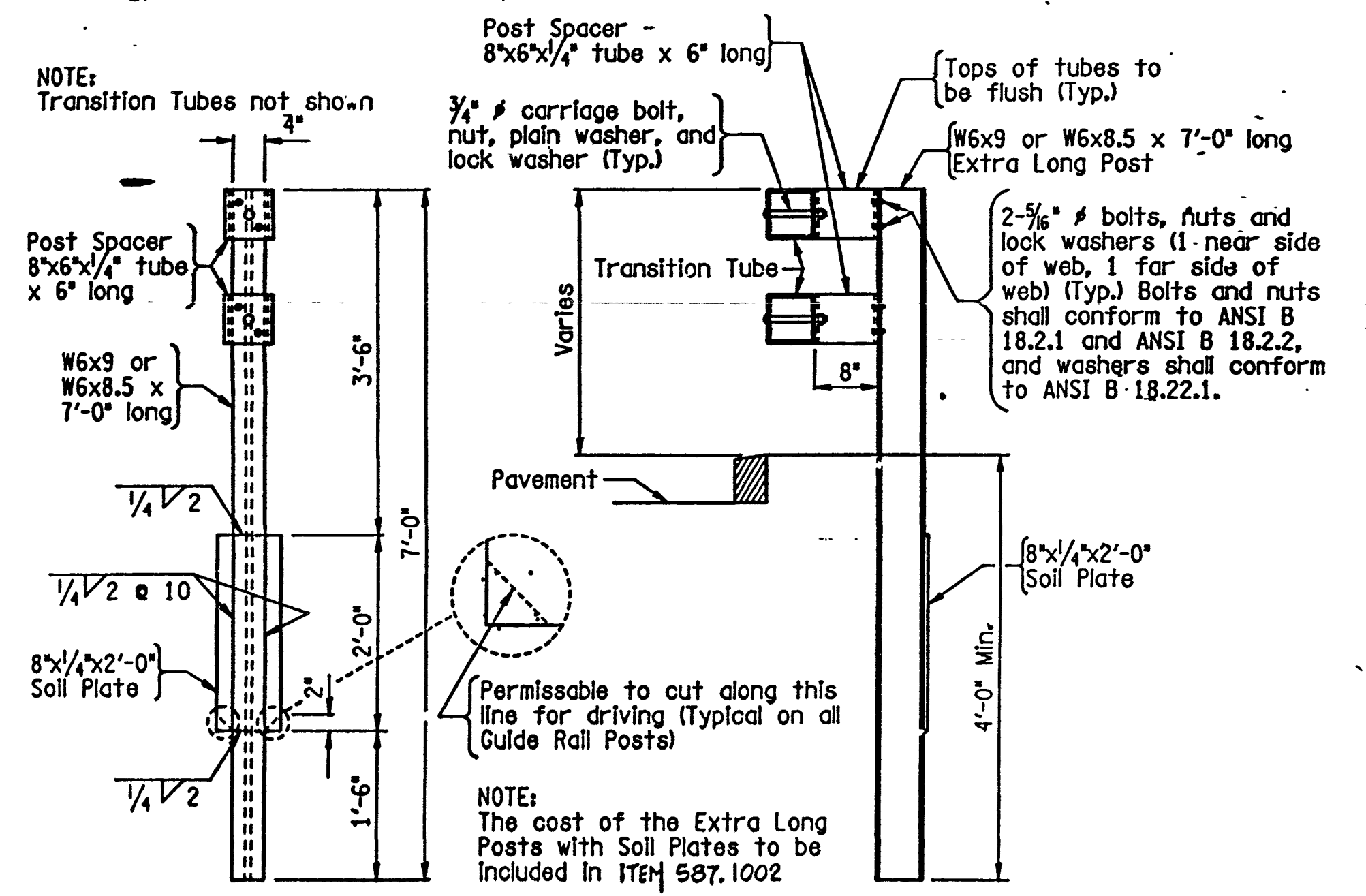
1 ELEVATION
SCALE: 1/2" = 1'-0"



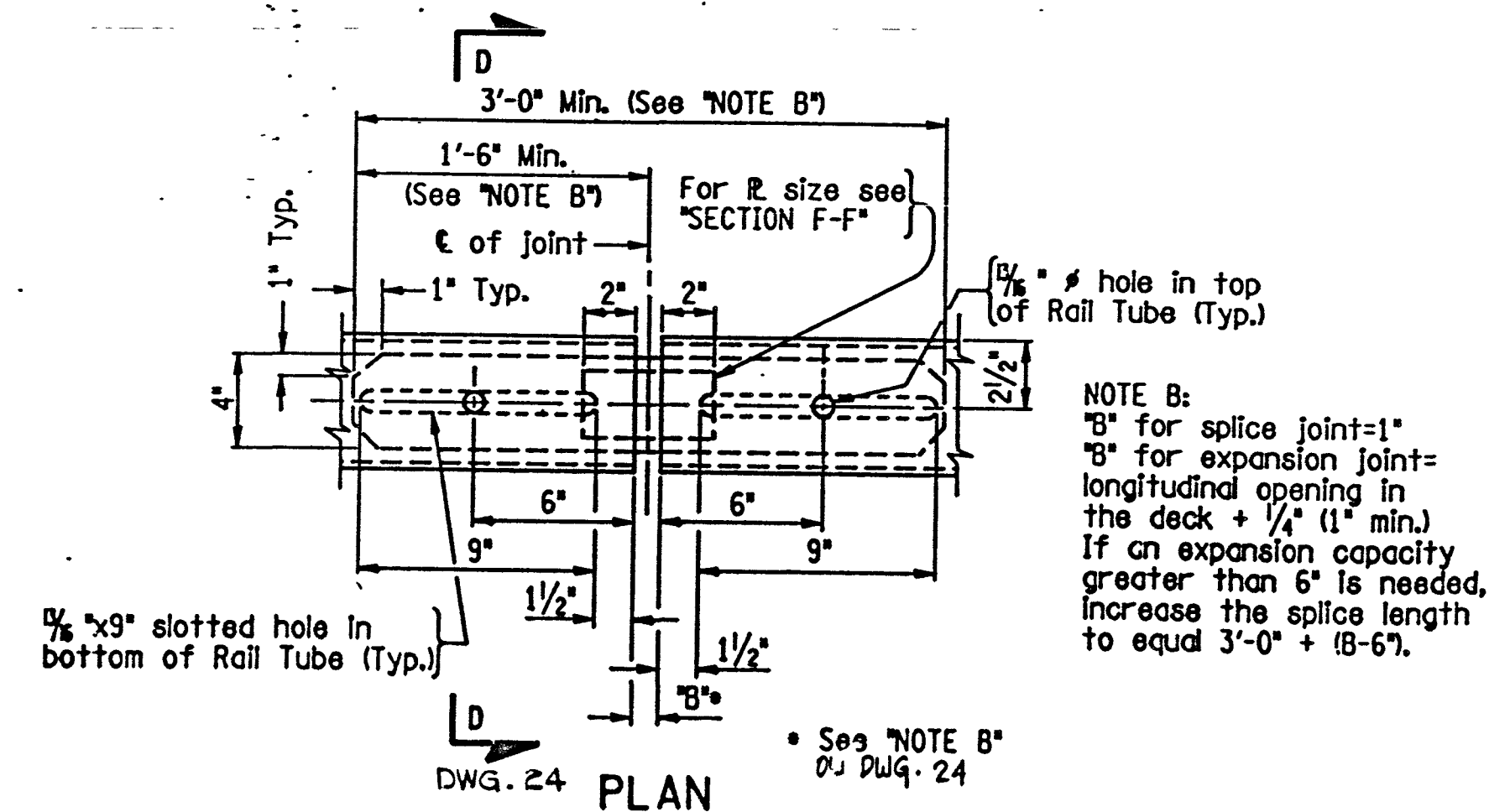
2 SECTION - TYP. RAILING POST
SCALE: 1 1/2" = 1'-0"



3 SECTION - TYP. AT END POST
SCALE: 1" = 1'-0"



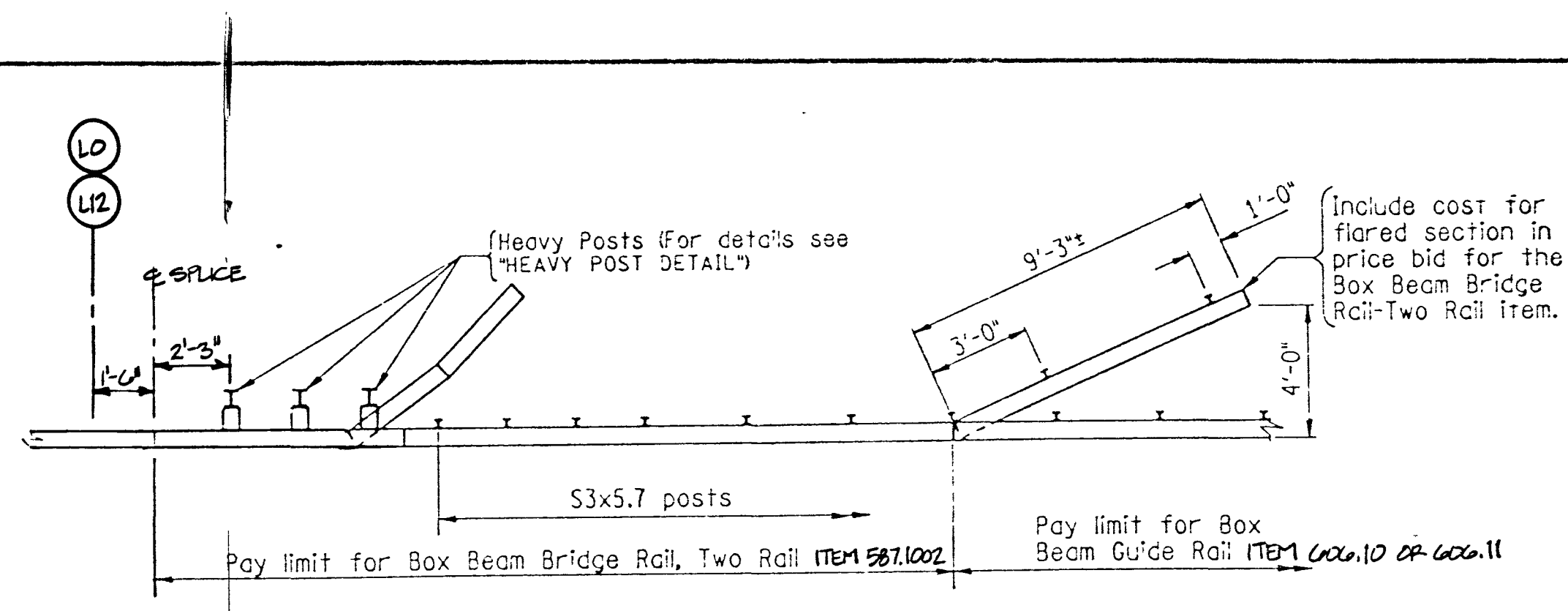
TYPICAL EXTRA LONG POST WITH SOIL PLATE **HEAVY POST DETAIL**



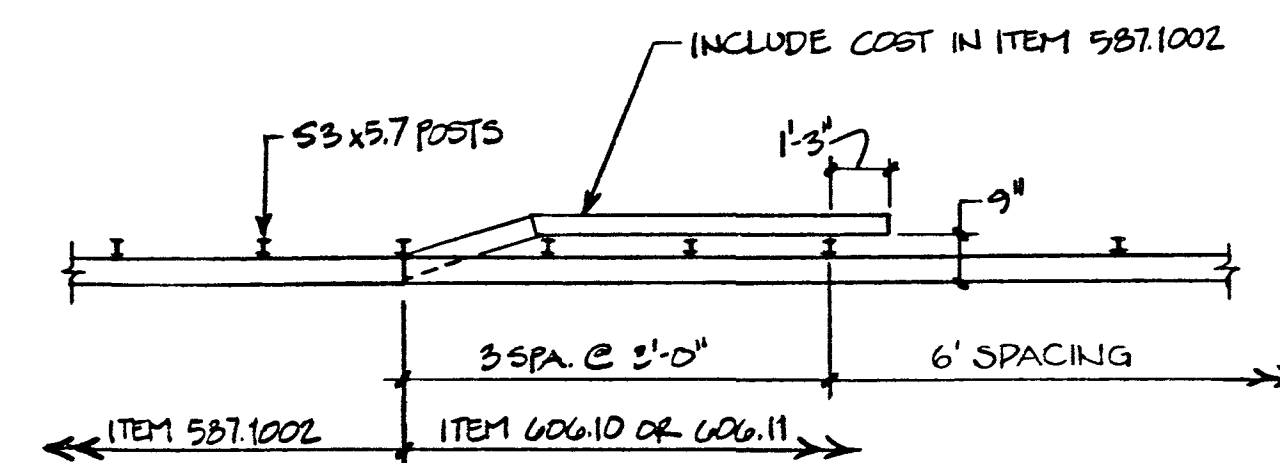
TYPICAL RAIL TUBE SPLICE ASSEMBLY

AS - BUILT REVISIONS			
SIGNATURE	DATE		
RAILING DETAILS			
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION			
DRAWING NO. 23	SCALE AS NOTED	DATE 7-23-92	REGION 8

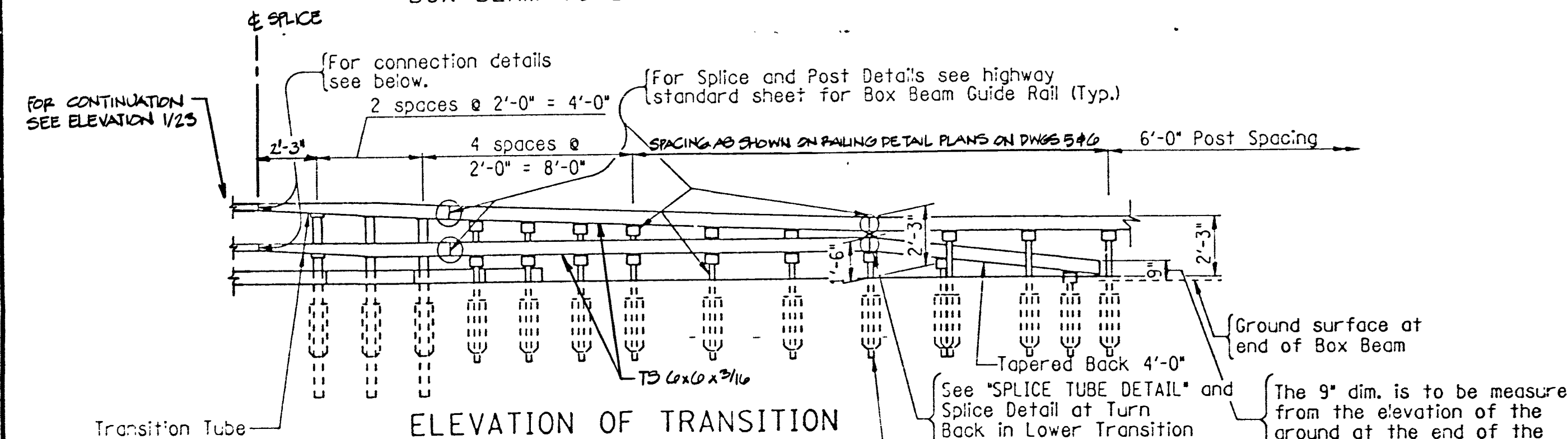
FED ROAD REG NO	STATE	FEDERAL AID PROJECT NO	SHEET NO	TOTAL SHEETS
1	NY		24	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				



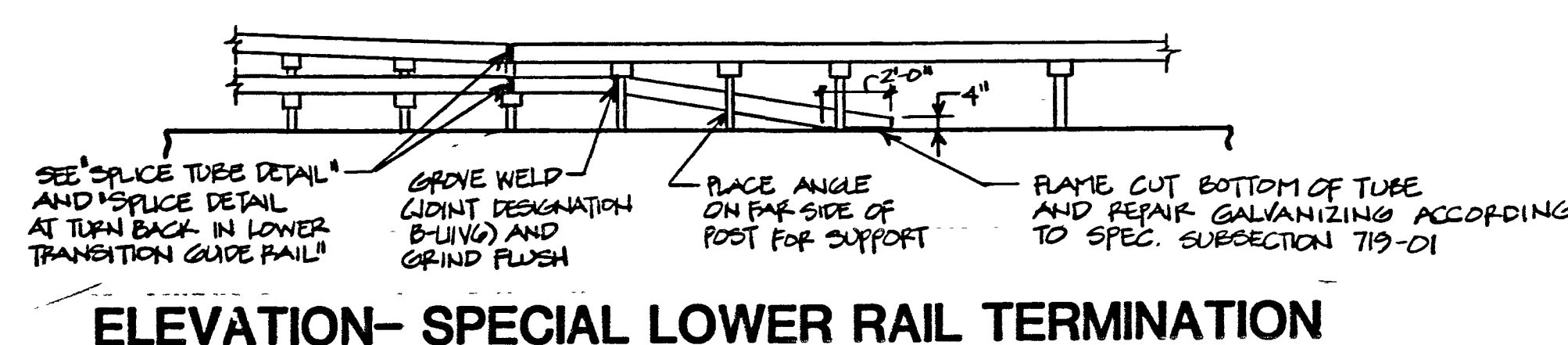
PLAN BOX BEAM TO BRIDGE RAIL TRANSITION



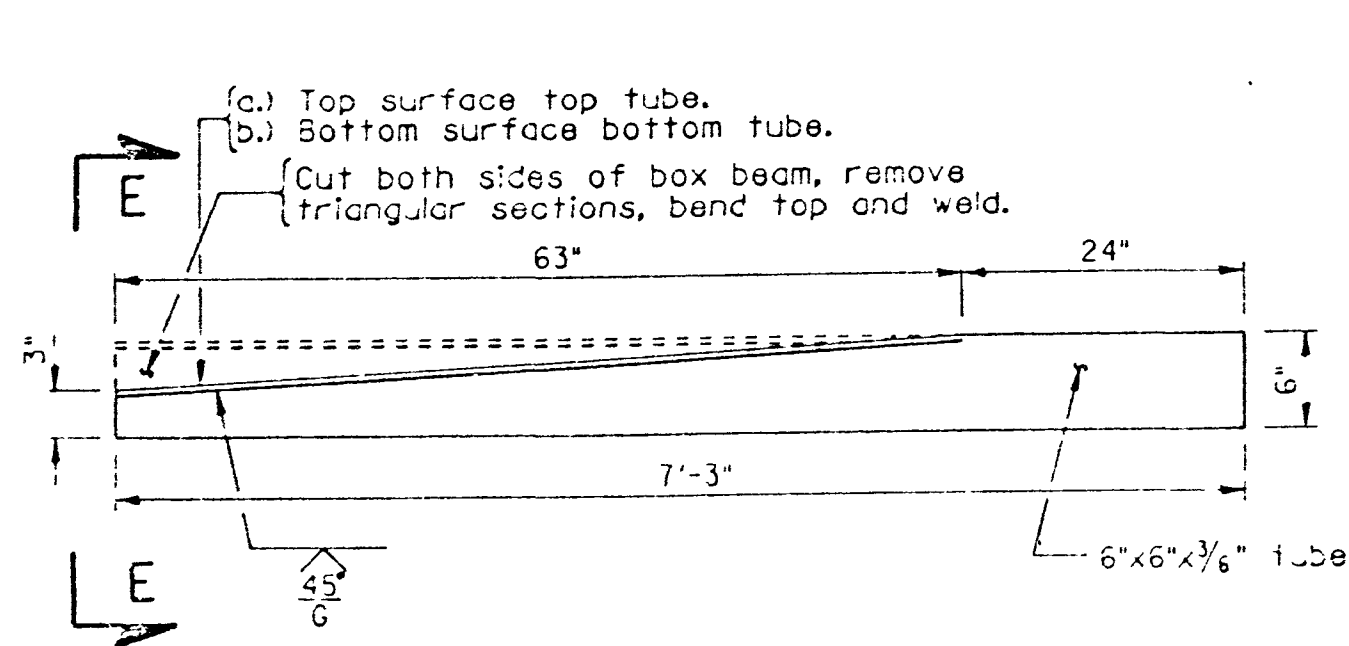
PLAN- SPECIAL LOWER RAIL TERMINATION AT PEDESTRIAN WALKWAYS



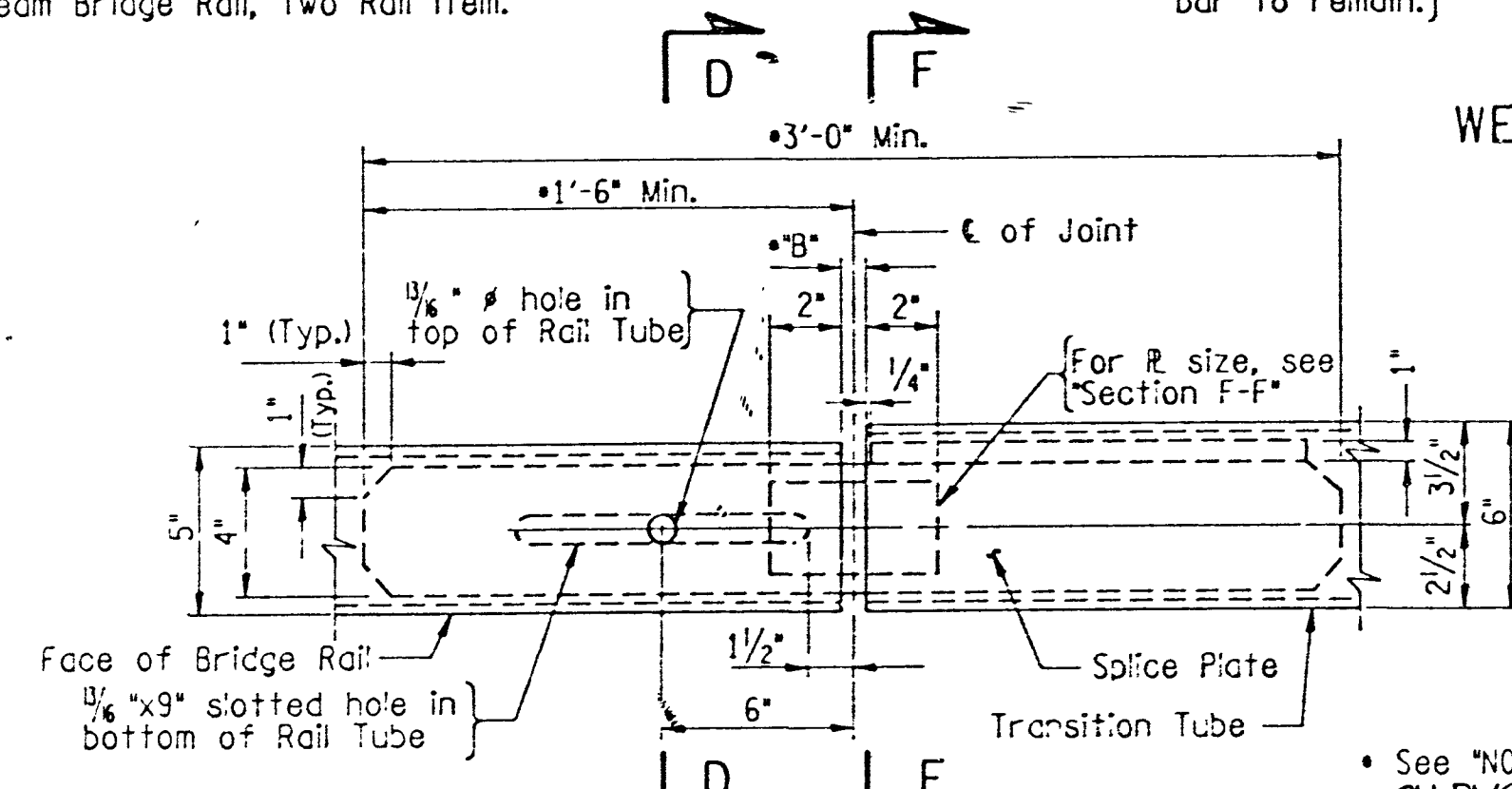
ELEVATION OF TRANSITION



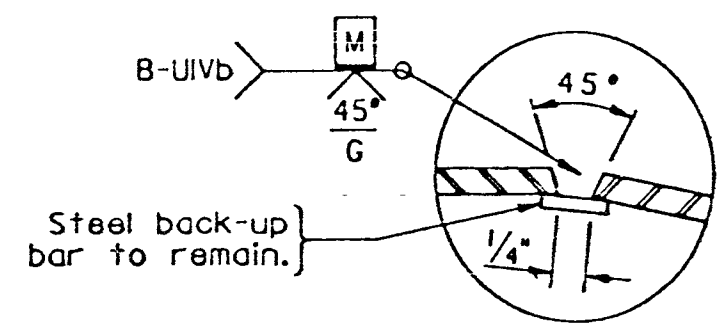
ELEVATION- SPECIAL LOWER RAIL TERMINATION



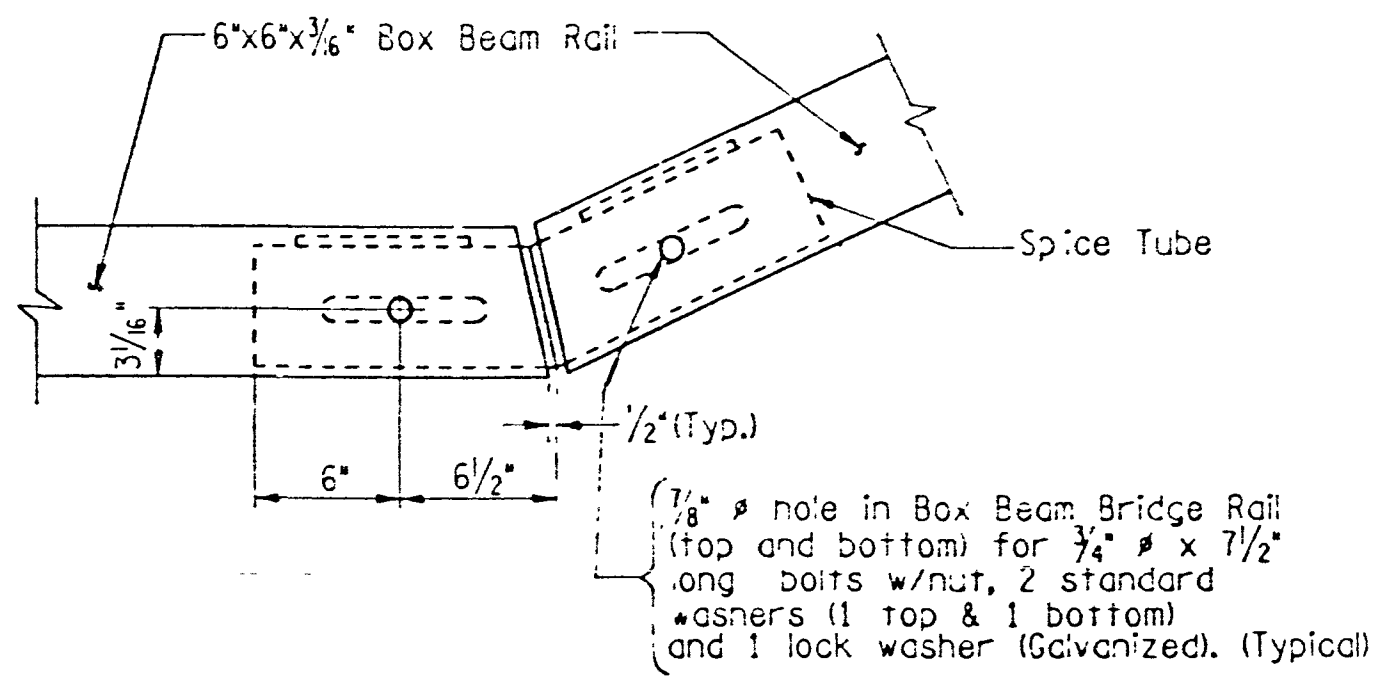
DETAIL OF TRANSITION TUBE



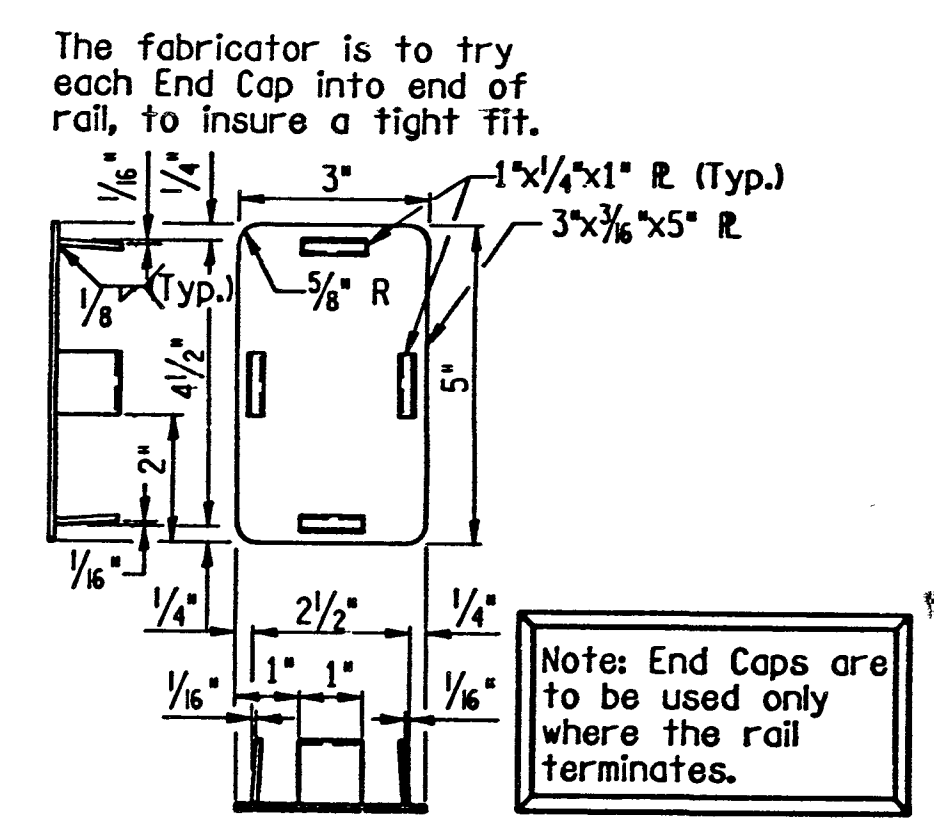
PLAN VIEW OF CONNECTION TYPICAL BRIDGE RAIL TUBE TO TRANSITION TUBE



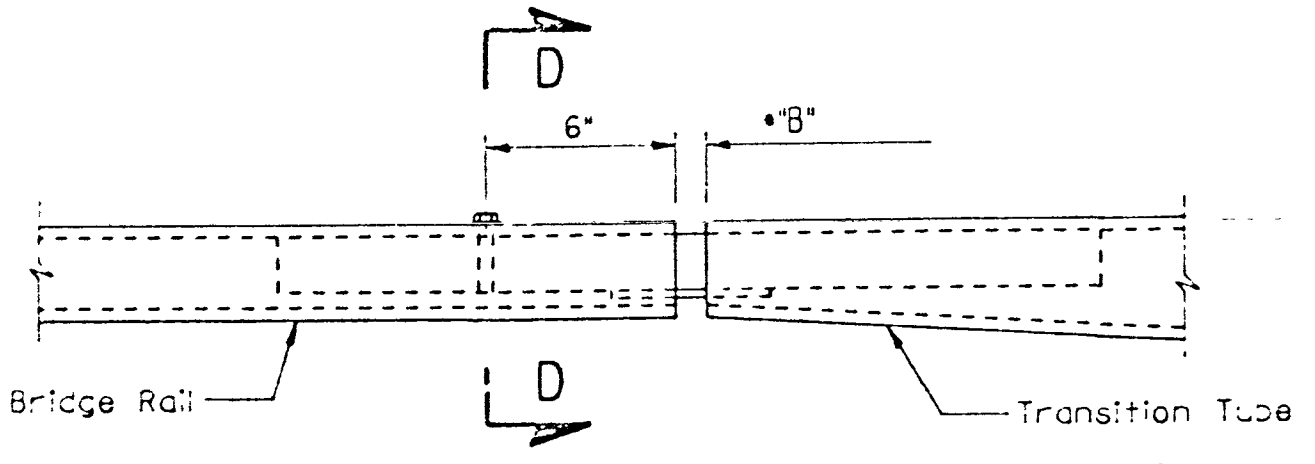
WELD DETAIL FOR SPLICE TUBE



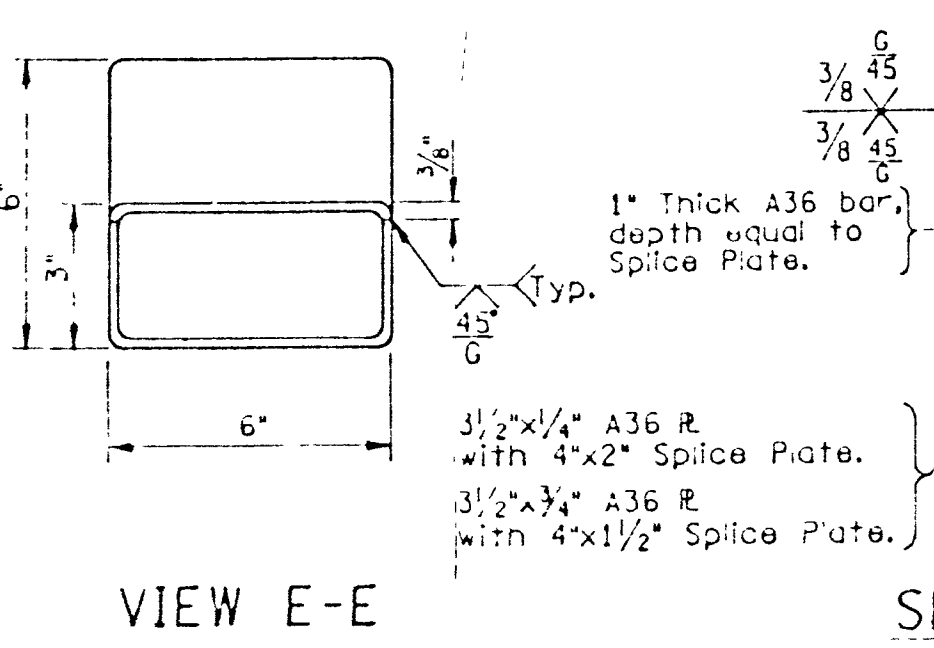
SPLICE DETAIL AT TURN BACK IN LOWER TRANSITION GUIDE RAIL



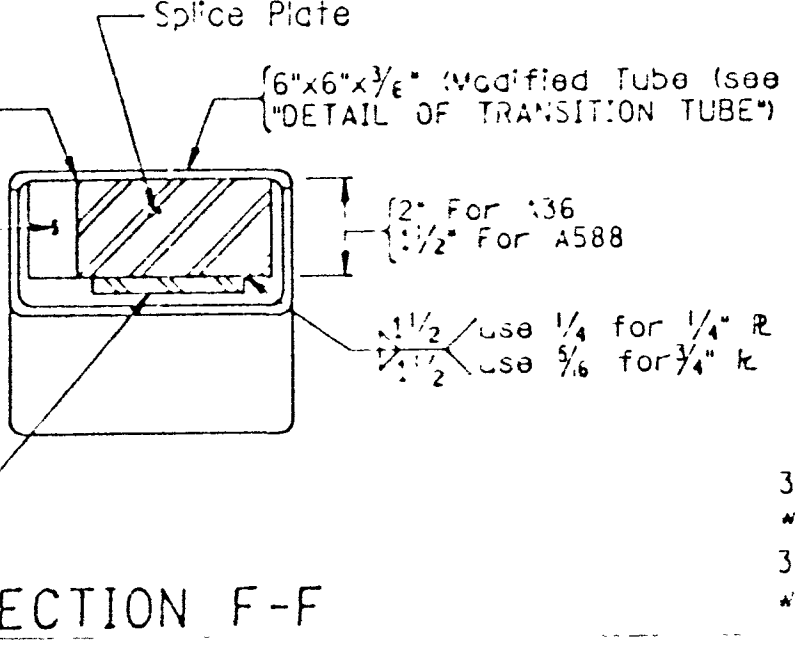
DETAIL OF END CAP



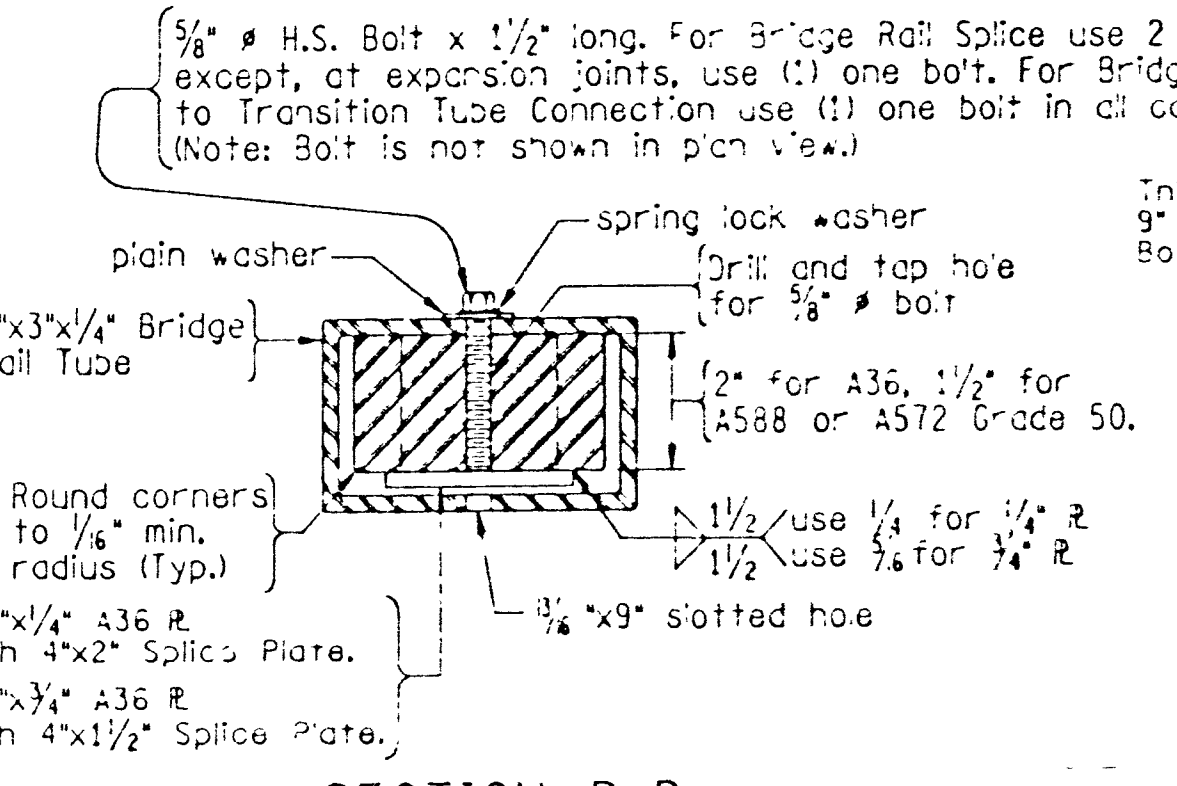
ELEVATION VIEW OF CONNECTION LOWER BRIDGE RAIL TUBE TO TRANSITION TUBE



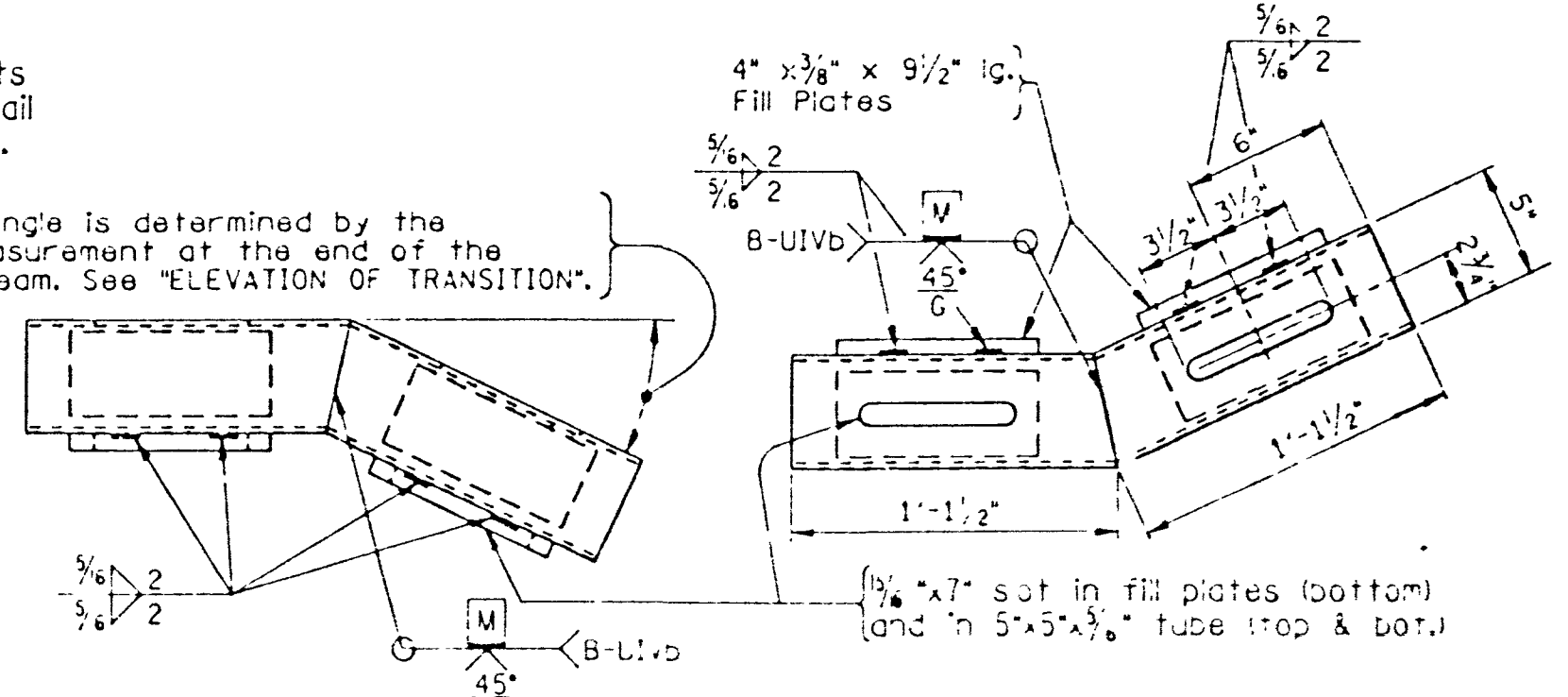
VIEW E-E



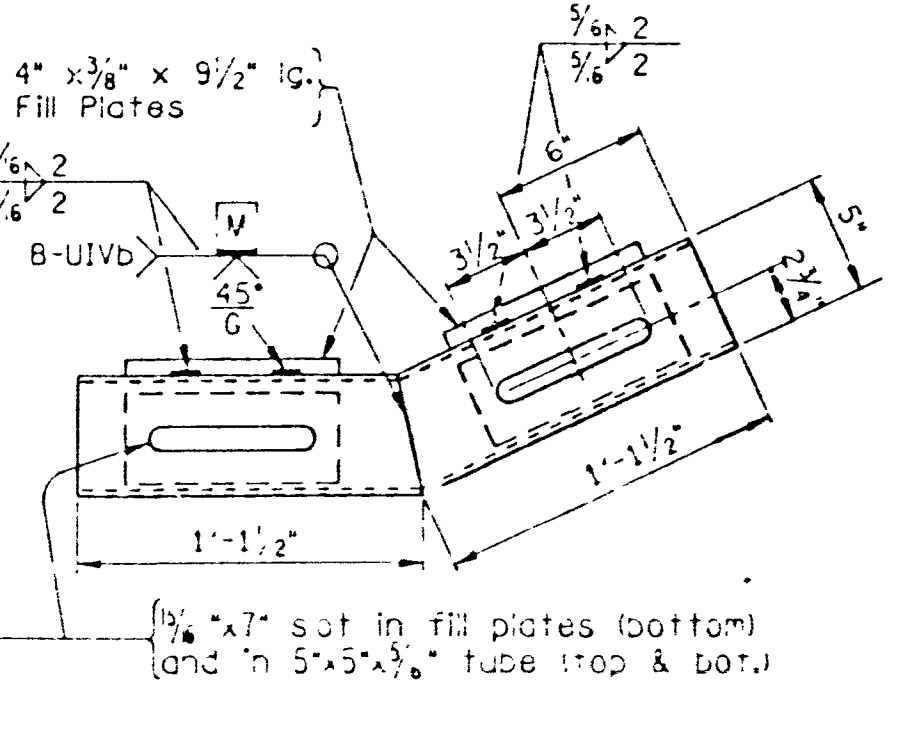
SECTION F-F



SECTION D-D



ELEVATION SPLICE TUBE DETAIL



PLAN SPLICE TUBE DETAIL

RB Ryan Bliggs Associates, P.C. 291 River Street Troy, New York 12180 (518) 272-6266

AS - BUILT REVISIONS

SIGNATURE DATE

RAILING DETAILS

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION

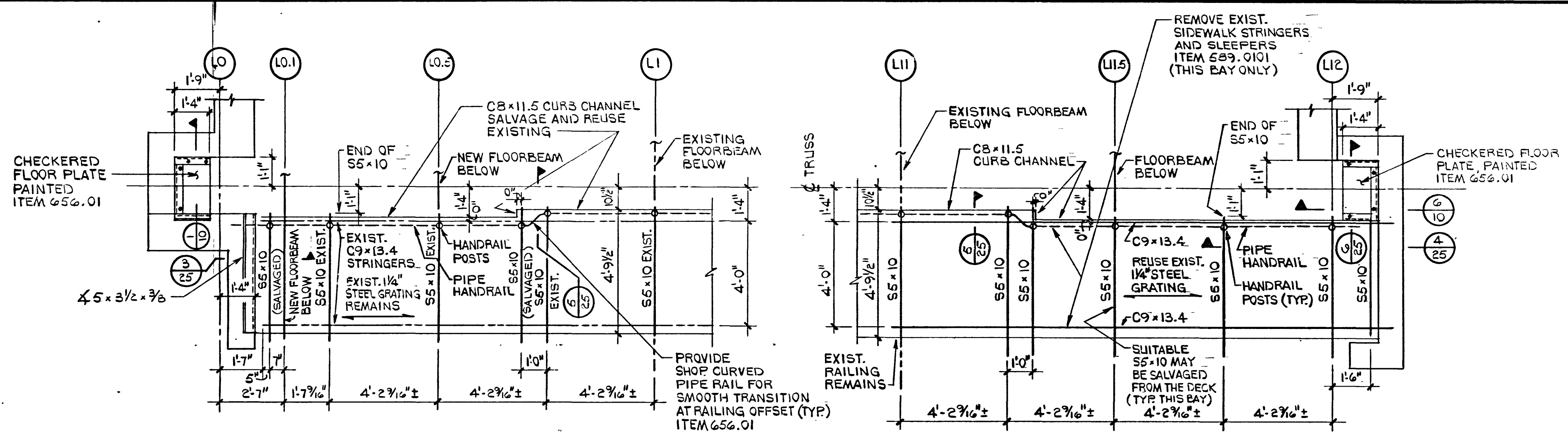
DRAWING NO	SCALE	DATE	REGION
24	N.T.S.	7-23-92	8

CHECKED BY: NEW, DRAFTED BY: HOR, ESTIMATED BY: NEW, CHECKED BY: HOR, DESIGNED BY: NEW

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		25	30

COUNTY ROUTE 25A OVER KINDERHOOK CREEK
TOWN OF STUYVESANT, COLUMBIA COUNTY
P.L.N. 8754.55 B.L.N. 3342250

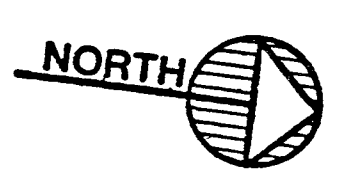
CHECKED BY: NEW
 DRAFTED BY: RJA
 CHECKED BY: HJR
 ESTIMATED BY: ANW
 CHECKED BY: HJR
 DESIGNED BY: ANW
 IN CHARGE OF: H.D. [Signature]
 44C 47.2b (5/88)
 DATE:



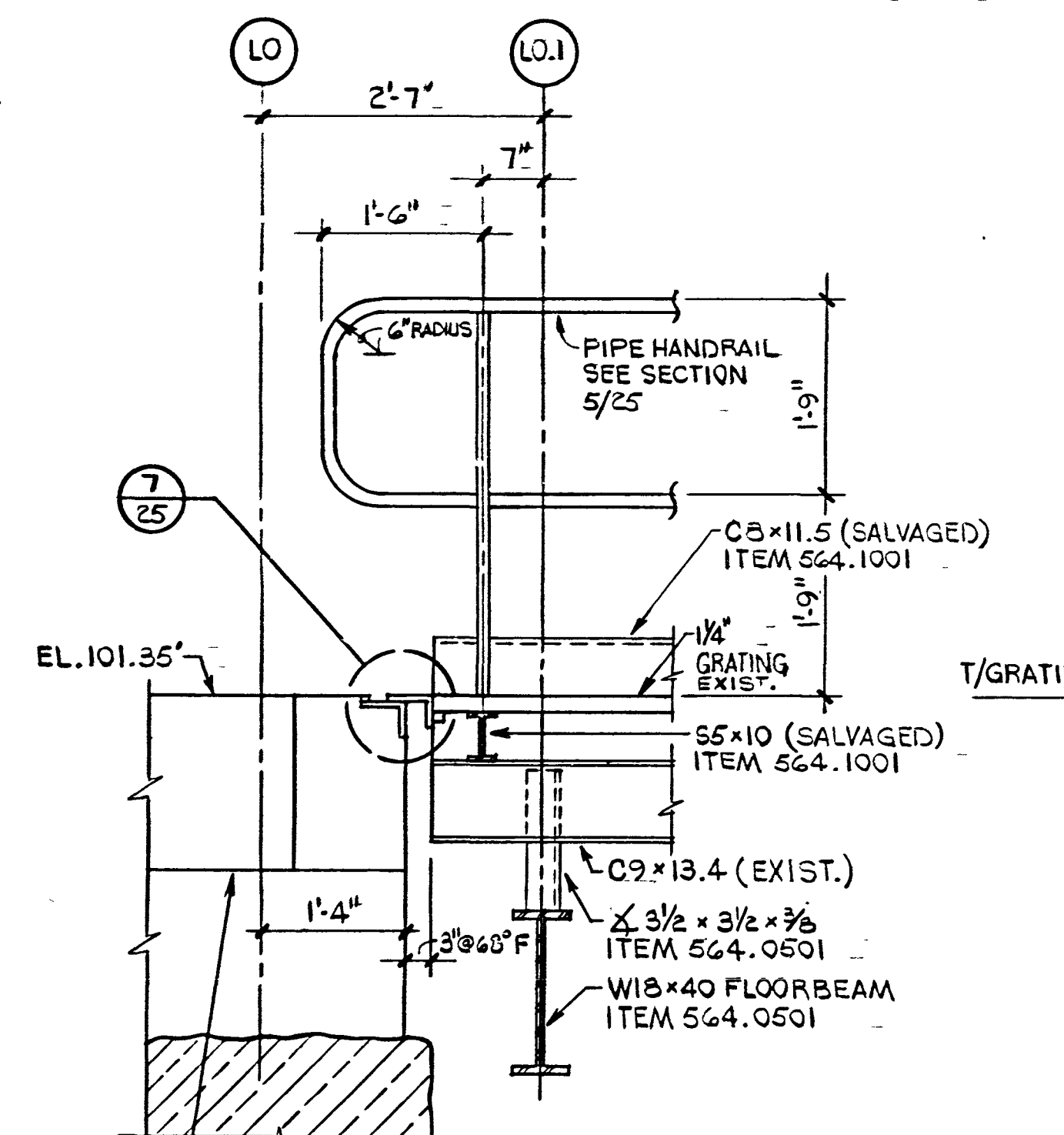
1 **DETAIL - PARTIAL SIDEWALK PLAN**
 SCALE: 3/8" = 1'-0"

2 **DETAIL - PARTIAL SIDEWALK PLAN**
 SCALE: 3/8" = 1'-0"

NOTE:
 SUITABLE S5x10 SLEEPERS AND C8x11.5 CURB CHANNELS MAY BE SALVAGED FROM THE DECK AND FIELD FABRICATED AND INSTALLED AS SHOWN, ITEM 564.1001

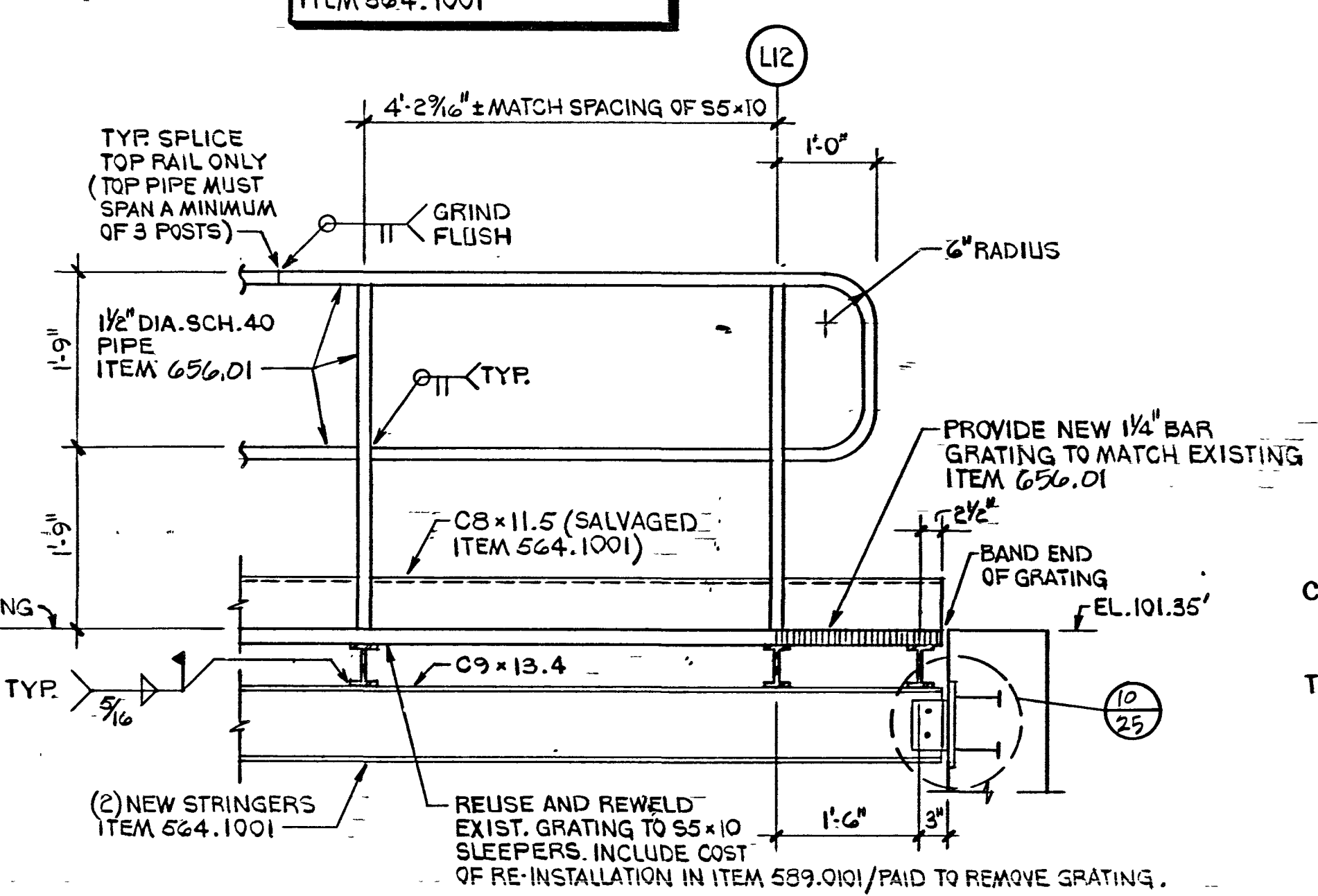


- NOTE:**
- REMOVAL OF EXISTING STEEL AS INDICATED IN DETAILS 1 AND 2 ON THIS DRAWING, WILL BE PAID FOR UNDER ITEM 589.0101.
 - WHERE NEW OR SALVAGED STEEL IS INDICATED FOR SIDEWALK FRAMING, IT WILL BE PAID FOR UNDER ITEM 564.1001.
 - HANDRAIL, CHECKERED FLOOR PLATE, NEW SIDEWALK GRATING, AND EMBEDDED MISC. STEEL ITEMS WILL BE PAID FOR UNDER ITEM 656.01.
 - ALL NEW AND EXISTING STEEL INCLUDING HANDRAIL SHALL BE PAINTED UNDER THE PAINTING ITEMS. STEEL SURFACES EMBEDDED IN CONCRETE SHALL NOT BE PAINTED.

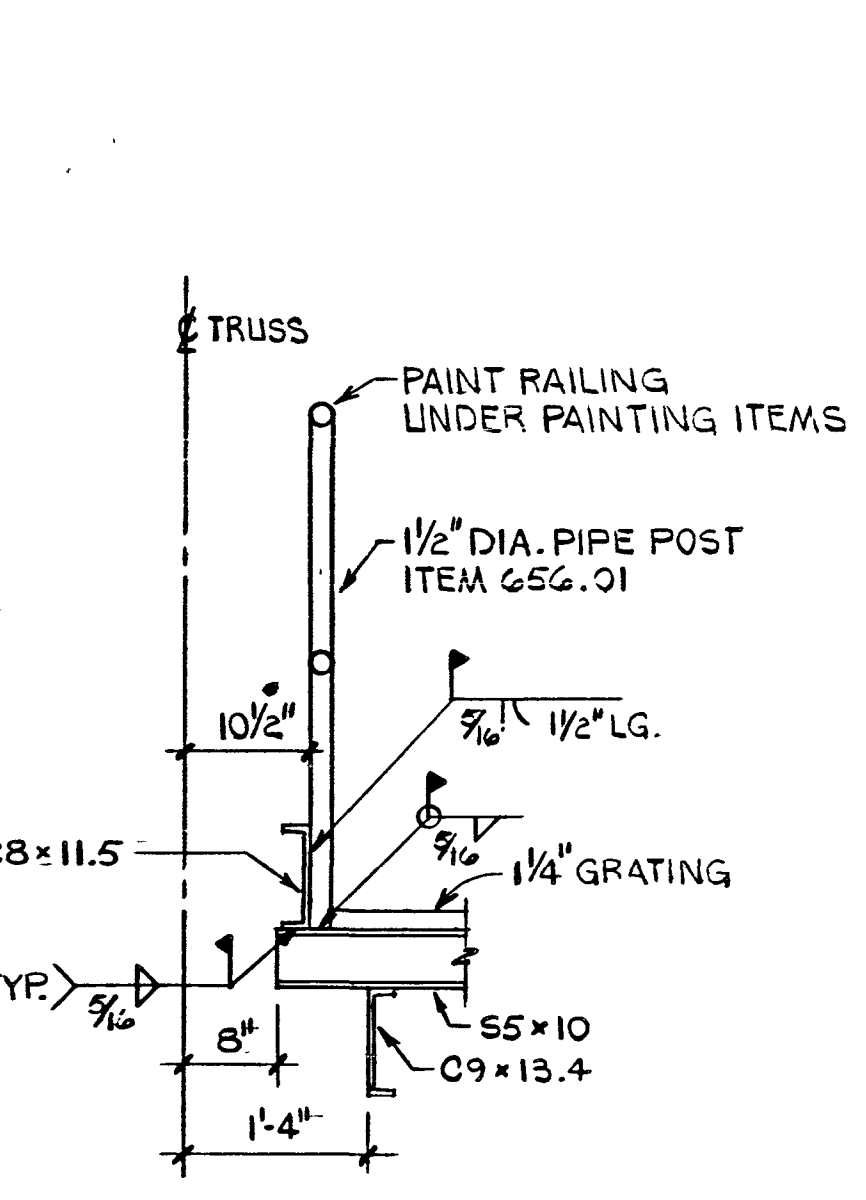


3 **SECTION**
 SCALE: 3/4" = 1'-0"

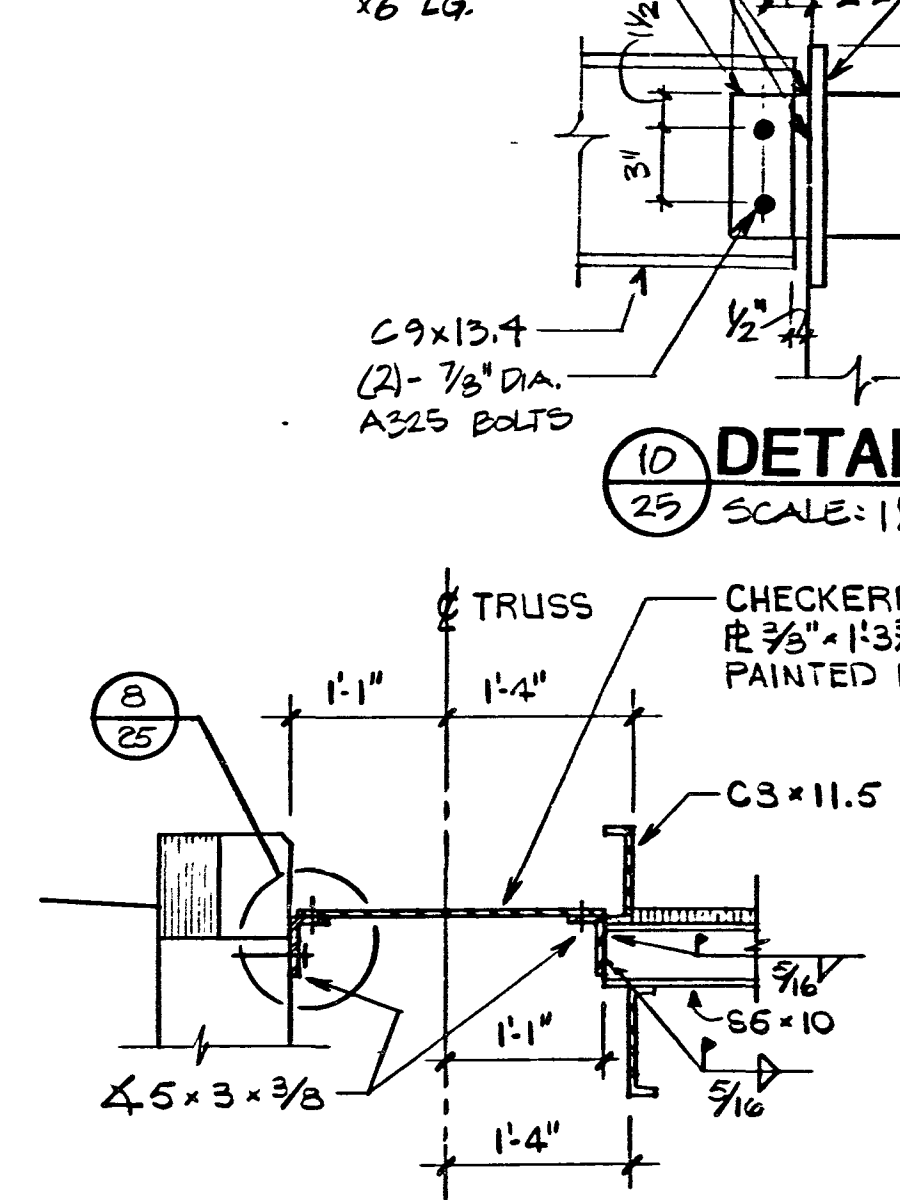
FOR CONC. DETAILS - SEE SECTION 5/10



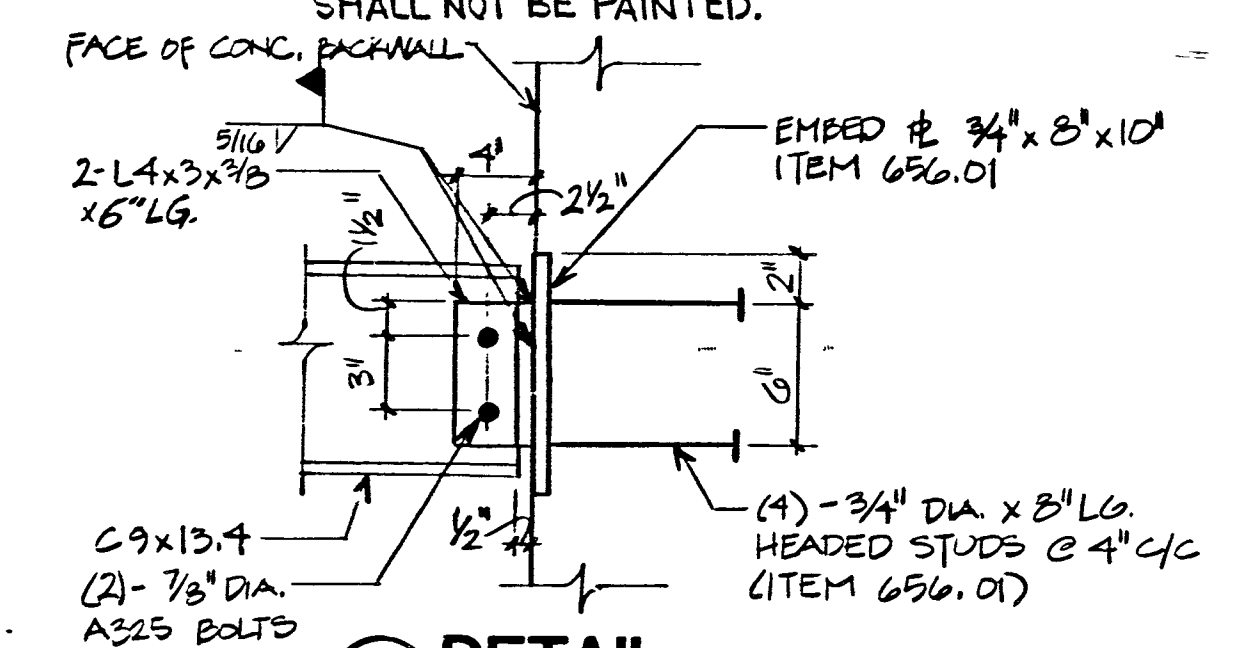
4 **SECTION - TYPICAL PIPE HANDRAIL**
 SCALE: 3/4" = 1'-0"



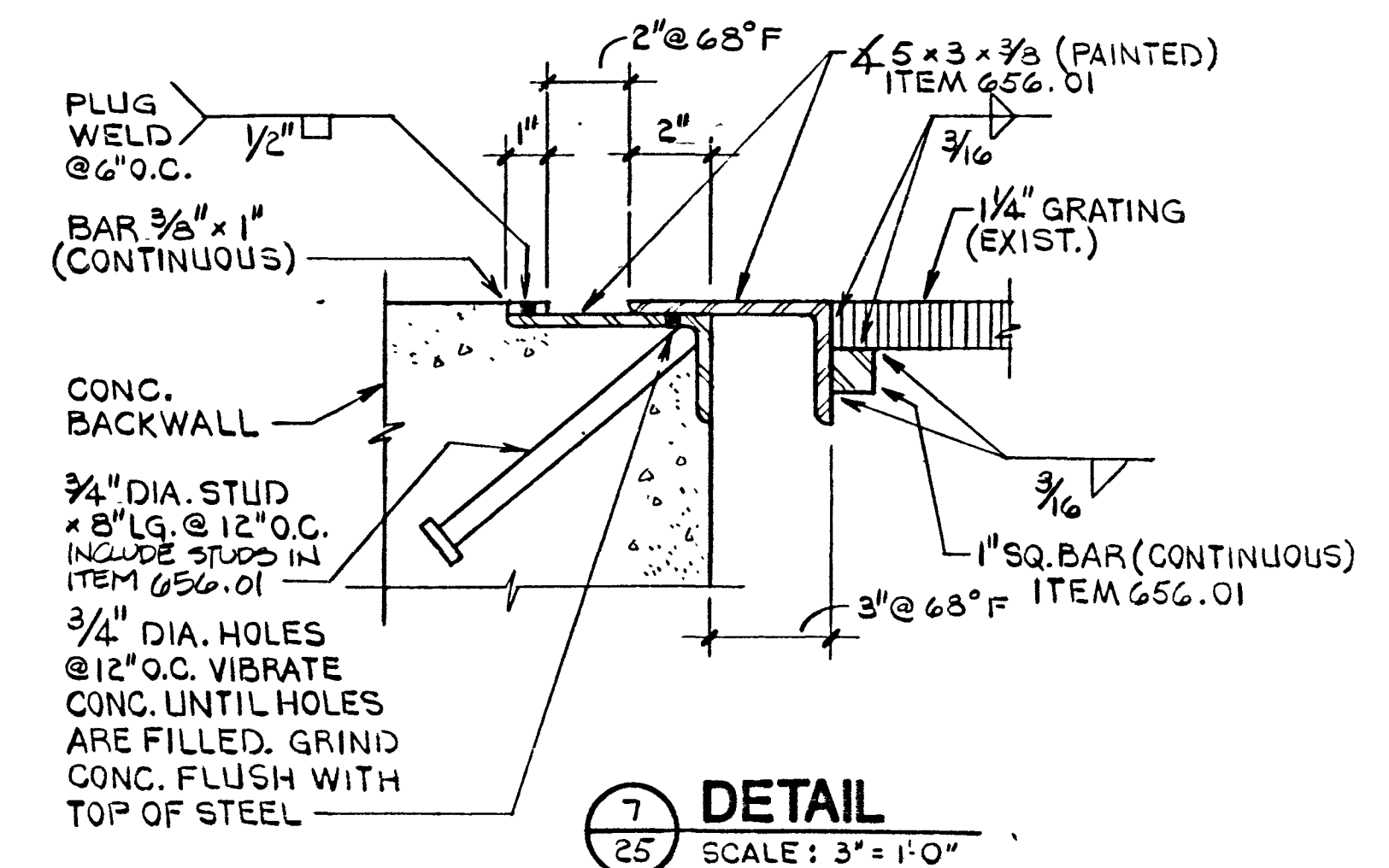
5 **SECTION**
 SCALE: 3/4" = 1'-0"



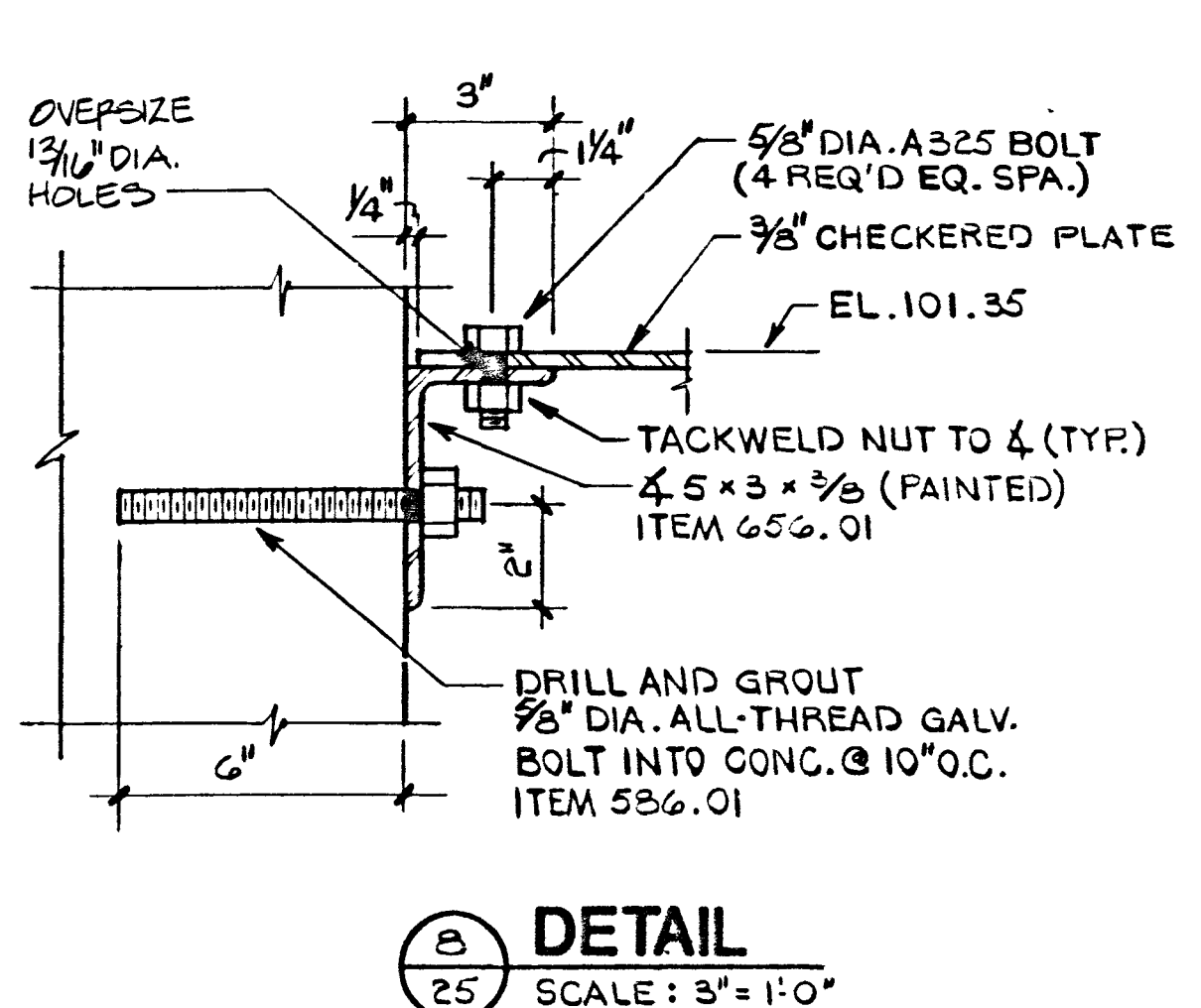
6 **SECTION**
 SCALE: 3/4" = 1'-0"



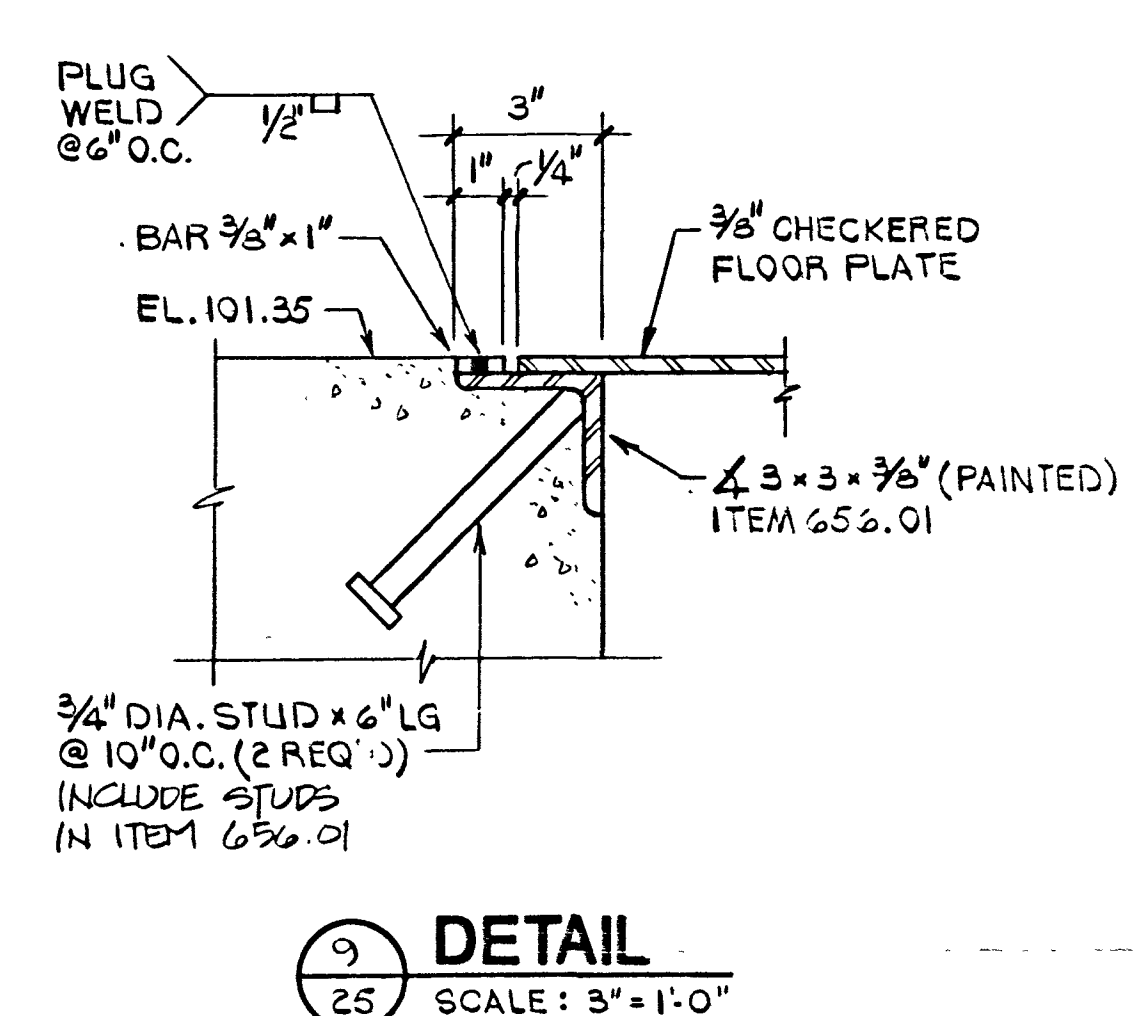
10 **DETAIL**
 SCALE: 1/2" = 1'-0"



7 **DETAIL**
 SCALE: 3" = 1'-0"



8 **DETAIL**
 SCALE: 3" = 1'-0"



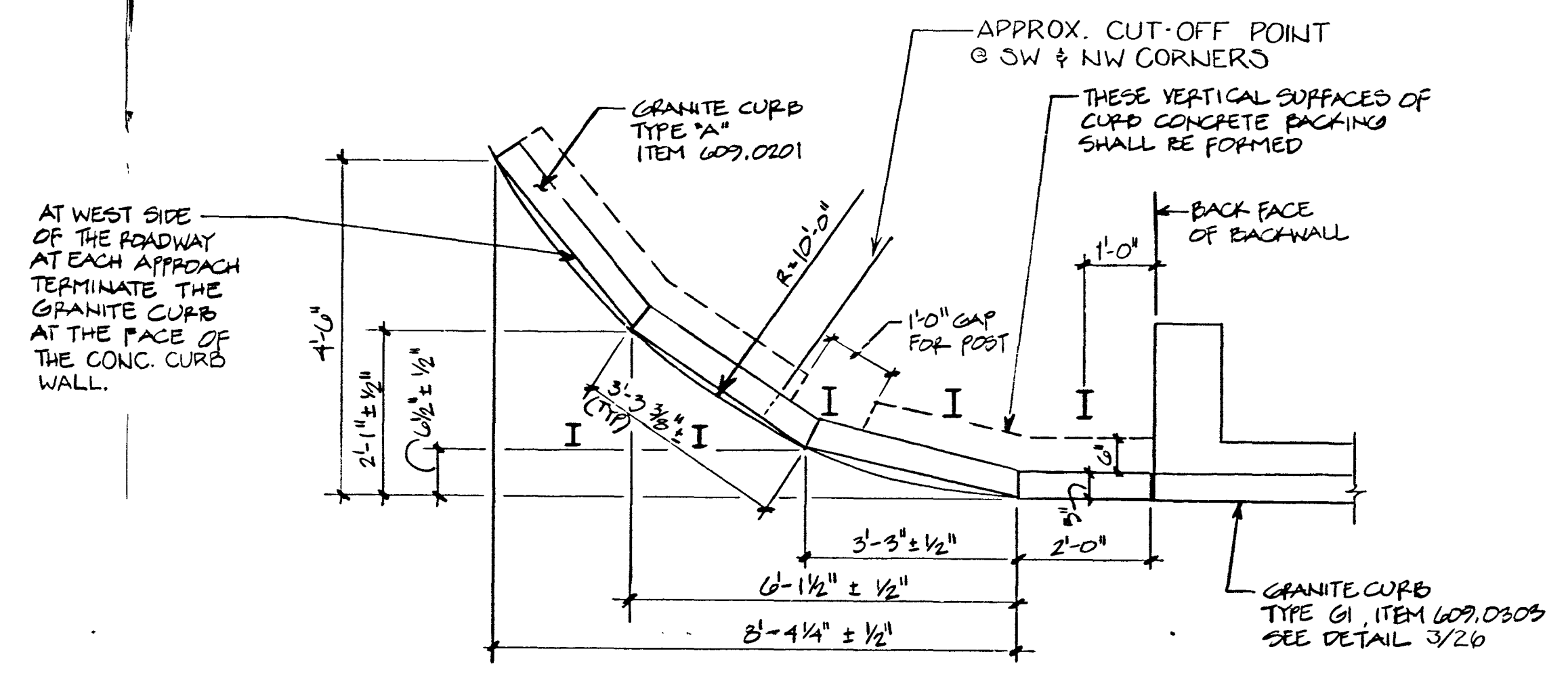
9 **DETAIL**
 SCALE: 3" = 1'-0"

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 291 River Street
 Troy, New York 12180
 (518) 272-6266

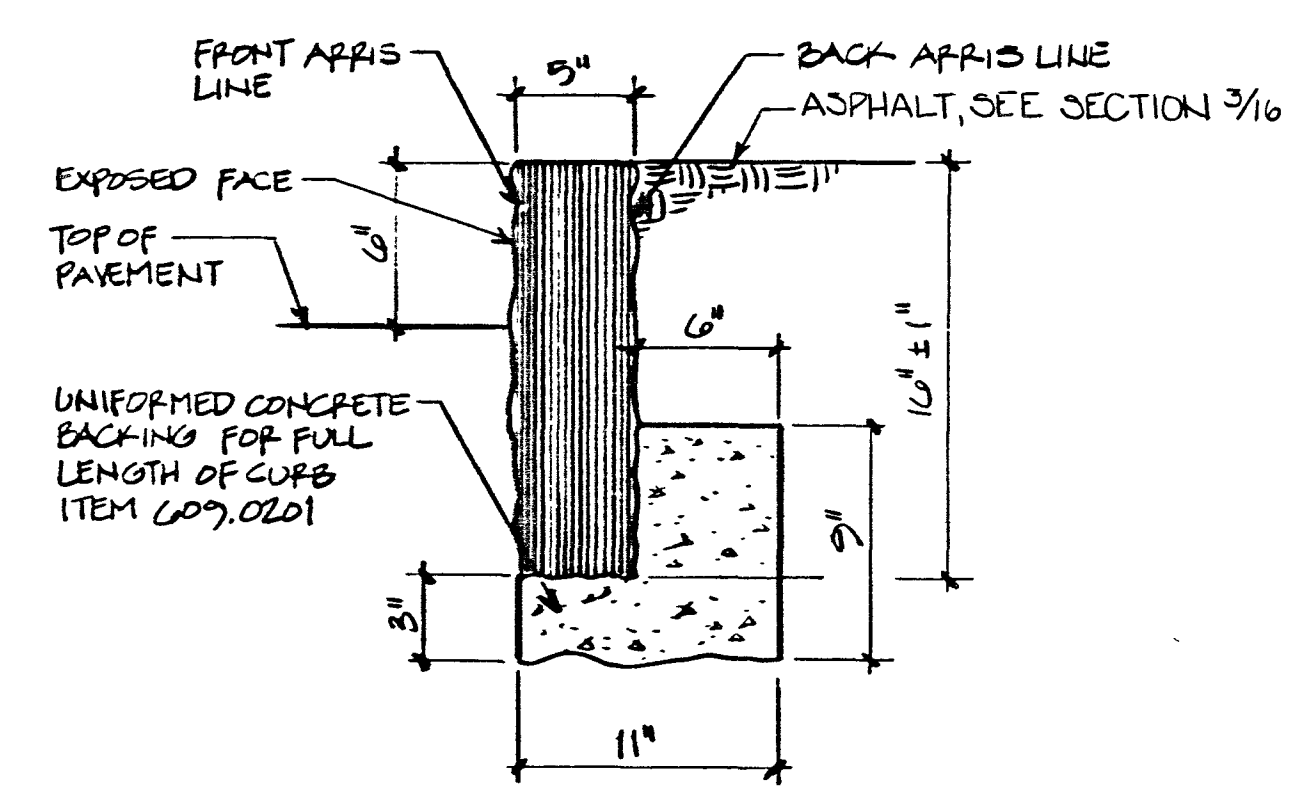
AS - BUILT REVISIONS			
SIGNATURE	DATE		
SIDEWALK DETAILS			
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION			
DRAWING NO. 25	SCALE AS NOTED	DATE 7-23-92	REGION 8

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		26	30

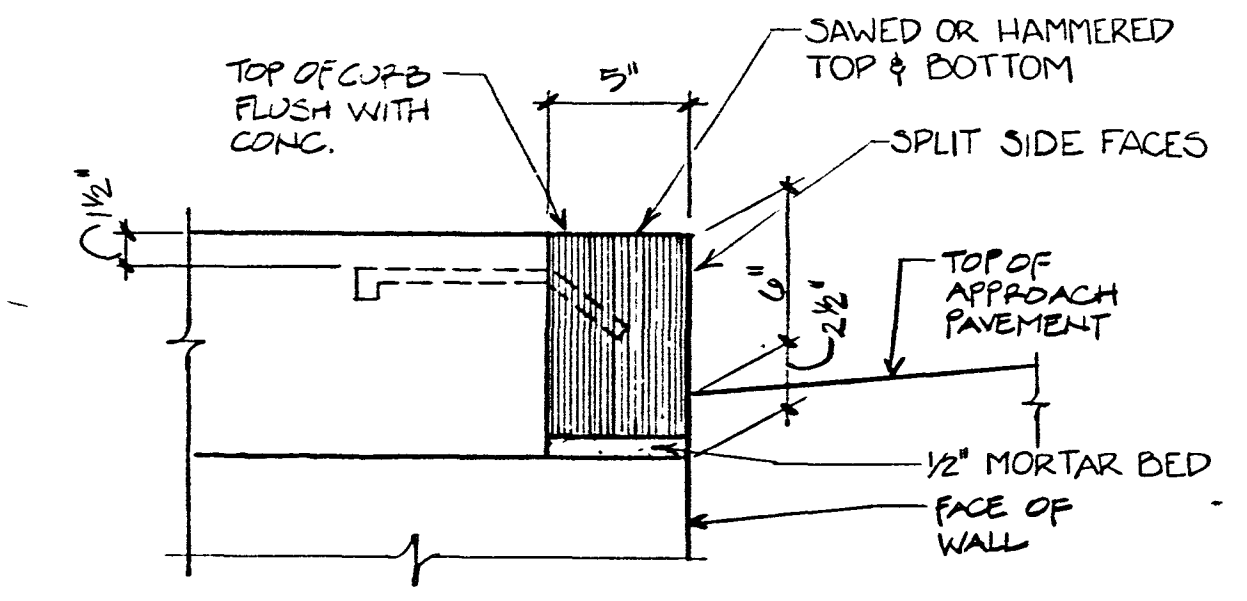
COUNTY ROUTE 25A OVER KINDERHOOK CREEK
TOWN OF STUYVESANT, COLUMBIA COUNTY
P.I.N. 8754.55 B.I.N. 3342250



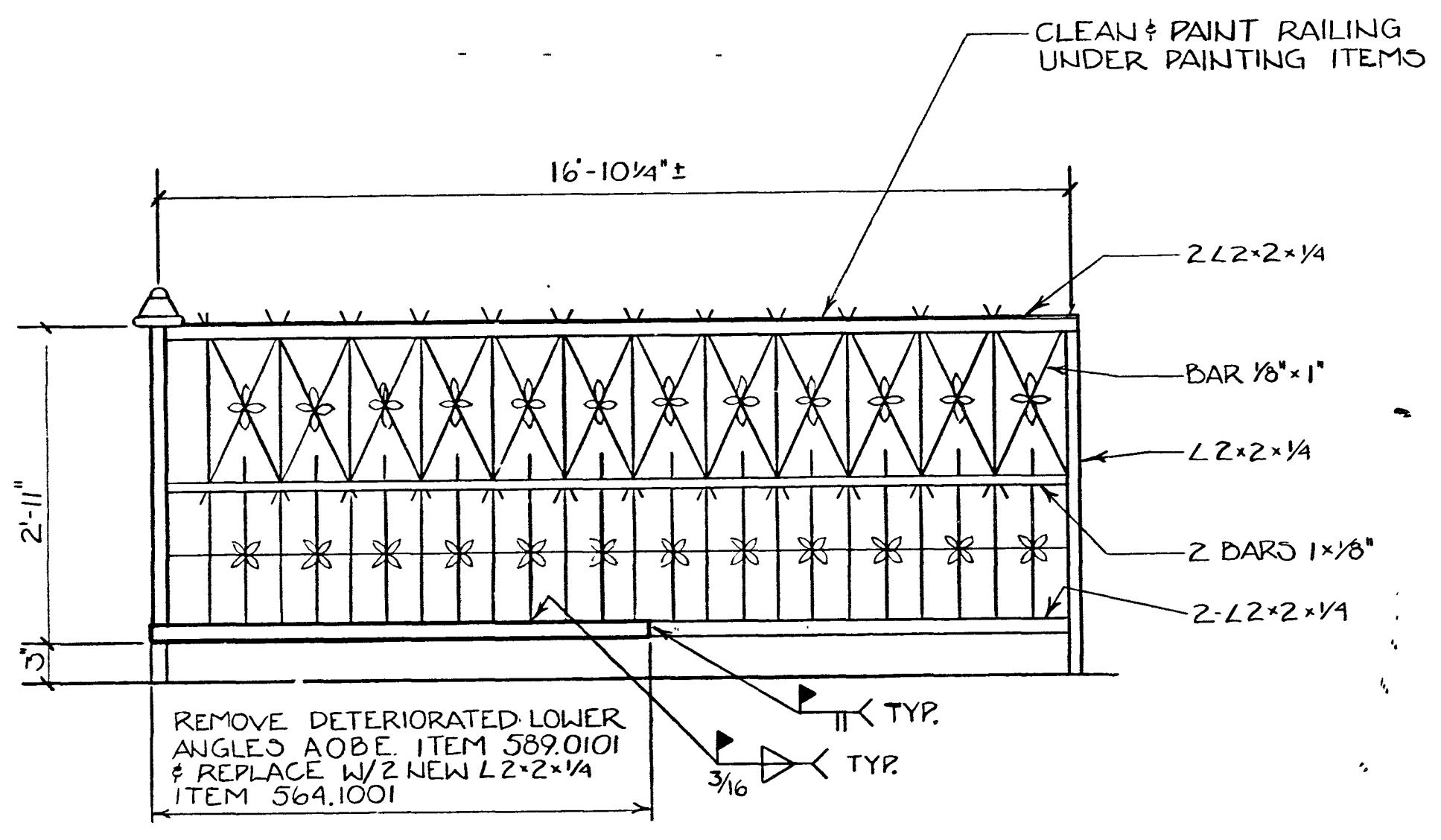
1 CURB, CURB LAYOUT AND CONCRETE BACKING DETAILS
20 SCALE 1/2" = 1'-0"
N.E. CORNER SHOWN, OTHER CORNERS SIMILAR



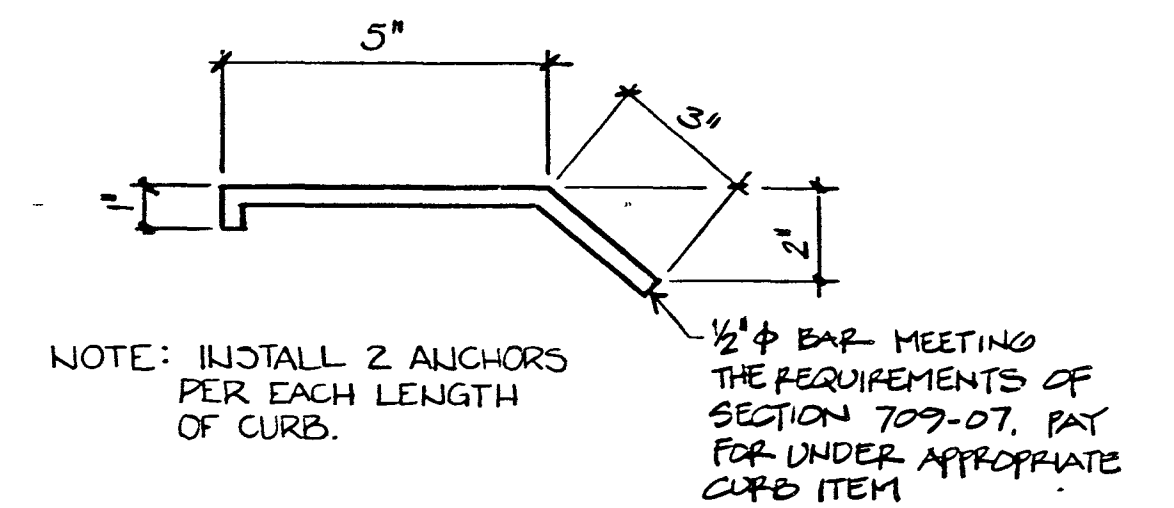
2 DETAIL OF GRANITE CURB- TYPE A
20 N.T.S.
(NON-MOUNTABLE)



3 DETAIL OF GRANITE CURB- TYPE G-1
20 N.T.S.
ITEM 609.0303



5 ELEVATION -- EXISTING SIDEWALK RAILING
20 N.T.S.



4 DETAIL OF CURB ANCHOR BAR
20 N.T.S.

AS - BUILT REVISIONS			
SIGNATURE	DATE		
MISCELLANEOUS DETAILS			
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION			
DRAWING NO.	SCALE	DATE	REGION
26	AS NOTED	7-23-92	8

RB
Ryan-Biggs Associates, P.C.
291 River Street
Troy, New York 12180
(518) 272-6266

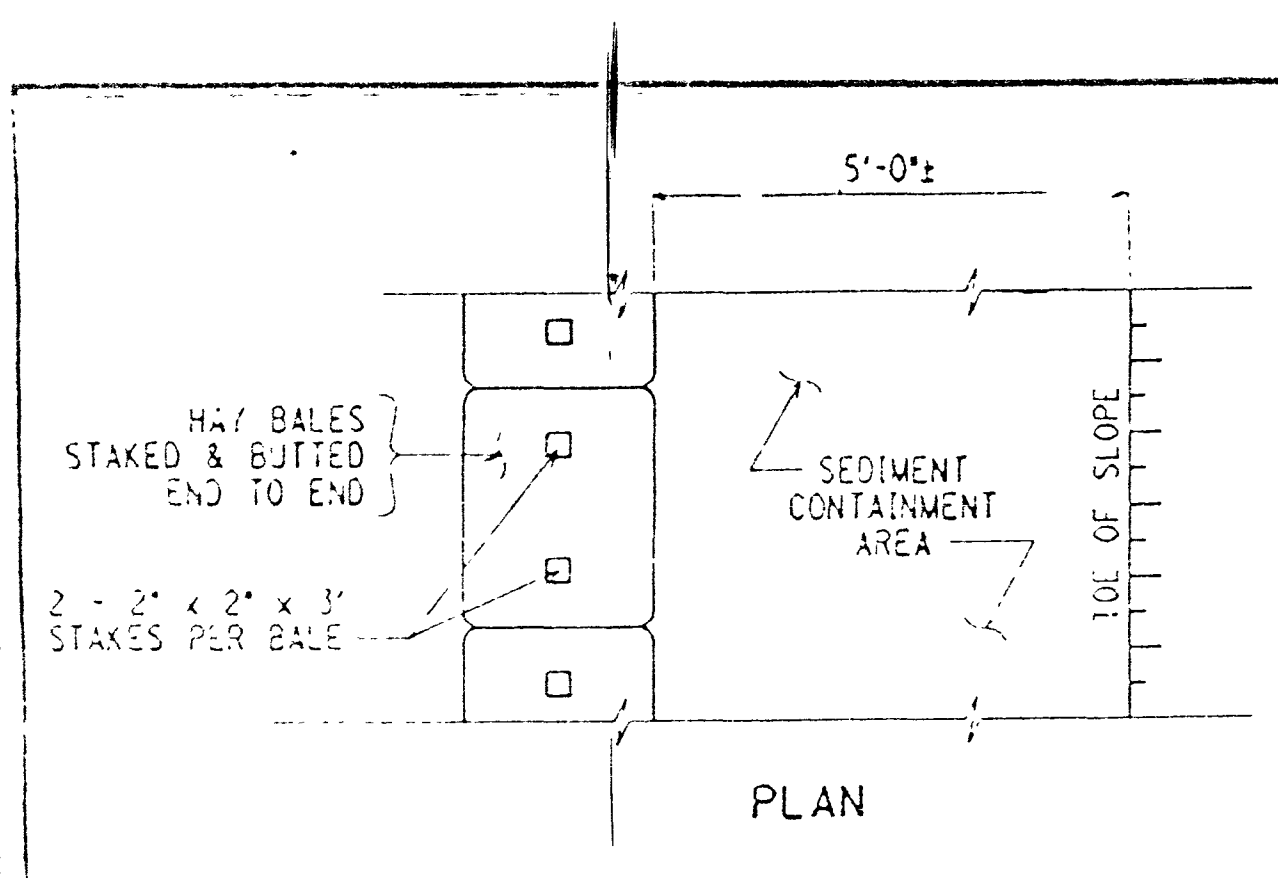
DATE _____ CHECKED BY MEW
 DRAFTED BY HR
 CHECKED BY HR
 ESTIMATED BY MEW
 CHECKED BY HR
 DESIGNED BY MEW
 IN CHARGE OF H. Daniel Rogers

FED ROAD REG NO	STATE	FEDERAL AID PROJECT NO	SHEET NO.	TOTAL SHEETS
1	NY		29	30

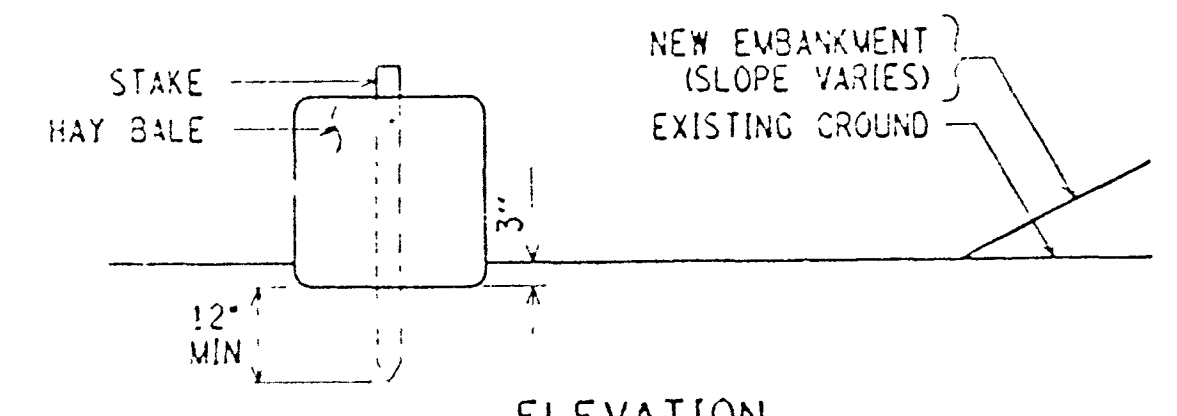
COUNTY ROUTE 25A OVER KINDERHOOK CREEK
TOWN OF STUYVESANT, COLUMBIA COUNTY
P.I.N. 8754.65 B.I.N. 3342250

NOTES

- THE CONTRACTOR SHALL ACCOMPLISH REPAIR OF THE ABUTMENTS DURING PERIODS OF LOW FLOW IN THE KINDERHOOK CREEK SO THAT ALL EQUIPMENT AND DEBRIS FROM CONCRETE REPAIR OF SCOUR HOLES, REPLACEMENT OF MISSING STONES AND CLEANING AND REPOINTING OF THE MASONRY OF THE SUBSTRUCTURE SHALL BE REMOVED FROM THE CHANNEL AREA EACH DAY OR MORE OFTEN, IF NECESSARY, TO KEEP IT FROM CONTACT WITH THE WATER.
- DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO PREVENT ANY DAMAGE TO THE KINDERHOOK CREEK FROM POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL OR FROM MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR THE STREAM. HE SHALL NOT RETURN DIRECTLY TO THE STREAM ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATION WHICH CAUSE THE WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL OR OTHER IMPURITIES. IF HE USES WATER FROM THE STREAM, HE SHALL CONSTRUCT AN INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH DOWNSTREAM.
- DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTILL ADEQUATE PROTECTION IS PROVIDED.
- MEASURES SHALL BE TAKEN BEFORE INSTALLATION OF MORTAR JOINTS SO THAT MORTAR SHALL NOT BE PLACED PRIOR TO A RAINSTORM THAT WILL RAISE THE WATER LEVEL TO THE ELEVATION OF MORTAR PLACEMENT.
- THE CONTRACTOR SHALL COMPLY WITH ALL PROVISIONS OF THE APPLICABLE DEPARTMENT OF ENVIRONMENTAL CONSERVATION WATER QUALITY STANDARDS
- ALL STREAM CHANNEL WORK SHALL BE LIMITED TO WITHIN THE DESIGNATED RIGHT-OF-WAY.
- ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF THE STREAMS BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE LEACHATE, OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES.
- DURING CONSTRUCTION, NO WET OR FRESH CONCRETE OR LEACHATE SHALL BE ALLOWED TO ESCAPE INTO THE WATERS OF NEW YORK STATE, NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ENTER ANY WETLAND OR WATERS.
- ANY DEBRIS OR EXCESS MATERIALS FROM CONSTRUCTION OF THIS PROJECT SHALL BE IMMEDIATELY AND COMPLETELY REMOVED FROM THE BED AND BANKS OF ALL WATER AREAS TO AN APPROPRIATE UPLAND AREA FOR DISPOSAL.
- ALL DREDGED AND EXCAVATED MATERIAL SHALL BE DISPOSED OF ON AN UPLAND SITE AND BE SUITABLY STABILIZED SO THAT IT CANNOT REASONABLY RE-ENTER ANY WATER BODY OR WETLAND AREA.
- ALL AREAS OF SOIL DISTURBANCE RESULTING FROM THIS PROJECT SHALL BE SEEDED WITH AN APPROPRIATE PERENNIAL GRASS SEED AND MULCHED WITH HAY OR STRAW WITHIN ONE WEEK OF FINAL GRADING. MULCH SHALL BE MAINTAINED UNTIL A SUITABLE VEGETATIVE COVER IS ESTABLISHED.
- PERIODIC CLEANING OF TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES MAY BE NECESSARY, A.O.B.E.
- IN THE EVENT DEWATERING OPERATIONS BECOME NECESSARY, A SETTLING BASIN WILL BE REQUIRED UNLESS THE PUMP DISCHARGE IS AS CLEAR AND FREE OF SEDIMENT AS THE FLOWING STREAM.
- THE COST OF INSTALLING, CLEANING AND REMOVING TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE PAID FOR UNDER ITEM 209.01.

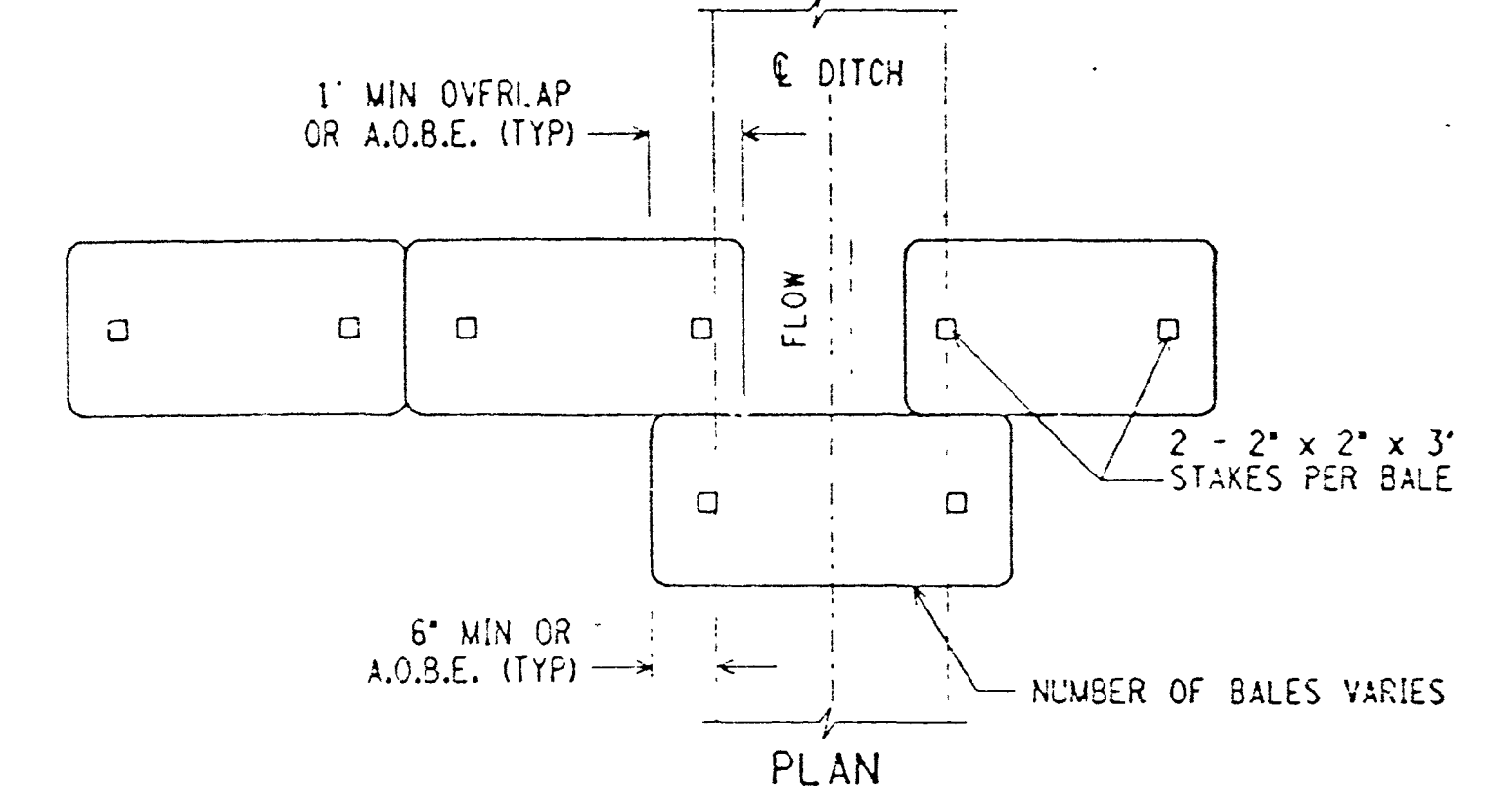


PLAN

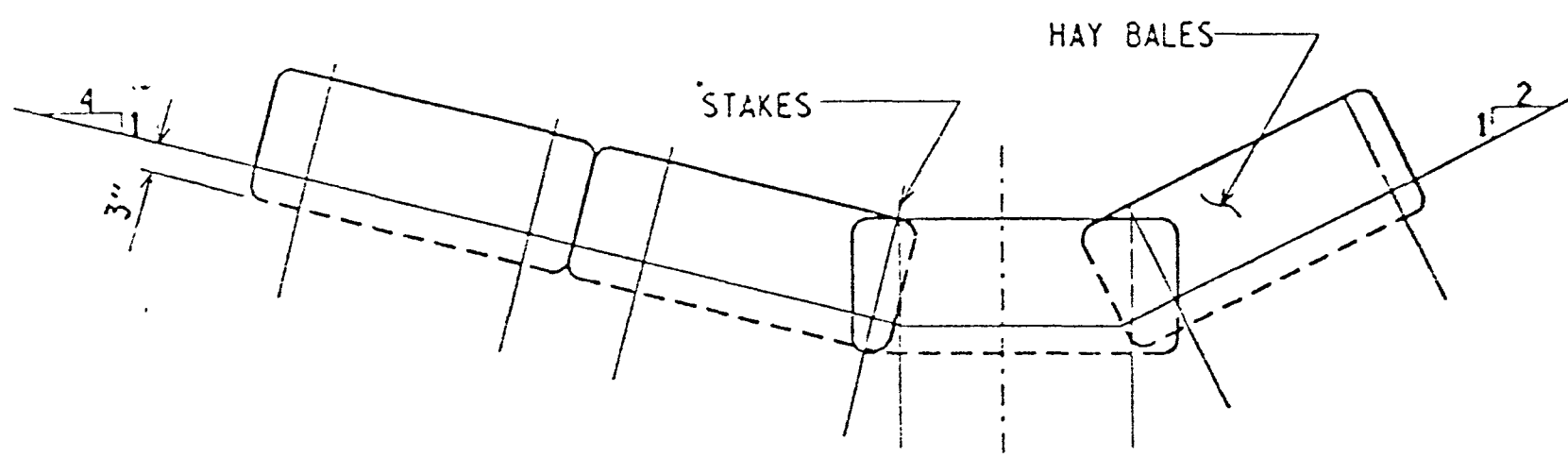


ELEVATION

TYPE A
 (LOCATIONS) SHOWN IN PLANS AND/OR TABLES



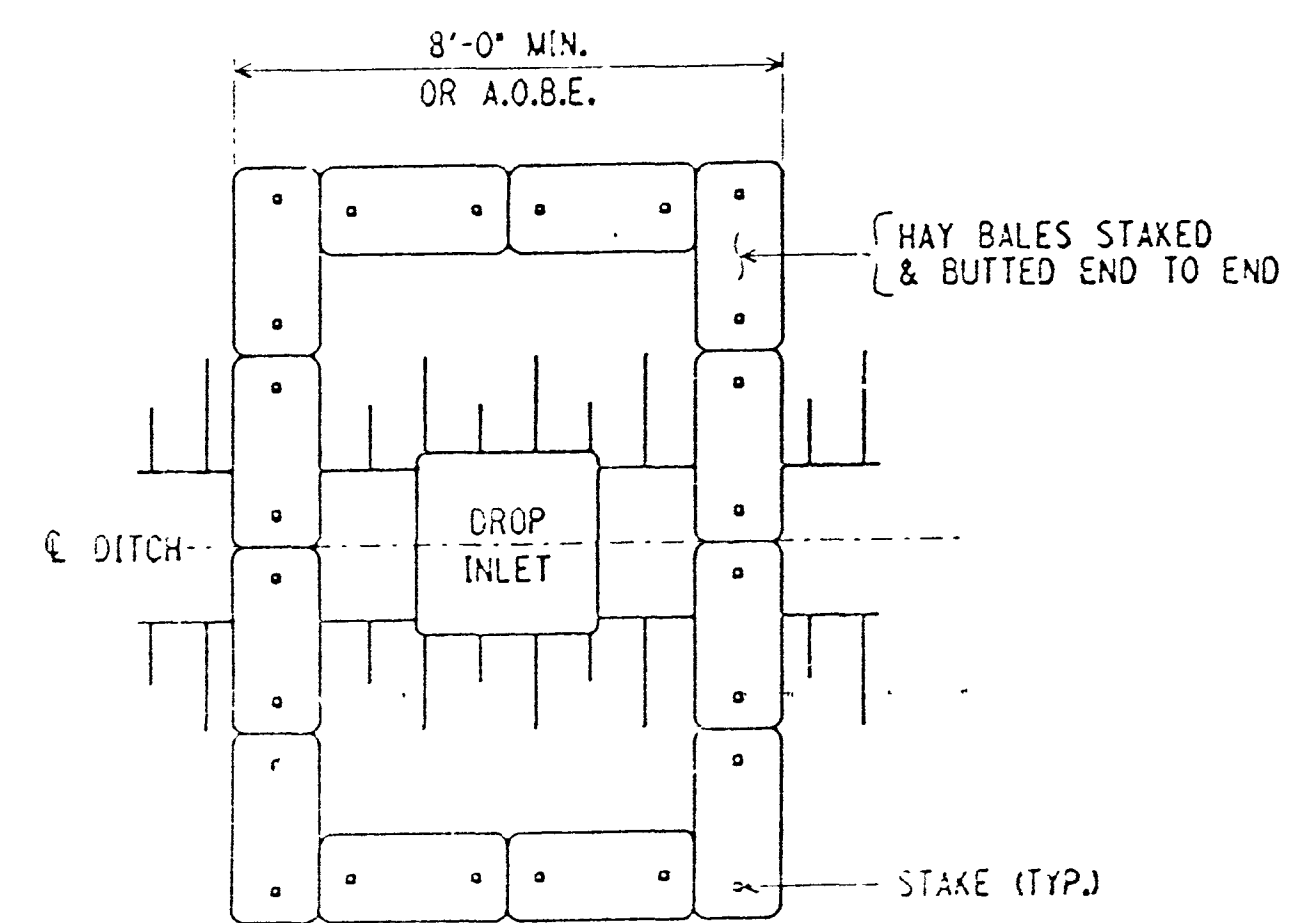
PLAN



ELEVATION

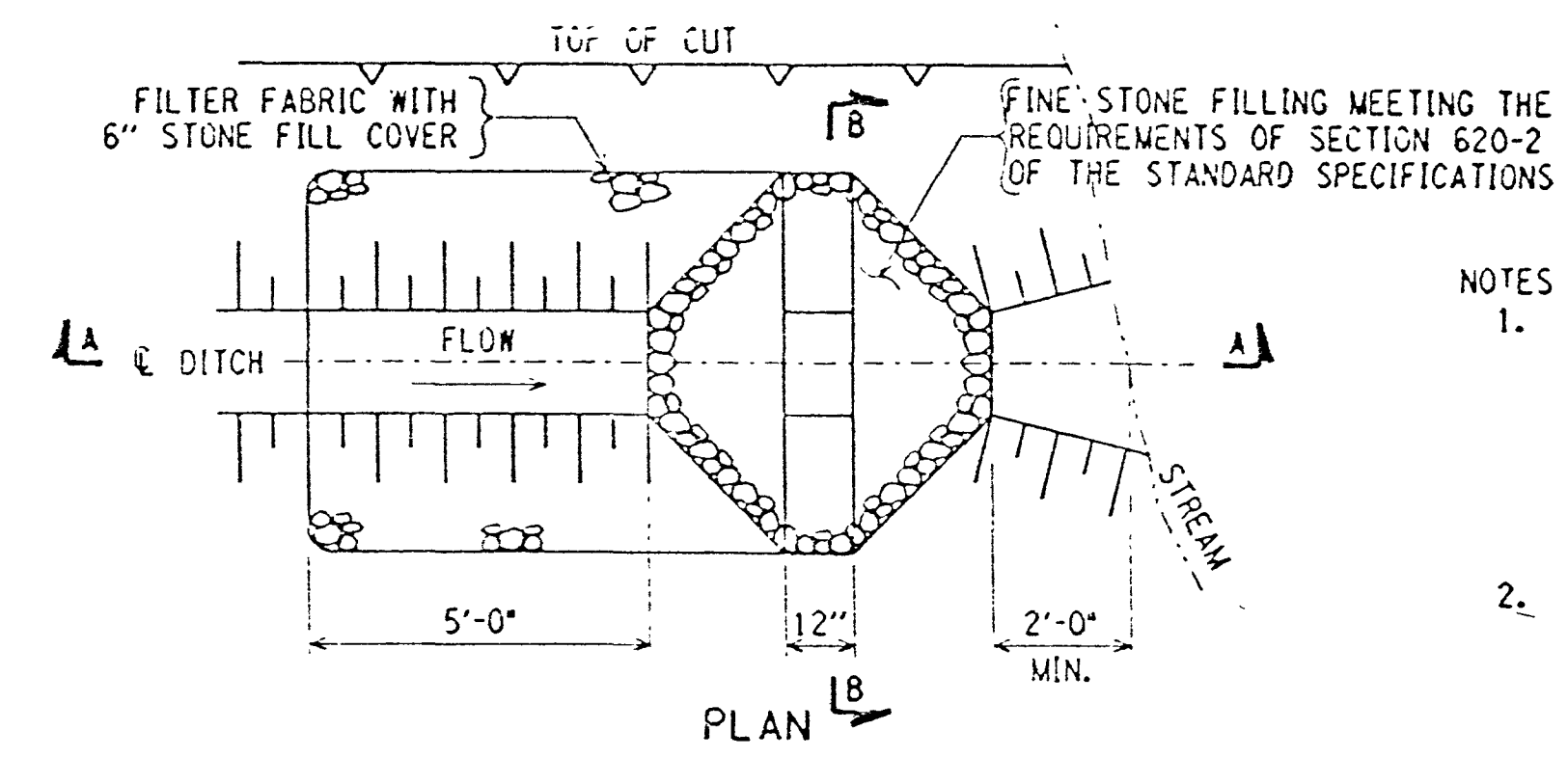
TYPE B
 (IN DITCH SECTIONS)

NOTE: TO BE PLACED AT INTERVALS IN NEW DITCHES A.O.B.E., BUT NOT TO EXCEED 100'-0" APART WHEN THE DITCH SLOPE EXCEEDS 2% OR 50'-0" APART WHEN THE DITCH SLOPE EXCEEDS 5%.

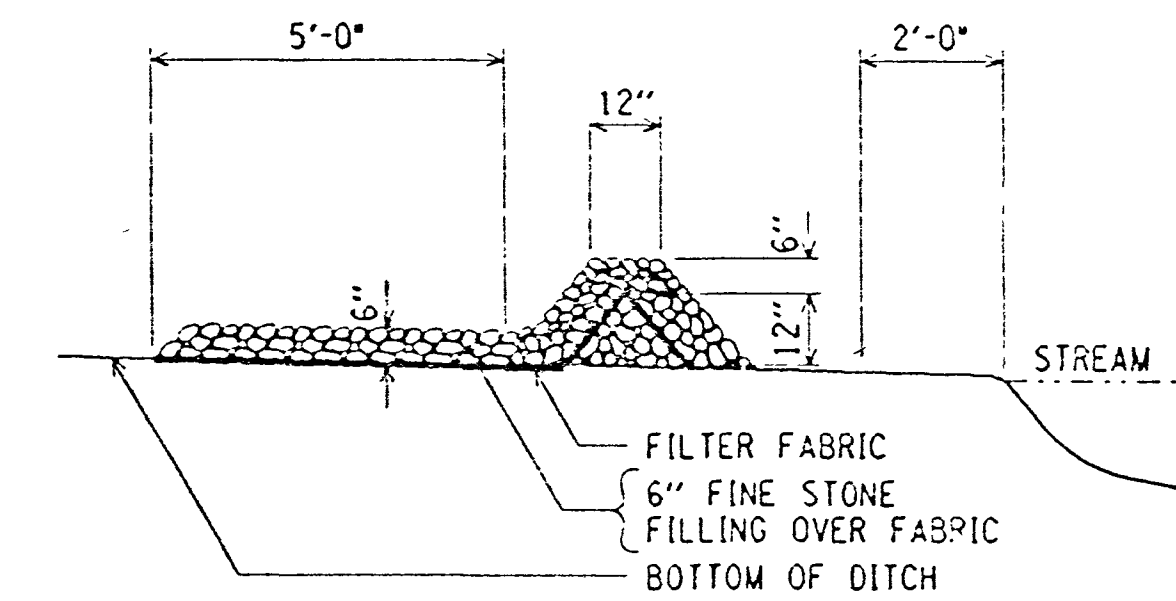


PLAN

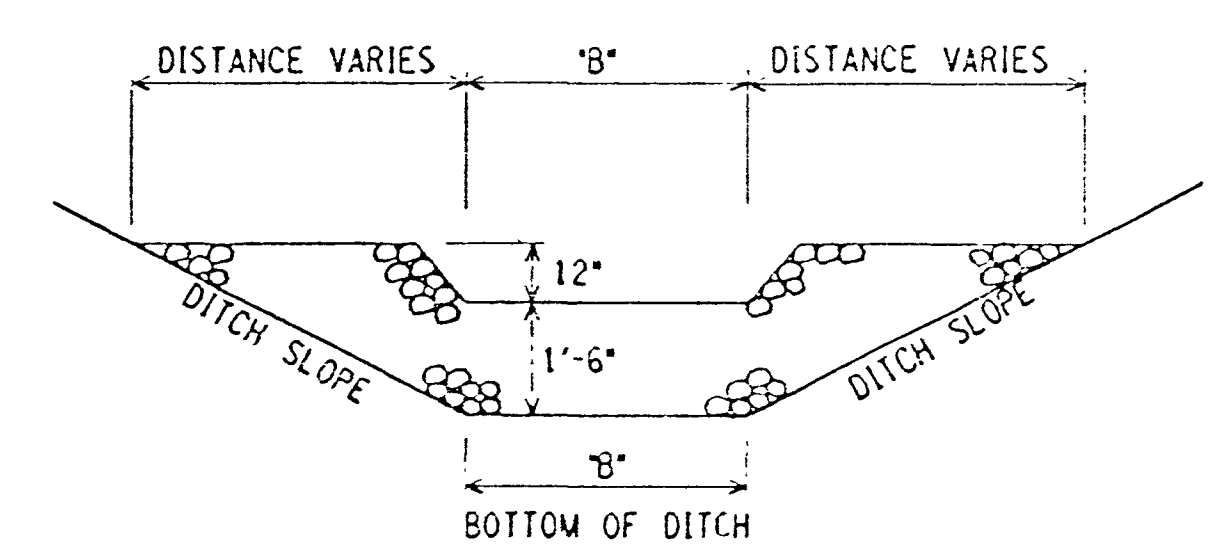
TYPE D
 (IN DITCH SECTION WITH DROP INLET)



PLAN



SECTION A-A



SECTION B-B

TYPE C
 (FOR USE WHERE DITCHES ENTER STREAM)
 (LOCATIONS) SHOWN IN PLANS

ITEM 209.01, TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

DATE _____ CHECKED BY: RBA
 DRAFTED BY: REGION 8
 CHECKED BY: HQR
 ESTIMATED BY: MEW
 CHECKED BY: RBA
 DESIGNED BY: REGION 8
 IN CHARGE OF: H. Deane Regan

AS - BUILT REVISIONS

SIGNATURE _____ DATE _____

SOIL EROSION & WATER POLLUTION CONTROL

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

DRAWING NO. 29 SCALE N.T.S. DATE 7-23-92 REGION 8



Ryan Diggs Associates, P.C.
 24114th Street
 Troy, New York 12180
 (518) 277-0200

FED. ROAD REG NO	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NY		30	30
COUNTY ROUTE 25A OVER KINDERHOOK CREEK				
TOWN OF STUYVESANT, COLUMBIA COUNTY				
P.I.N. 8754.55 B.I.N. 3342250				

DATE _____ CHECKED BY *PK* DRAFTED BY *KCH* CHECKED BY *NLM* ESTIMATED BY *PK* CHECKED BY *NLV* IN CHARGE OF *PK* DESIGNED BY *PK*

SOUTH ABUTMENT, POUR 1

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE01	8	2.42	STR	20	
5 AE02	12	2.42	T1	30	A-0.83'; B-1.58'
5 AE03	2	12.00	T1	25	A-0.83'; B-3.08'; C-2.08'; D-3.08'; E-2.08'; G-0.83'
TOTAL, SOUTH ABUTMENT, POUR 1				76	

SOUTH ABUTMENT, POUR 2

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE05	36	2.58	STR	97	
5 AE06	22	2.75	STR	63	
5 AE07	12	2.58	STR	32	
5 AE08	12	3.75	STR	47	
5 AE09	11	4.50	STR	52	B-1.00'; C-2.50'; D-1.00'
5 AE10	3	4.00	STR	13	B-1.00'; C-2.00'; D-1.00'
5 AE11	4	16.00	STR	67	
5 AE12	1	14.00	STR	15	
5 AE13	3	4.42	STR	14	
5 AE14	1	3.42	STR	4	
5 AE15	1	4.67	STR	5	
5 AE16	12	2.08	STR	26	B-2.67'; C-3.08'
5 AE17	3	5.75	STR	18	B-2.00'; C-3.75'
5 AE18	3	5.75	STR	18	
5 AE19	1	4.17	STR	4	
TOTAL, SOUTH ABUTMENT, POUR 2				474	

SOUTH ABUTMENT POUR 3

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE20	2	16.83	STR	35	
5 AE21	2	16.00	STR	33	
5 AE22	2	4.83	STR	10	
5 AE23	2	4.42	STR	9	
5 AE24	2	2.75	2	26	A-0.83'; B-1.08'; C-0.83'
5 AE25	3	1.83	2	6	A-0.83'; B-1.00'
5 AE26	6	2.33	2	15	A-0.83'; B-1.50'
5 AE27	2	4.67	STR	10	
5 AE28	2	4.08	STR	9	B-2.00'; C-3.75'
5 AE29	6	5.75	STR	36	
5 AE30	6	5.75	STR	36	B-2.00'; C-3.75'
5 AE31	6	5.75	STR	36	B-2.67'; C-3.08'
5 AE32	15	3.17	STR	50	B-1.00'; C-2.17'
5 AE33	1	14.83	STR	15	
TOTAL, SOUTH ABUTMENT, POUR 3				325	

SOUTH ABUTMENT POUR 4

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE35	2	5.08	STR	11	B-2.00'; C-3.08'
5 AE36	2	2.25	STR	5	
5 AE37	2	3.08	STR	6	
TOTAL, SOUTH ABUTMENT, POUR 4				22	

SOUTH ABUTMENT POUR 5

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE40	7	2.83	STR	21	
5 AE41	12	2.58	STR	32	B-1.58'; C-1.00'
5 AE42	4	4.25	STR	18	B-1.58'; C-2.67'
5 AE43	4	7.67	STR	32	
5 AE44	2	5.17	STR	11	B-1.25'; C-1.88'; D-2.00'; H-1.50'
TOTAL, SOUTH ABUTMENT, POUR 5				114	

TOTAL, SOUTH ABUTMENT

1010

NORTH ABUTMENT POUR 1

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE01	4	4.08	STR	17	
5 AE02	6	2.42	2	15	B-0.83'; C-1.58'
5 AE03	4	12.00	T1	50	A-0.83'; B-3.08'; C-2.08'; D-3.08'; E-2.08'; G-0.83'
5 AE04	4	3.17	2	13	B-0.83'; C-2.33'
5 AE50	6	3.33	STR	21	
TOTAL, NORTH ABUTMENT, POUR 1				116	

NORTH ABUTMENT, POUR 2

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE05	22	4.08	STR	94	
5 AE06	22	2.83	STR	65	
5 AE09	11	4.50	STR	52	B-1.00'; C-2.50'; D-1.00'
5 AE11	4	16.00	STR	67	
5 AE12	1	14.00	STR	15	B-2.00'; C-3.92
TOTAL, NORTH ABUTMENT, POUR 2				292	

NORTH ABUTMENT, POUR 3

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE51	5	4.00	STR	21	
5 AE52	4	2.50	2	10	A-0.83'; B-1.67'
5 AE53	4	VARIES	STR	10	VARIES FROM 3.75' TO 1.00'
5 AE54	4	4.25	STR	18	
TOTAL, NORTH ABUTMENT, POUR 3				59	

NORTH ABUTMENT, POUR 4

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE17	4	5.75	STR	24	B-2.67'; C-3.08'
5 AE18	4	5.75	STR	24	B-2.00'; C-3.75'
5 AE20	2	16.83	STR	35	
5 AE21	2	16.00	STR	33	
5 AE24	6	2.75	2	17	A-0.83'; B-1.08'; C-0.83'
5 AE26	6	2.33	2	15	A-0.83'; B-1.50'
5 AE29	2	5.75	STR	12	B-2.00'; C-3.75'
5 AE32	15	3.17	STR	50	B-1.00'; C-2.17'
5 AE33	1	14.83	STR	15	
5 AE50	12	1.50	STR	19	
5 AE61	16	2.50	STR	42	
5 AE62	11	2.00	STR	23	
5 AE63	6	5.00	STR	31	
5 AE64	6	8.75	STR	55	
5 AE65	6	3.50	STR	22	B-1.25'; C-2.00'
5 AE66	2	3.58	STR	7	B-2.00'; C-1.58'
5 AE67	8	5.75	STR	48	B-2.00'; C-3.75'
4 AE68	6	2.50	1	10	A-0.50'; B-2.00'; J-0.25'
TOTAL, NORTH ABUTMENT, POUR 4				483	

NORTH ABUTMENT, POUR 5

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE35	2	3.58	STR	7	B-2.00'; C-1.58'
5 AE36	2	4.50	STR	9	
5 AE37	2	3.08	STR	6	
TOTAL, NORTH ABUTMENT, POUR 5				23	

NORTH ABUTMENT, POUR 6

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE40	4	2.83	STR	12	
5 AE41	8	2.58	STR	22	B-1.58'; C-1.00'
5 AE43	4	5.75	STR	24	
5 AE70	6	5.17	STR	32	B-1.00'; C-4.17'
5 AE71	2	4.00	STR	8	
5 AE72	3	3.00	STR	9	
5 AE73	3	2.00	STR	6	
5 AE74	4	4.00	STR	17	B-2.00'; C-2.00'
TOTAL, NORTH ABUTMENT, POUR 6				130	

TOTAL, NORTH ABUTMENT

1104

DECK, POUR 1 (FASCIA)

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
4 SE1	398	1.38	2	367	A-0.29'; B-0.79'; C-0.29'
5 SE2	12	60.00	STR	752	
5 SE3	4	27.00	STR	115	
TOTAL, DECK, POUR 1 (FASCIA)				1231	

DECK, POUR 2 (CURB)

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 SE2	6	60.00	STR	376	
5 SE3	2	27.00	STR	56	
TOTAL, DECK, POUR 2 (CURB)				432	

TOTAL, DECK

1663

WINGWALL, POUR 1 (REPAIR OF UNDERMINING)

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
5 AE91	30	2.50	STR	78	
5 AE92	2	40.00	STR	84	
TOTAL, WINGWALL, POUR 1 (REPAIR OF UNDERMINING)				162	

WINGWALL, POUR 2 (SURFACE REPAIR)

MARK	No	LENGTH	TYPE	WEIGHT (POUNDS)	DIMENSIONS (FEET)
4 AE93	30	2.17	2	43	A-0.67'; B-1.50'
4 AE94	6	40.00	STR	160	
TOTAL, WINGWALL, POUR 2 (SURFACE REPAIR)				204	

TOTAL, WINGWALL

366

EXPLANATION OF BAR MARKS

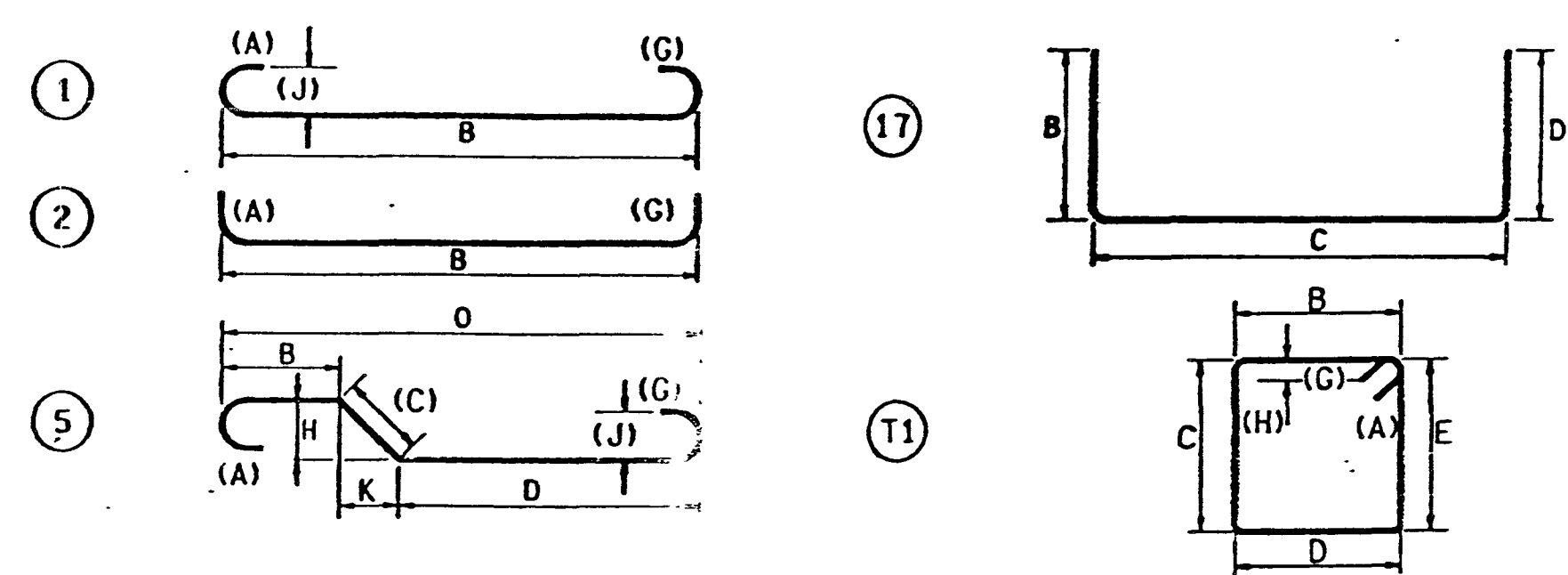
FIRST CHARACTER INDICATES SIZE OF BAR.
 FIRST ALPHABETIC CHARACTER INDICATES STRUCTURE UNIT.
 SECOND LETTER (E) INDICATES EPOXY COATED.
 REMAINDER IS SEQUENTIAL LISTING OF BAR MARKS.

STRUCTURE UNIT:

A - ABUTMENT

S - SUPERSTRUCTURE

BAR BENDING DIAGRAMS



BAR LISTS HAVE BEEN PREPARED AS AIDS FOR ESTIMATING THE QUANTITY OF REINFORCING STEEL. CONTRACTOR SHALL PREPARE SHOP DRAWINGS FOR ACTUAL REINFORCING STEEL TO BE USED.

RB Ryan-Elggs Associates, P.C.
 2311 River Street
 Troy, New York 12180
 (518) 272-6266

AS - BUILT REVISIONS

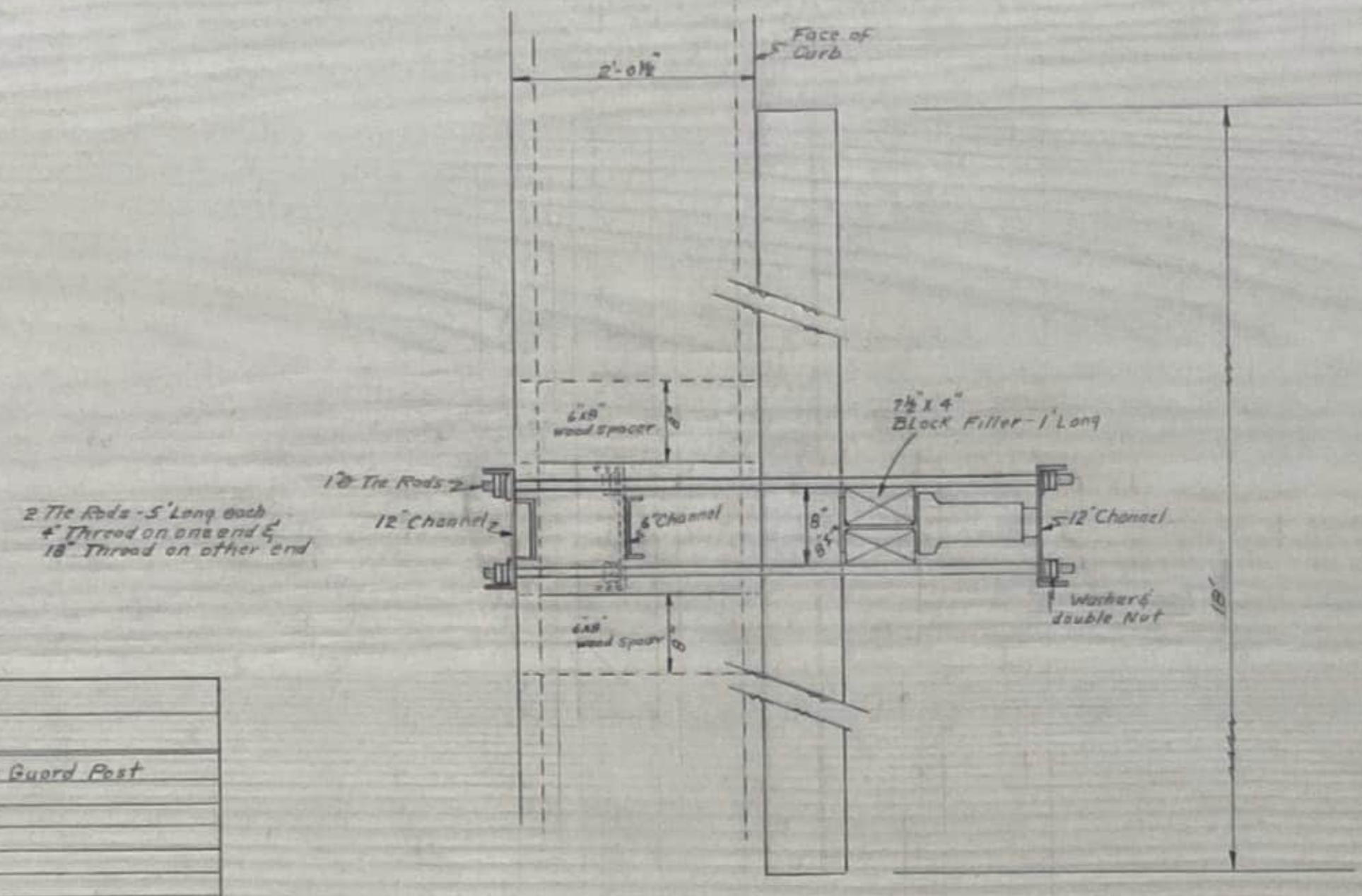
SIGNATURE _____ DATE _____

REINFORCING BAR DETAILS

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

DRAWING NO	SCALE	DATE	REGION
30	NONE	7-23-92	8

STUYVESANT FALLS BR. NO. 62
 PROPOSED PROCEDURE FOR STRAIGHTENING TRUSS POST
 SCALE: 1"=1'-0"
 DEC. 1965

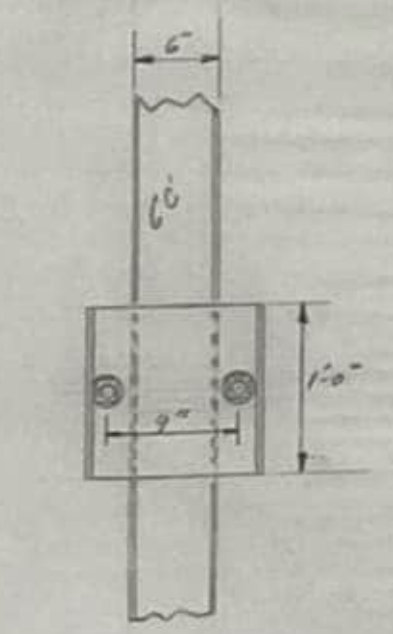


TOP VIEW

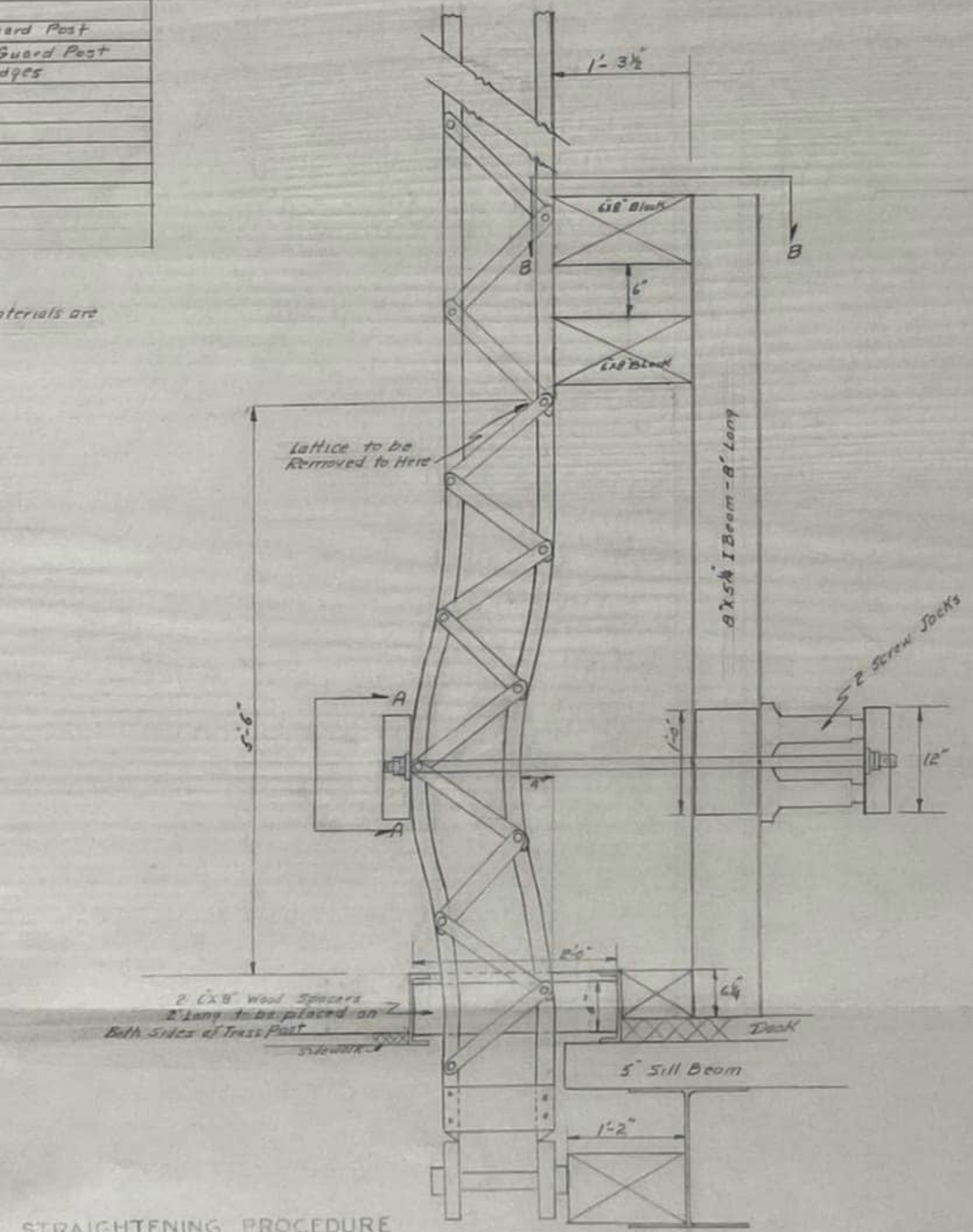
STEEL SCHEDULE			
NO	SIZE	LEN	REMARKS
1	8x5 1/4	8'	I Beam - to be used later as Guard Post
2	12x3	12'	Channels
2	1/2"	5'	Tie Rods
4	1" x 1/2"		Washers
8	1" x 1/2"		Nuts
1	1/2"	3'-8"	Tie Rod
2	1/2"		Washers
2	1/2"		Nuts
2			Screw Jacks

WOOD SCHEDULE			
NO	SIZE	LEN	REMARKS
2	8x8	13'-6"	To be cut into 4 Guard Post
2	6x8	6'	To be used as 2 Guard Post
1	6x8	18'	Actual meas. 6 1/4 x 8" - cut into 3 Guard Post
1	6x6	6'	Actual meas. 6 1/4 x 6" - to be used as 1 Guard Post
2	2x8	14'	To be cut diag. - as shown for wedges used as spacer
1	4x4	2'	
2	6x8	2'-2"	
2	6x8	17 1/2"	
1	6x8	14"	
2	7 1/2 x 4	1'	To be used as Tie Rod Guides
2	6x8	2'	

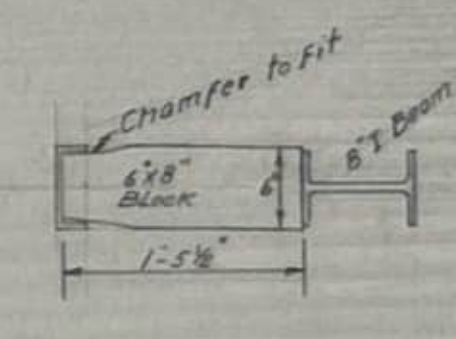
* After completion of Truss Post Straightening these materials are to be used for the off-bridge Railing



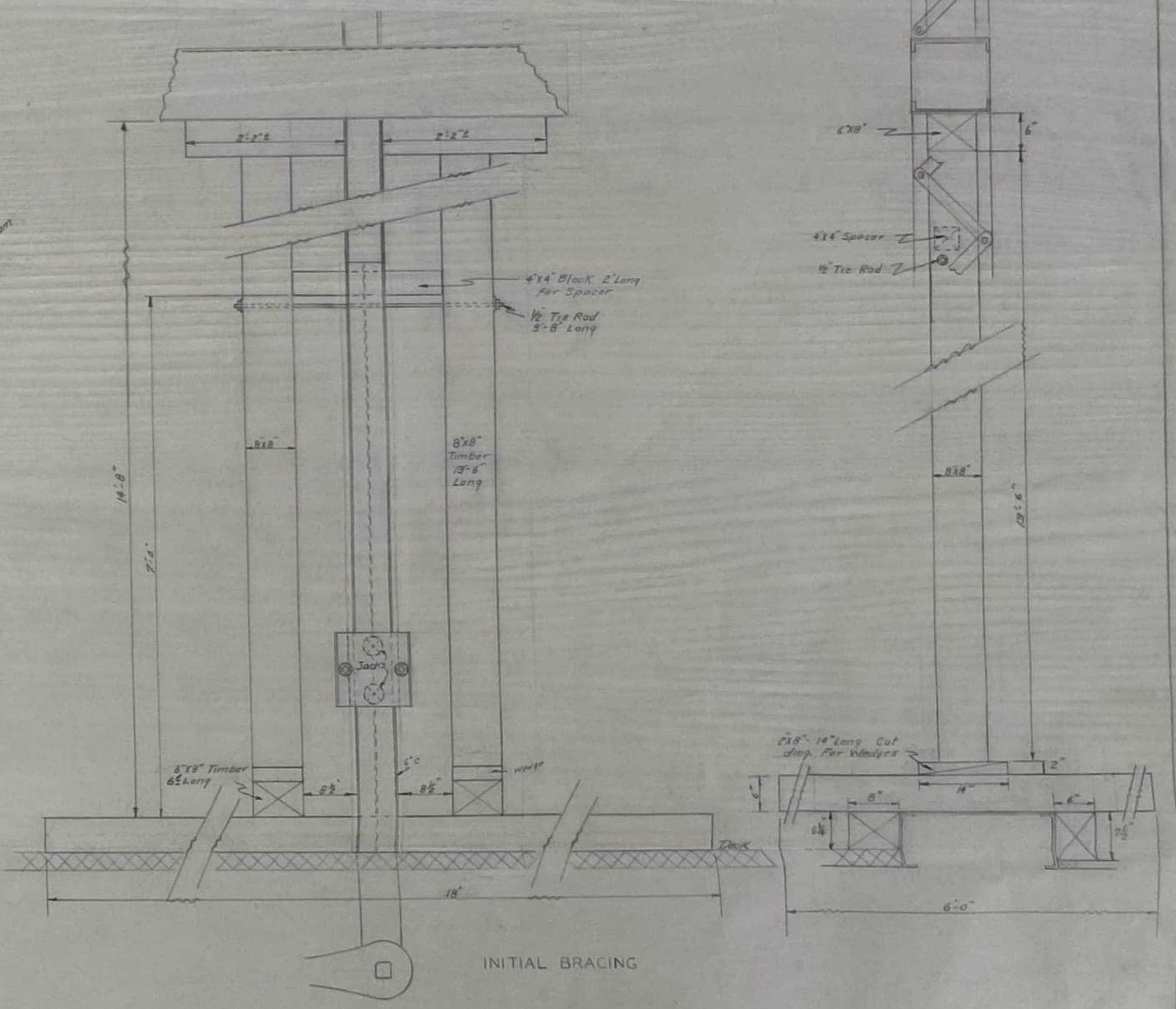
SECTION-A-A



STRAIGHTENING PROCEDURE



SECTION-B-B



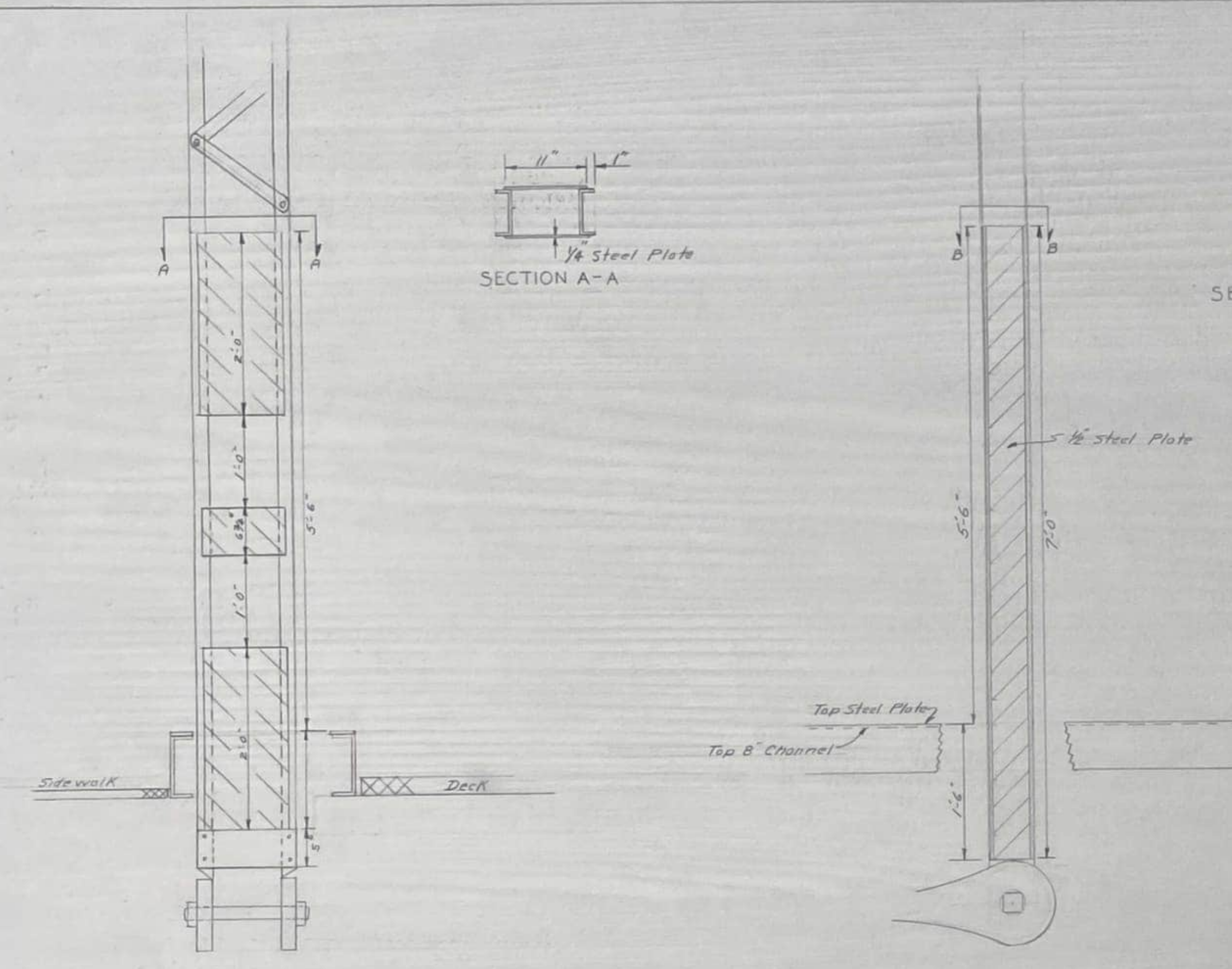
INITIAL BRACING

STUYVESANT FALLS BR. NO. 62

PROPOSED TRUSS POST REPAIR

SCALE: 1"=1'-0"

DEC. 1965



STEEL REINFORCEMENT DETAILS

STEEL SCHEDULE			
NO	SIZE	LEN	REMARKS
4	1/4 X 11"	24"	Steel Plates
2	1/2 X 11"	6'-0"	Steel Plates
2	1/2 X 7 1/4"	7'-0"	Steel Plates

STUYVESANT FALLS BR. NO. 62

TOWN OF STUYVESANT DEC. 1965
PROPOSED NEW BRIDGE RAILING

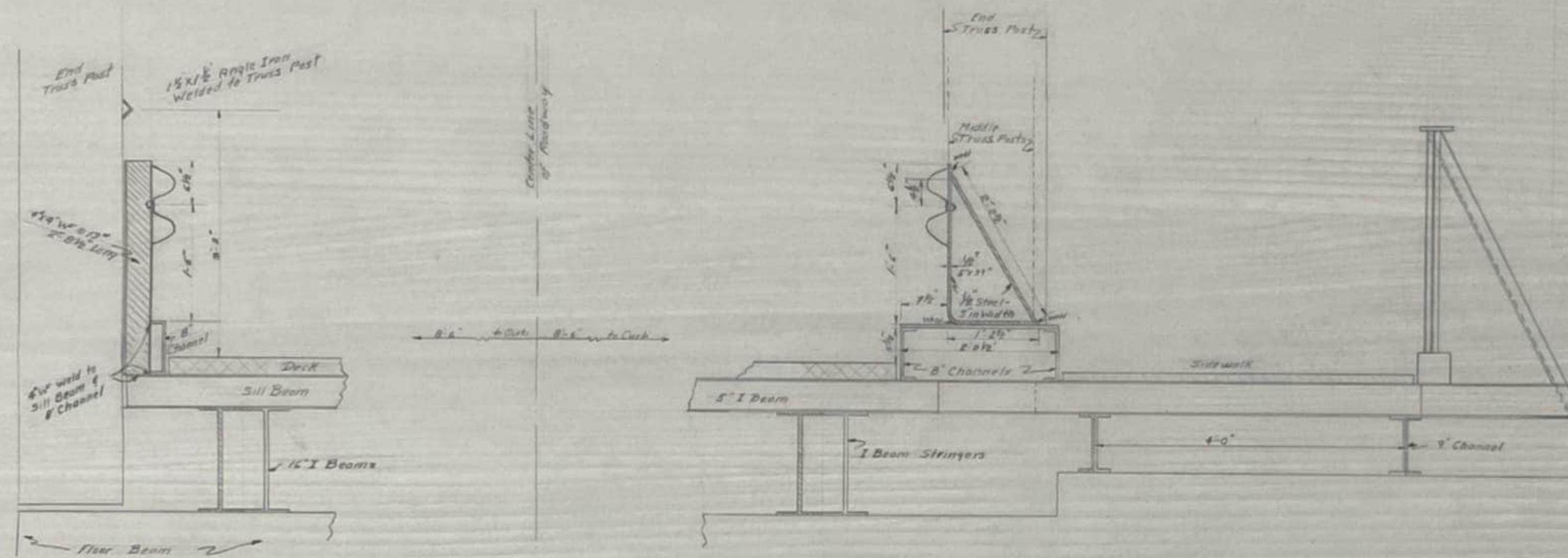
SCALES AS INDICATED

STEEL SCHEDULE - UP STREAM RAILING			
NO	SIZE	LEN.	REMARKS
1	8 X 5 1/2	6'	I Beams - to be cut from 8' I beam used prev
16	16 X 15	39"	Steel Plates - to be bent & used for Rail Post
16	1/2 X 5	24 1/2	Steel Plates - to be used as breakers for Rail Post
17	12 X 1 1/2	18'-6"	Beam Type Railing sections
1	17 1/2		Beam Type Terminal Section
17	5/8	2"	Post Bolts
136	5/8	1 1/2	splice Bolts

STEEL SCHEDULE - DOWN STREAM RAILING			
NO	SIZE	LEN.	REMARKS
16	1 1/2 X 1 1/2	204'	Angle Iron - for Pedestrian Railing
25	4 X 4	2'-8 1/2"	1/2" I Beam - used for Rail Post
25	1/2 X 4		Post Bolts
16	12 X 1 1/2	18'-6"	Beam Type Railing Sections
2	17 1/2		Beam Type End Sections
136	5/8	1 1/2	splice Bolts

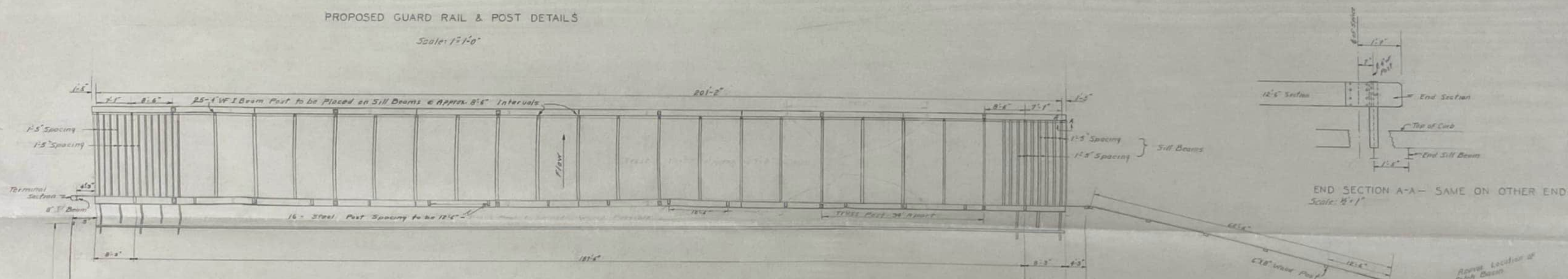
MATERIALS FOR OFF-BRIDGE RAILING			
NO	SIZE	LEN.	REMARKS
9	12 X 1 1/2	18'-6"	Beam Type Railing Sections
12	2 X 4	2'	wood Rail Post - 10 already acquired
12	1/2 X 4	7 1/2	Post Bolts
25	5/8	1 1/2	splice Bolts
2	17 1/2		Beam Type End Sections

* see previous List of Materials Sheet 1



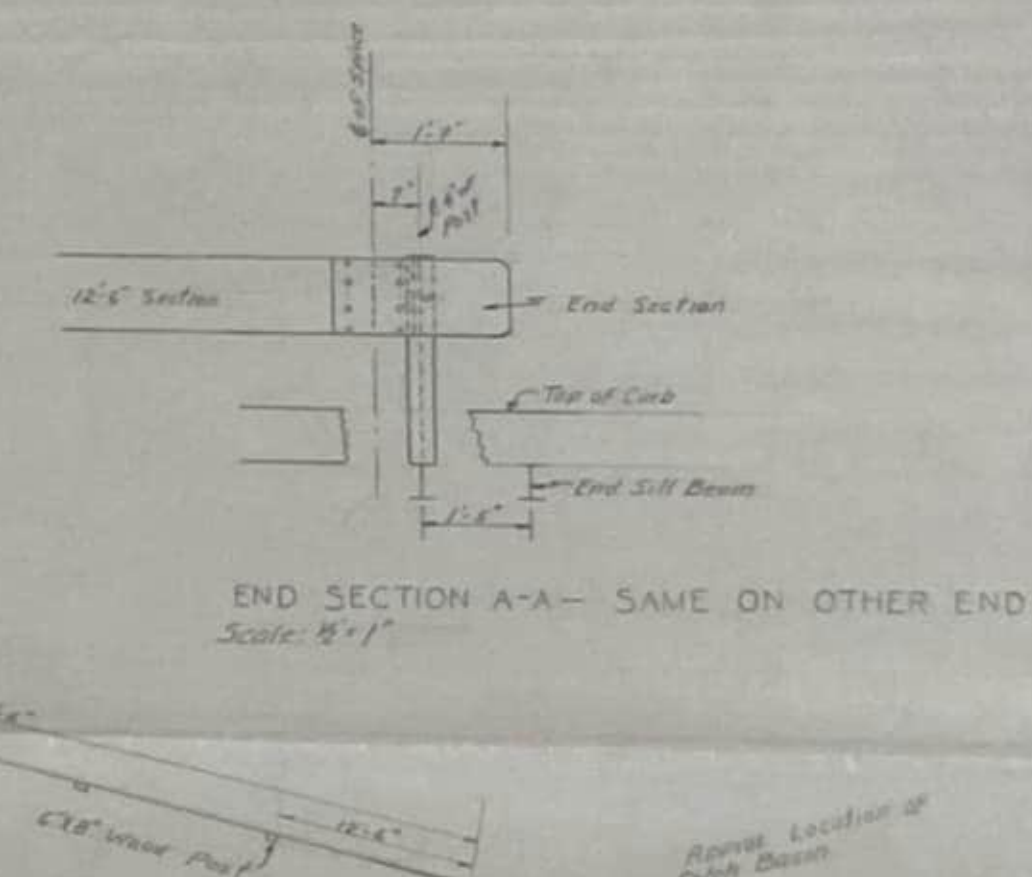
PROPOSED GUARD RAIL & POST DETAILS

Scale: 1" = 1'-0"



BRIDGE PLAN-SPACING OF GUARD RAIL POST

Scale: 1" = 10'



END SECTION A-A - SAME ON OTHER END
Scale: 1" = 1'

Attachment G. Alternatives Analysis with matrix and assumptions

ALTERNATIVES ANALYSIS

PIN 8761.44: CR 25A over Kinderhook Creek; Bridge Replacement or Major Rehabilitation

Village of Stuyvesant Falls; Town of Stuyvesant; Columbia County, NY

Introduction

This project involves replacement or major rehabilitation of the subject bridge which is owned by Columbia County. The following analysis includes a purpose and needs statement, including the project objectives, a description of the proposed action and an evaluation and comparison of the alternatives that are being considered.

Purpose and Need

The existing bridge consists of a one lane, 203-foot span, Pratt through truss bridge, with stone masonry abutments. The bridge is in poor condition and requires remedial actions. The history of the bridge includes:

- Originally built in 1899, the bridge is one of many surviving iron bridges that were built by the Berlin Iron Bridge Company. It is a modified Pratt through truss bridge, not a parabolic or lenticular truss bridge for which the company is better known.
- The bridge is listed as an extant structure of the Stuyvesant Falls Mill District, which was added to the National Register of Historic Places in 1976.
- It received a major rehabilitation in 1992-1993 adding an arch/hanger/floor beam reinforcement system, which included additional floor beams and a new concrete-filled grating bridge deck. The addition of the arches significantly altered the appearance and structural behavior of the original truss bridge. Additionally, steel hanger rods were installed between each truss panel point, resulting in twice as many rods as the original bridge.
- In 2014, the county commissioned another study and analysis which resulted in the bridge being posted for 12 tons.
- In 2015, the county contracted out major truss repairs which allowed the load posting to be removed.
- In 2022, as a result of continuing deterioration, the bridge was posted again for 12 tons.
- During the October 2023 inspection, the bridge was assigned a General Recommendation of 3, which indicates considerable deterioration of some or all bridge components. Note that the 2024 inspection report is not available at this time.
- Also during that inspection, six yellow structural flags were issued for significant deterioration of various components.

The following are the current major deficiencies:

- Spalling/cracking of the deck surface
- Significant loss of steel section and holes in stringers (primary load carrying element)
- Significant loss of steel section and holes in floorbeams (primary load carrying element)
- Moderate loss of steel section on vertical hanger rods (primary load carrying element)

- Significant loss of steel section on vertical hanger channels (primary load carrying element)
- Moderate loss of section to bottom chord and bottom chord connections at panel points (primary load carrying element)
- Compression joint seal has failed at the Begin Abutment

This project is needed to improve the structural functionality and load carrying capacity of the existing bridge to allow legal loads to use it. The project is also needed to improve the geometric functionality by increasing the width to allow two lanes of traffic. This is particularly important for emergency service and farm vehicles as they currently cannot use the bridge due to load and width restrictions.

Replacement of the existing one lane bridge with a new one lane bridge is not being considered as it does not meet two of the requirements stated in NYSDOT's "One Lane Bridge Policy" contained in Appendix 2B of the NYSDOT Bridge Manual. The first requirement not met is there needs to be less than 300 vehicles per day currently using the bridge and also that it is predicted that in 20 years, less than 500 vehicles per day will be using the bridge. Recent traffic counts and standard forecasting procedures show that neither of these are met.

The second requirement that is not met stipulates that an analysis over the latest three-year crash history shall reveal no more than one reported crash; with no crash being reported as being directly attributable to the narrowness of the existing one lane bridge. The analysis completed for this project revealed two crashes in the project area with one being attributable to the narrowness of the existing one lane bridge during that period.

Additionally, the policy lists several "desirable conditions" which should be met but are not absolute requirements. One condition is that local authorities should have no substantive objection to a one lane bridge. In fact, both the Columbia County Board of Supervisors and the Town of Stuyvesant Town Board have documented support for a two lane bridge (see Attachments M and N).

Another desirable condition is that the existing two way approach roadway should be one lane wide and operating as a one lane road. The existing approach roadway is two lanes wide and operating as a two lane road.

The objectives of the project are:

1. Address structural deficiencies.
2. Provide bridge meeting current standards.
3. Provide a bridge without user restrictions.
4. Provide a bridge with extended service life.
5. Provide a bridge that minimizes future maintenance.
6. Provide a sidewalk meeting current standards.
7. Provide adequate room for bicycles.
8. Honor the historic character of the existing bridge.
9. Minimize environmental and community impacts.

Alternatives Considered:

The following alternatives are being considered (also see attached alternatives matrix for comparison):

Alternative 1: Null or Do Nothing:

This alternative allows the bridge to continue to deteriorate with the eventual need to close it to all traffic. This alternative does not meet the objectives.

Alternative 2: Major Rehabilitation:

This alternative entails performing repairs to the many connections and elements that have active yellow structural flags, in addition to the numerous elements that would be considered a high priority to repair for the bridge to have an estimated service life of 25 to 30 years.

A crucial aspect of this alternative is to thoroughly clean and paint all elements and members in order to provide long term protection from corrosion. However, due to the structural details for the trusses and arches, there are many inaccessible areas where multiple members are joined together by rivets or pins. Many of these areas provide critical connections; the repair and application of a paint system in these areas without complete disassembly would be extremely difficult and may not ultimately be successful.

This alternative would not meet Project Objectives 2-7 and is therefore considered imprudent. Additionally this alternative is not supported by the Columbia County Board of Supervisors nor by the Town of Stuyvesant Town Board (see attachments M and N).

Alternative 3: Complete Replacement on Existing Alignment (Sub-Alternatives A through D):

This alternative will provide a new structure with a minimum service life of 75 years on the same alignment as the existing bridge. Traffic would be detoured around the site during construction.

The replacement bridge could include a variety of superstructure types including steel or concrete girders, or steel trusses. Use of steel girders with a concrete deck would be preferred as it is structurally redundant, cost effective and requires relatively little future maintenance (Alternatives 3B through 3D). Trusses or arches on the other hand (Alternative 3A), require significant maintenance efforts largely due to exposure of the primary members to corrosive deicing salts. The upfront (construction) costs of these types of structures would also be much greater than the preferred type.

This alternative meets, or has the potential to meet, all of the project objectives. There are various options available to meet Project Objective #8. Each option can be employed on its own or combined with other options. These include:

- Retaining the existing historic railing on the approaches (Alternative 3B).
- Saving and displaying various truss elements in the adjacent park. An example is the end portal bracing with the historic plaques attached (Alternative 3B).
- Creating a commemorative display in the park with photos and a narrative describing the history of the bridge and its importance to the community (Alternative 3B).
- Dismantle the existing trusses, refurbish/replace truss members and reconstruct the trusses as decorative elements only; attached to the new fascia girders. This option would be significantly more costly than the other options and would be risky to implement, given the fragile nature of

the truss members and the extreme care that would be needed to reconstruct them (Alternative 3C).

- Install new truss elements as decorative elements only (Alternative 3D).
- Dismantle the existing trusses and store the truss members for possible future use.
- Advertise that the bridge will be donated to another entity or municipality that has interest in preserving it in some manner.

Alternative 4: New Bridge on Adjacent Alignment:

This alternative will provide a new structure with a minimum service life of 75 years on an alignment adjacent to the existing bridge, requiring CR 25A to be rerouted. Traffic would be maintained on the existing one lane bridge during construction and would be retained as a pedestrian crossing after construction. The new alignment would be as near as possible to the existing bridge in an attempt to minimize impacts, however there would still be significant environmental and community impacts to the surrounding area.

As a result of the existing road geometry, and to avoid impacts to the large structures in the northwest quadrant, the realigned CR 25A would be to the east of the existing bridge. Construction of the new bridge and approaches in this area would create temporary and permanent wetland impacts, as well as significant impact to the residence in the southeast quadrant, likely requiring acquisition and demolition of the dwelling.

Additionally, with the existing bridge retained as a pedestrian crossing, the County offered to transfer ownership to the Town, as it would no longer carry a county route. The Town of Stuyvesant does not have the economic resources or capabilities to maintain the bridge in the future. The town bridge committee agrees that transfer of ownership is not feasible as noted in their memo (see Attachment O).

Proposed Action:

At this time, Alternative 3B is the proposed action as it meets, or has the potential to meet, all of the project objectives, and is the most cost effective with the lowest future maintenance needs while still honoring the existing bridges historic character.

Stuyvesant Falls Bridge (BIN 334250), CR 25A over Kinderhook Creek
 Alternatives Matrix
 Columbia County



PIN 8761.44 - Alternative Analysis and Comparison Table - Stuyvesant Falls Bridge

Alt.	Description	Proposed Span Length	Bridge Roadway Width	Maintenance of Traffic	Load Posting Required	ROW Impacts	Reconstruction Length Based On Roadway Grades & Profile Adjustments	SHPO Considerations	Penstock Impacts	Construction Timeline	Construction Complexity/Risk Level	Initial Capital Cost	Life Cycle Cost (50 Years) ³	Meets Project Objectives (Out of 8)	Anticipated Service Life	Level of Maintenance Required	Comments
1	Null or Do Nothing	N/C	N/C	None	12 Tons	None	N/A	None	None	None	Low	None		None	< 10-Yr		Does not meet any of the Project Objectives and is removed from further discussion
2	Rehabilitate Existing Structure	Maintain Existing (202'-3")	Maintain Existing (15'-2")	Offsite Detour	N	None	None	• Retains NRHP eligible truss with significant modifications to historic integrity/accuracy	None	1 season	High	\$6.0M (paint existing trusses) \$8.5M (metalize existing trusses)	\$52.9M (paint existing trusses) \$55.3M (metalize existing trusses)	2 of 8	25-yr (New bridge after 25 yrs)	High - Annual Maintenance required	- NYSDOT Rehabilitation vs. Replacement Worksheet included in the Bridge Manual, shows Replacement is best option, though it states "Subjective factors shall be thoroughly examined and considered." - High complexity due to difficult access to portions of trusses and general nature of rehabs
3A	Complete Replacement on Existing Alignment with Truss Superstructure and New Abutments.	215'-0"	32'-0"	Offsite Detour	N	TE's/Potential PE's	North Appr. = 350' South Appr. = 250'	• Removes NRHP eligible truss, and replace with new truss - dissimilar in appearance. Mitigation may include interpretive display	Utility protection during excavation	2 seasons	Moderate	\$19.7M (new painted truss) \$21.4M (new metalized truss)	\$60.8M (new painted truss) \$59.4M (new metalized truss)	6 of 8	75-yr	Moderate to High - Annual Washing required	
3B	Complete Replacement on Existing Alignment with Steel Multi-Girder Superstructure and New Abutments - Incorporating Some Historic Elements (Approach Railing) and Creating Interpretive Display .	210'-0"	32'-0"	Offsite Detour	N	TE's, Potential PE's, and FEE Takings	North Appr. = 350' South Appr. = 250'	• Removes NRHP eligible truss. Mitigation includes incorporating some historic elements (approach railing) and creating interpretive display .	Utility protection during excavation	2 seasons	Low	\$10.5M (Steel Rail) \$11.2M (Stone Barrier)	\$43.9M (Steel Rail) \$44.6M (Stone Barrier)	7 or 8 of 8 - 8 if creating interpretive display is considered honoring historic character	75-yr	Low	-Many options available for display including partially reassembling trusses in another location.
3C	Complete Replacement on Existing Alignment with Steel Multi-Girder Superstructure and New Abutments Using Original Trusses as Visual Elements.	210'-0"	32'-0"	Offsite Detour	N	TE's, Potential PE's	North Appr. = 350' South Appr. = 250'	• Retains NRHP eligible truss with significant modifications to historic integrity/accuracy	Utility protection during excavation	2 seasons +	High	\$14.9M (painted trusses with steel rail) \$15.4M (metalized trusses with steel rail)	\$54.8M (painted trusses with steel rail) \$53.6M (metalized trusses with steel rail)	8 of 8	75-yr	Moderate	- Reusing existing trusses may not be feasible due to age/condition. They may not hold up to disassembly and reassembly. - May be > 2 seasons due to installation of trusses.
3D	Complete Replacement on Existing Alignment with Steel Multi-Girder Superstructure and New Abutments Using New Truss Elements at Fascias (height approx 10') .	210'-0"	32'-0"	Offsite Detour	N	TE's/Potential PE's	North Appr. = 350' South Appr. = 250'	• Removes NRHP eligible truss, replaces with new superstructure. Mitigation includes Using New Truss Elements at Fascias .	Utility protection during excavation	2 seasons +	High	\$12.2M (painted truss elements) \$12.4M (metalized truss elements)	\$45.7M (painted truss elements) \$46.9M (metalized truss elements)	7 or 8 of 8 - 8 if using new truss elements at fascias is considered honoring historic character	75-yr	Moderate	- High complexity due to installation of new trusses at fascias. - May be > 2 seasons due to installation of trusses.
4	New Off-alignment Bridge and existing Bridge to be retained by Town for Pedestrian/ Bicycle use. Existing truss to be painted as part of new bridge contract.	220'-0"	26'-0" ²	Maintain traffic flow on existing bridge until new bridge opens	N	TE's/PE's and FEE Takings w/ Relocation of Residence	North Appr. = 400' South Appr. = 600'	• Retains NRHP eligible truss with significant modifications to structural integrity • New/increased ground disturbance in previously undisturbed ground.	Significant	2 seasons +	Moderate	\$13.4M (new steel girder bridge) \$2.0M (paint existing bridge, no repairs)	\$42.8M ⁴ \$7.7M ⁵	8 of 8	75-yr	Low for County; Moderate to High for Town	Town of Stuyvesant Historic Bridge Committee has determined that future maintenance costs to the Town are cost prohibitive and is removed from further discussion

Notes:

- CHA has not evaluated the suitability of reusing the existing abutments to support a new superstructure.
- Assume 11' lanes and 2' shoulders, and that all bike/pedestrian traffic would be directed to the retained truss.
- Assumes repainting of steel and deck repairs 20 years after construction and recoating/deck replacement after 40 years (for painted structures). For metalized structures, one recoating is assumed at 35 years. Amounts are given in future dollars.
- Lifecycle costs for new highway bridge and painting of existing truss as part of the contract. New bridge to be maintained by County.
- Lifecycle costs for existing truss bridge, to be maintained by Town. Assumes \$200k maintenance every 10 years and one additional repainting in 2061.

CR25A over Kinderhook Creek

CHA: 078555

PIN: 8761.44

10/13/24

Matrix Assumptions

- A. All replacement alternatives are for two lane structures.
- B. Life cycle costs include initial capital costs.
- C. All costs have been given in future dollars, using 3% per year inflation rate.
- D. All maintenance costs have been group in 10 year increments. Actual maintenance may occur at shorter intervals.
- E. All replacement structures assume new abutments.

Alternative 2 – Rehabilitate existing truss, for a 25-year extension of service life.

- 1. After 25 years, replace existing bridge with painted multi-girder structure.
 - a. New structure is two lanes, same as proposed in Alt 4.
- 2. The benefits of metalizing the existing trusses may be realized if slated for replacement after 25 years.
- 3. Life Cycle Costs
 - a. Trusses (painted or metalized)
 - i. Washing and maintenance every 5 years
 - b. New girder bridge
 - i. Bridge maintenance every 10 years
 - ii. Repaint/deck rehab after 25 years.

Alternative 3A – Replace existing truss with new two lane truss bridge.

- 1. Truss span may be longer to eliminate skew.
- 2. This alternative would have steel railings.
- 3. Life Cycle Costs
 - a. Painted truss
 - i. Maintenance and washing every 10 years.
 - ii. Deck rehab/repaint of truss after 25 years.
 - iii. Deck replacement/painting after 50 years.
 - b. Metalized truss
 - i. Maintenance and washing every 10 years.
 - ii. Deck rehab after 25 years.
 - iii. Recoat trusses after 40 years.
 - iv. Deck replacement after 50 years.

Alternative 3B – Replace existing truss with new two lane multi-girder bridge.

- 1. This structure is the same size as the one shown in Public Meeting #1.
- 2. This structure is assumed to have painted girders.

3. Life Cycle Costs
 - a. Bridge maintenance every 10 years
 - b. Repaint/rehab deck after 25 years.
 - c. Repaint girders/replace deck after 50 years.

Alternative 3C – Replace existing truss with new two lane multi-girder bridge, and erect existing trusses outboard of the new structure

1. This structure is the same size as the one shown in Public Meeting #1.
2. This structure is assumed to be painted girders.
3. The trusses are assumed to be supported on the abutments, not hung off the new bridge.
4. The trusses would be disassembled, sent to a fabricator for cleaning/repair and painting or metalizing.
 - a. This cost of refurbishment is hard to quantify. It would be highly dependent on the location of the fabricator and their workload at the time.
5. The refurbished trusses would be erected with new struts between them over the new multigirder bridge.
6. The trusses would not include the 1992 retrofit arches, nor the floorbeam or deck system of the existing bridge.
7. Life Cycle Costs
 - a. Painted rehab truss
 - i. Bridge maintenance every 10 years
 - ii. Repaint/rehab deck after 25 years.
 - iii. Repaint replace deck after 50 years.
 - b. Metalized rehab truss
 - i. Bridge maintenance every 10 years
 - ii. Repaint/rehab deck after 25 years.
 - iii. Recoat “trusses” after 40 years.
 - iv. Repaint girders/replace deck after 50 years.

Alternative 3D – Replace existing truss with new two lane multi-girder bridge, and erect decorative “trusses” outboard of the barrier.

1. This structure is the same size as the one shown in Public Meeting #1.
2. This structure is assumed to be painted girders.
3. The “trusses” are assumed to be supported on the bridge deck, outboard of the barriers.
4. Life Cycle Costs
 - a. Painted decorative “truss.”
 - i. Bridge maintenance every 10 years
 - ii. Repaint/rehab deck after 25 years.
 - iii. Repaint replace deck after 50 years.
 - b. Metalized decorative “truss”
 - i. Bridge maintenance every 10 years
 - ii. Repaint/rehab deck after 25 years.
 - iii. Recoat “trusses” after 40 years.
 - iv. Repaint girders/replace deck after 50 years.

Alternative 4 – Keep existing truss bridge as a pedestrian/bike conveyance. Erect new steel girder bridge upstream of existing bridge.

1. The existing truss would be painted under the new bridge construction contract, but no repairs made.
2. The new adjacent girder bridge would:
 - a. Be two lanes.
 - b. Be small in cross section (no sidewalks/bike shoulders)
 - c. Painted girders
3. The existing truss ownership would be transferred to the Town upon completion of the contract. All future maintenance costs would become the Town's responsibility.
4. There would be extensive highway realignment on both sides of the creek.
5. Life Cycle Costs
 - a. County girder bridge
 - i. Bridge maintenance every 10 years
 - ii. Repaint/rehab deck after 25 years.
 - iii. Repaint girders/replace deck after 50 years.
 - b. Town truss bridge
 - i. Bridge Maintenance every 10 years
 - ii. Repaint after 25 years.
 - iii. At the 50-year mark, only maintenance is assumed. However, extensive bridge rehab or demolition costs are possible. These costs have not been calculated at this time.

Attachment H. Area of Potential Effect (APE) plan

**NOT FOR
CONSTRUCTION**



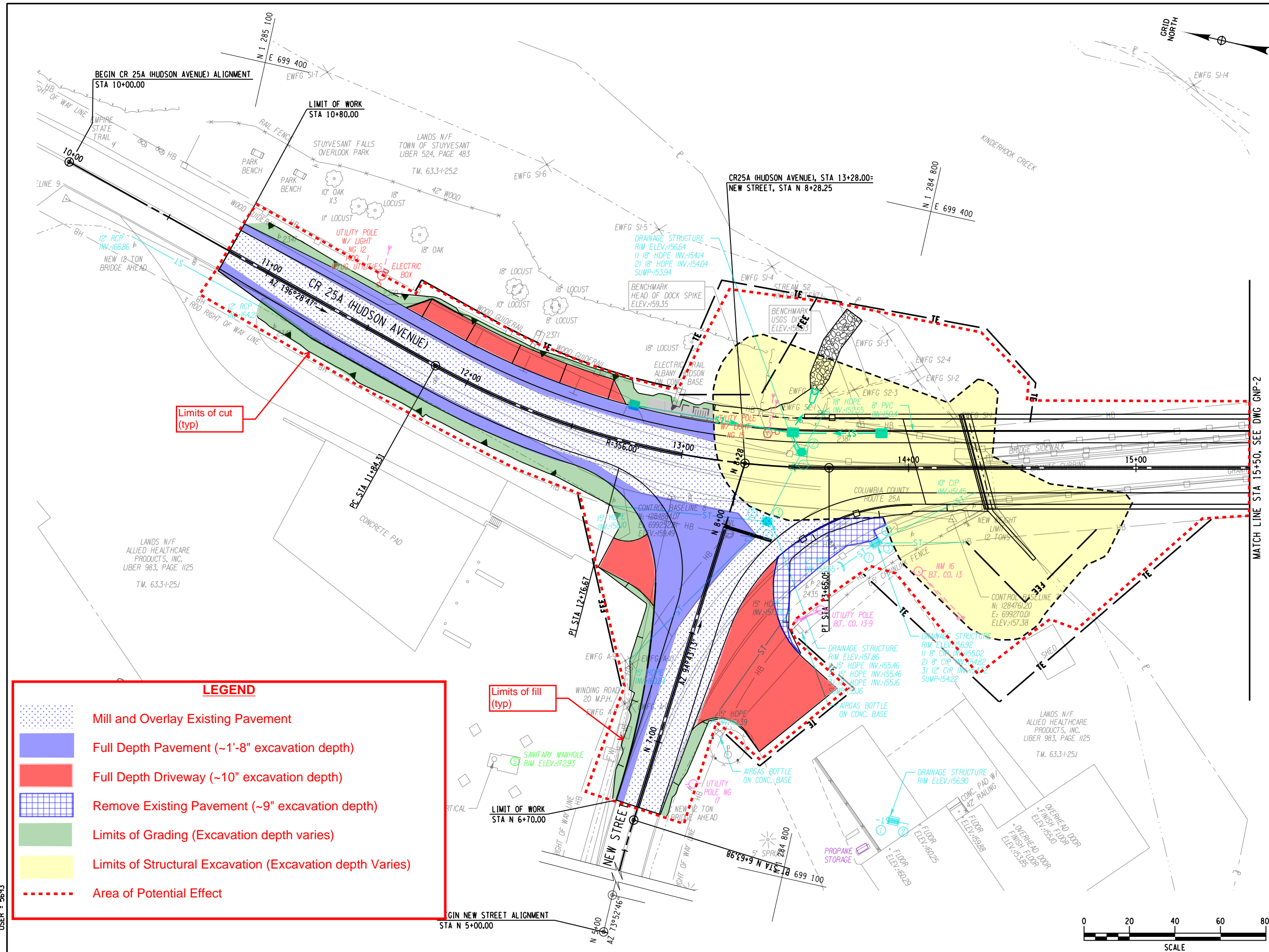
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

No.	Submittal / Revision	Appd.	Date

**STUYVESANT FALLS BRIDGE
CR 25A OVER
KINDERHOOK CREEK
(BIN 3342250)**
VILLAGE OF STUYVESANT FALLS,
COLUMBIA COUNTY, NEW YORK

GENERAL PLAN

Designed By: R. CLARK	Project No.: 078555	Drawing No.:
Drawn By: A. DAMES	Scale: AS SHOWN	GNP-1
Checked By: J. SHELDON	Plot Date: 11-DEC-2024	SHEET XX

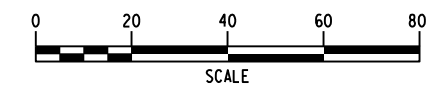


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LEGEND

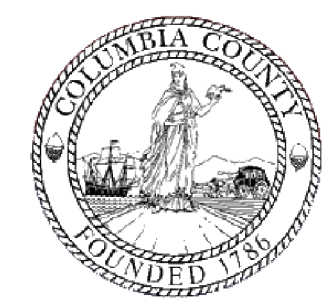
- Mill and Overlay Existing Pavement
- Full Depth Pavement (~1'-8" excavation depth)
- Full Depth Driveway (~10" excavation depth)
- Remove Existing Pavement (~9" excavation depth)
- Limits of Grading (Excavation depth varies)
- Limits of Structural Excavation (Excavation depth Varies)
- Area of Potential Effect



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CONSTRUCTION**



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No.	Submittal / Revision	Appd.	Date

**STUYVESANT FALLS BRIDGE
CR 25A OVER
KINDERHOOK CREEK
(BIN 3342250)**
VILLAGE OF STUYVESANT FALLS,
COLUMBIA COUNTY, NEW YORK

GENERAL PLAN

Designed By: R. CLARK	Project No.: 078555	Drawing No.:
Drawn By: A. DAMES	Scale: AS SHOWN	GNP-2
Checked By: J. SHELDON	Plot Date: 10-DEC-2024	SHEET XX

LEGEND

- Mill and Overlay Existing Pavement
- Full Depth Pavement (~1'-8" excavation depth)
- Full Depth Driveway (~10" excavation depth)
- Remove Existing Pavement (~9" excavation depth)
- Limits of Grading (Excavation depth varies)
- Limits of Structural Excavation (Excavation depth Varies)
- Area of Potential Effect

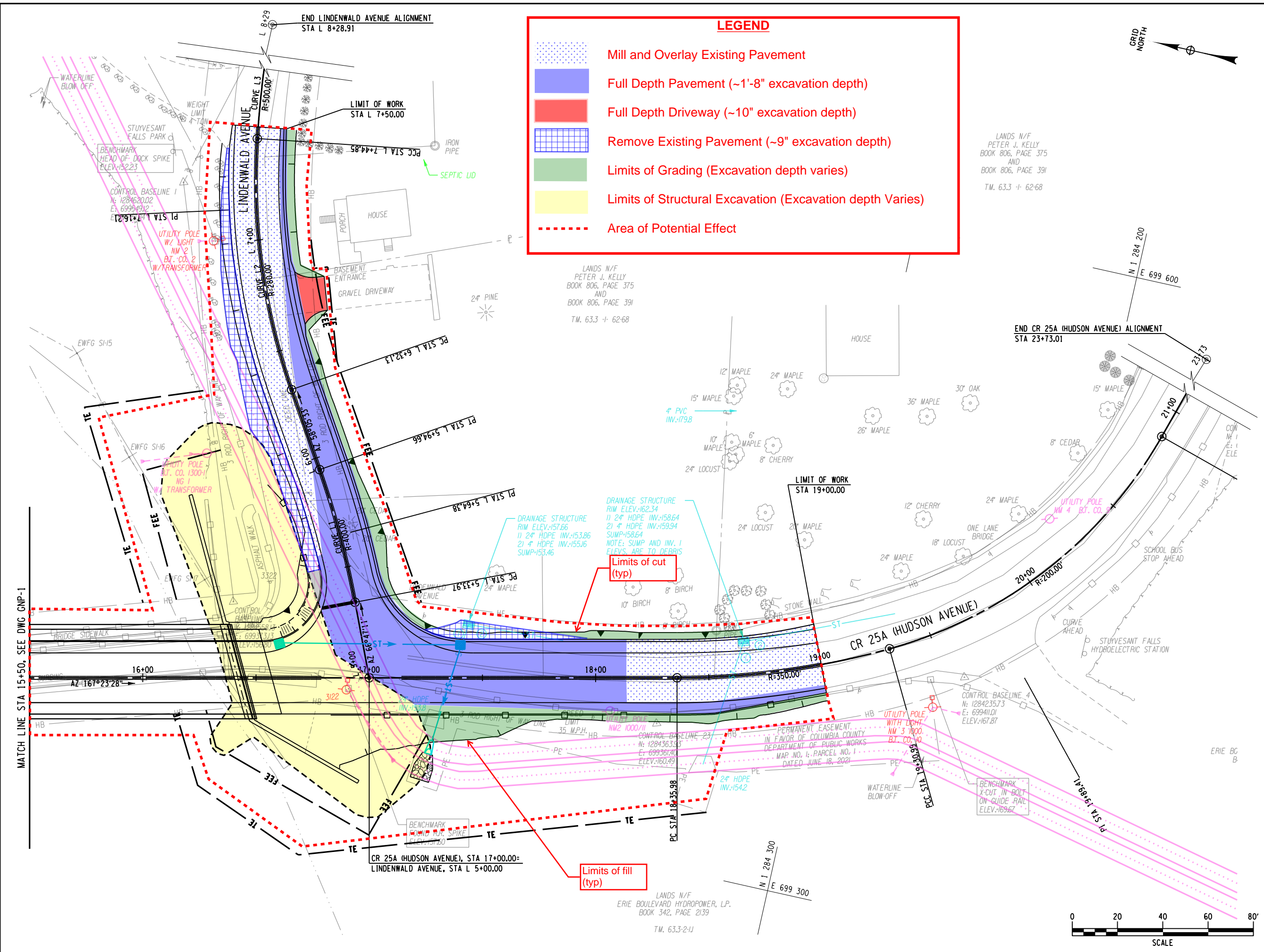


LANDS N/F
PETER J. KELLY
BOOK 806, PAGE 375
AND
BOOK 806, PAGE 391
T.M. 63.3 + 62-68

LANDS N/F
PETER J. KELLY
BOOK 806, PAGE 375
AND
BOOK 806, PAGE 391
T.M. 63.3 + 62-68

DRAINAGE STRUCTURE
RIM ELEV: +162.34
1) 24" HDPE INV: +158.64
2) 4" HDPE INV: +159.94
SUMP: +158.64
NOTE: SUMP AND INV. 1
ELEV. ARE TO DERIS

Limits of fill
(typ)



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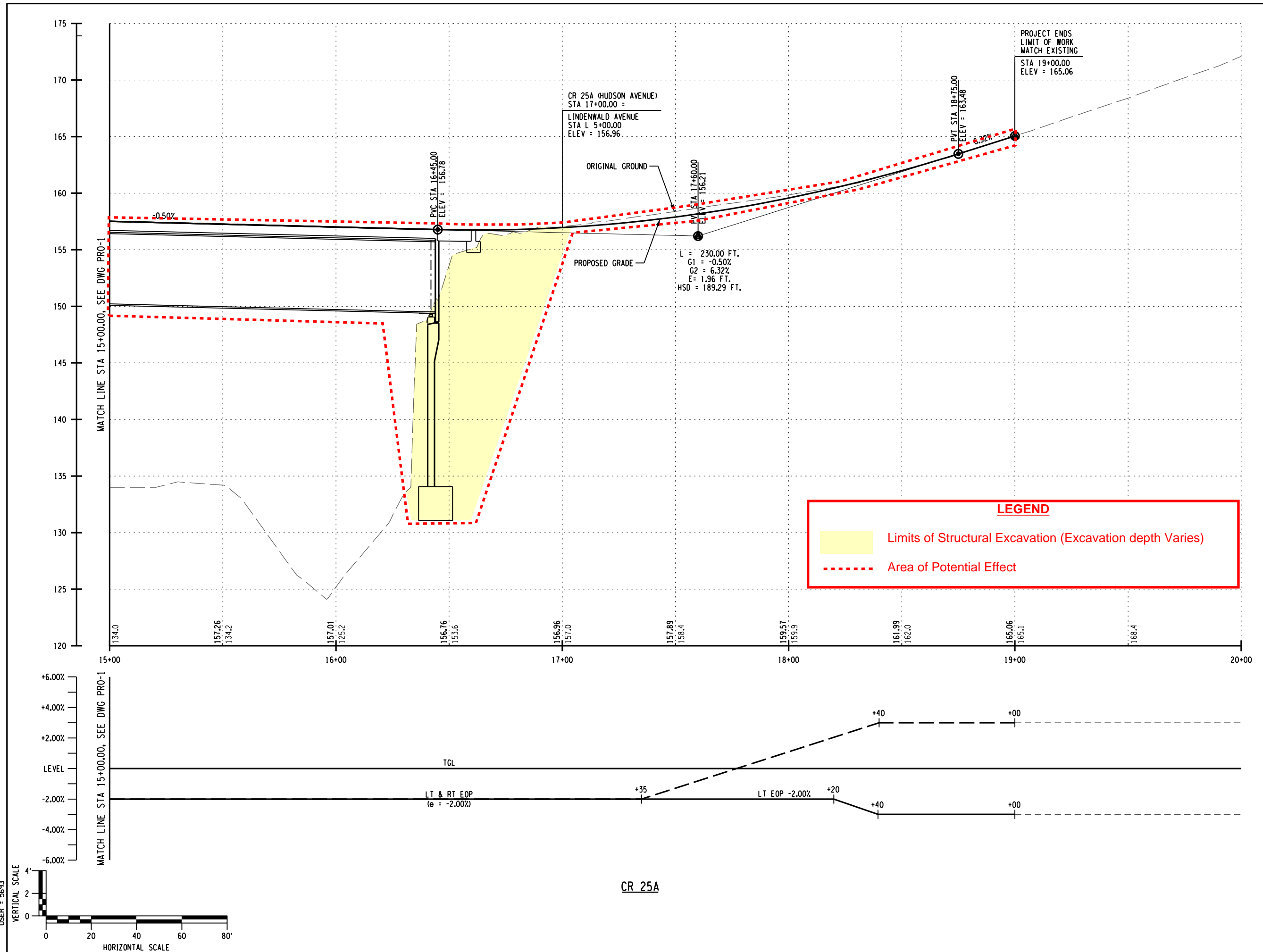
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No.	Submittal / Revision	Appd.	Date

STUYVESANT FALLS BRIDGE
CR 25A OVER
KINDERHOOK CREEK
(BIN 3342250)
VILLAGE OF STUYVESANT FALLS,
COLUMBIA COUNTY, NEW YORK

PROFILE

Designed By: R. CLARK	Project No.: 078555	Drawing No.:
Drawn By: A. DAMES	Scale: AS SHOWN	PRO-2
Checked By: J. SHIELDS	Plot Date: 03-DEC-2024	



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Attachment I. Property Impacts Table

**PIN 8761.44 COUNTY ROUTE 25A OVER KINDERHOOK CREK (BIN 3342250)
PROPERTY IMPACT TABLE**

TM	Owner/Address	Date of Construction	Easement Type	Description of Work on the Property
63.3-1-25.1	Allied Healthcare Products, Inc. 46 New St, Stuyvesant, NY 12173	1827	FEE, TE	Reconstruct the intersection of CR 25A and New Street. Reconstruct driveways to meet new proposed grade of New Street. Removal of existing bridge abutments. Installation of proposed abutments and wingwalls. No impacts to the existing buildings are anticipated. A portion of the existing chain link fence located near the northwest abutment will be removed and replaced.
63.3-1-25.2	Town of Stuyvesant N/A (vacant)	n/a	FEE, TE	Reconstruct bridge approach roadway, construct proposed bridge abutment and wingwalls, new curb and sidewalk, reconstruct existing parking area, and replace existing roadway closed drainage system. Tree clearing will be required for the proposed bridge abutment and wingwall. No impacts to the park structures are anticipated.
63.3-1-65	Peter J. Kelly 210 Lindenwald Avenuet, Stuyvesant, NY 12173	n/a	FEE, TE	Reconstruct existing driveway to meet the proposed grade of Lindenwald Avenue. No impacts to any structures are anticipated.
63.3-1-66	Peter J. Kelley N/A (vacant)	n/a	FEE, TE	Reconstruct existing driveway to meet the proposed grade of Lindenwald Avenue and reconstruct Lindenwald Avenue. No impacts to any structures are anticipated.
63.3-1-68	Peter J. Kelley N/A (vacant)	n/a	FEE	Reconstruct Lindenwald Avenue and the intersection of CR 25A and Lindenwald Avenue. No impacts to any structures are anticipated. Tree clearing will be required.
63.3-2-1.1	Erie Boulevard Hydropower, L.P. N/A (vacant)	n/a	FEE, TE	Reconstruct bridge approach roadway, remove existing bridge abutment, construct proposed bridge abutment and wingwalls, and replace existing roadway closed drainage system. Tree clearing will be required.

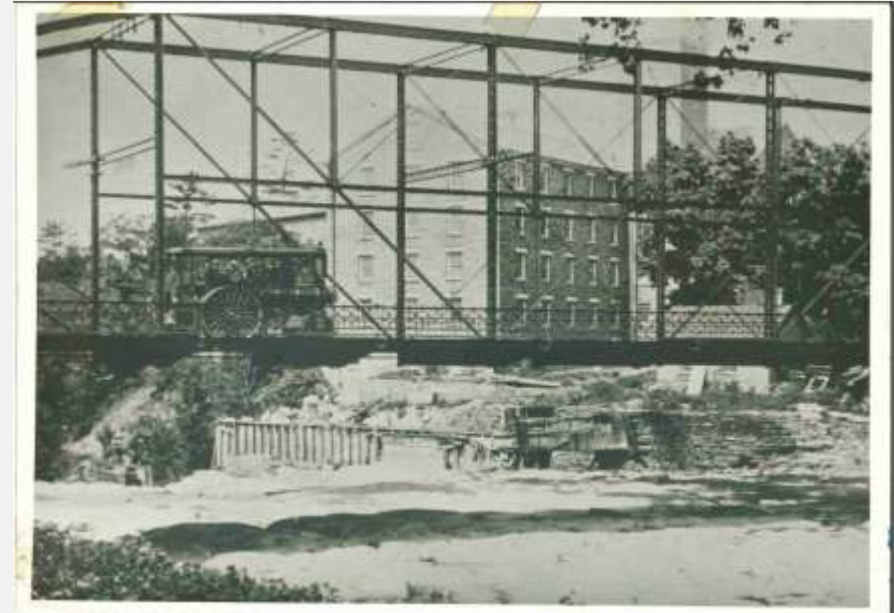
Attachment J. Public Information Meeting Presentation

Public Information Session

ROUTE 25A OVER KINDERHOOK CREEK

BRIDGE REPLACEMENT/REHABILITATION

AUGUST 8, 2024



Department of
Transportation

COLUMBIA COUNTY, NY



Public Information Session

**ROUTE 25A OVER KINDERHOOK CREEK
VILLAGE OF STUYVESANT FALLS
BRIDGE REPLACEMENT/REHABILITATION
PIN 8761.44**

AUGUST 8, 2024



PRESENTATION OUTLINE

- Welcome and Introduction
- Project Overview
- Purpose and Format of the Meeting
- Project Location and Limits
- Project Objectives
- Federal-Aid Project Development Process
- Project Status & Schedule
- History of Bridge and Current Conditions
- Project Design Considerations
- Question and Answers (*General*)
- Break-out Session (*Specific*)

Ray Jurkowski, P.E., Columbia County
Commissioner of Public Works

Tony Papile, P.E. – (Consultant) Project Manager



PROJECT OVERVIEW

- Locally Administered Federal Aid Project
- Federal, State & County Funding
 - Federal = 80%
 - State = 15%
 - County = 5%
 - Reimbursement program
- Who is Responsible?
 - County = Sponsor
 - NYSDOT & FHWA = Oversight

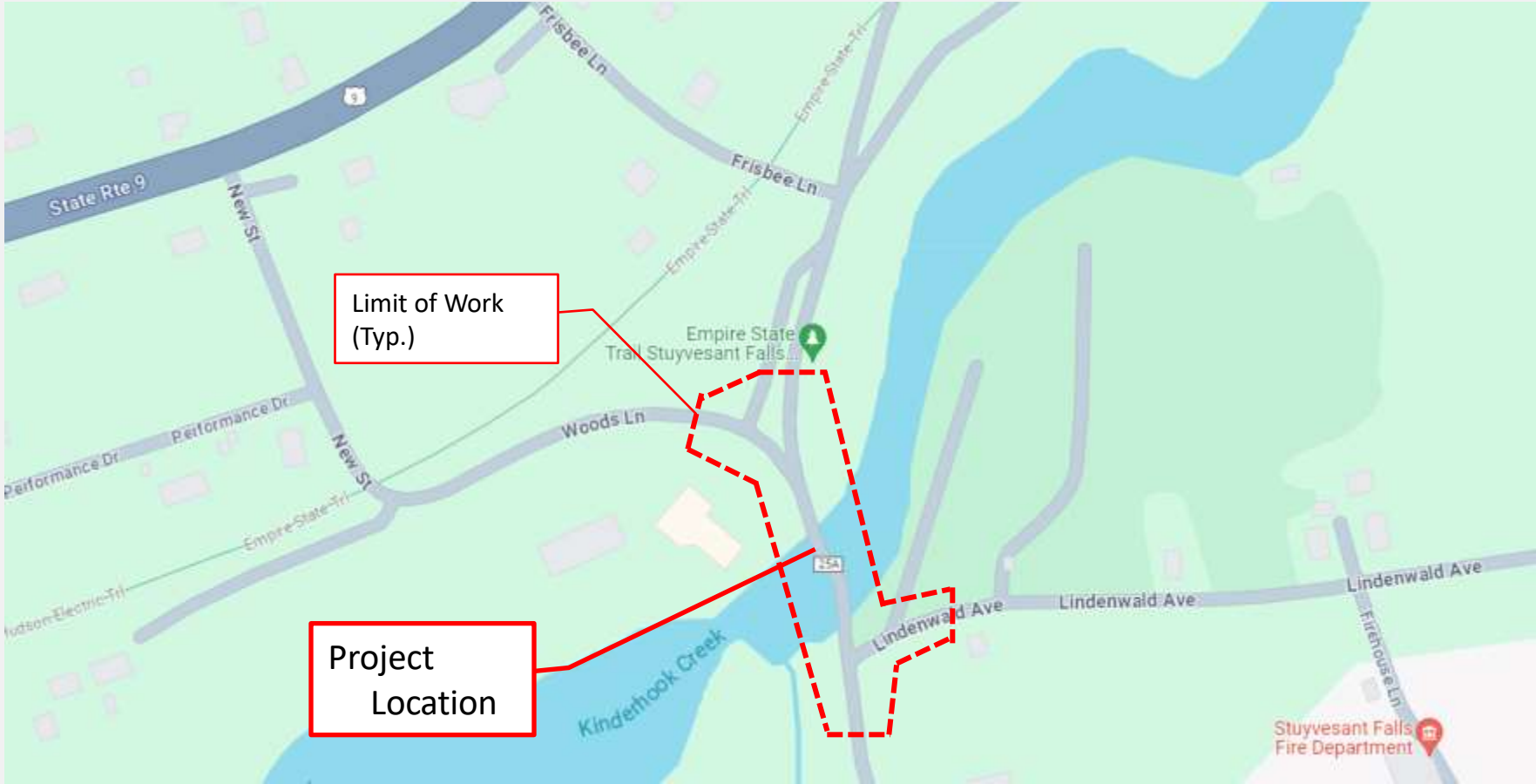


PURPOSE AND FORMAT OF TODAY'S MEETING

- Present Project
 - Presentation
 - Board
 - Fact Sheet
- Obtain Feedback
 - Sign In
 - Comment Forms – Please return in two weeks for inclusion in Design Report



PROJECT LOCATION AND LIMITS



PROJECT OBJECTIVES

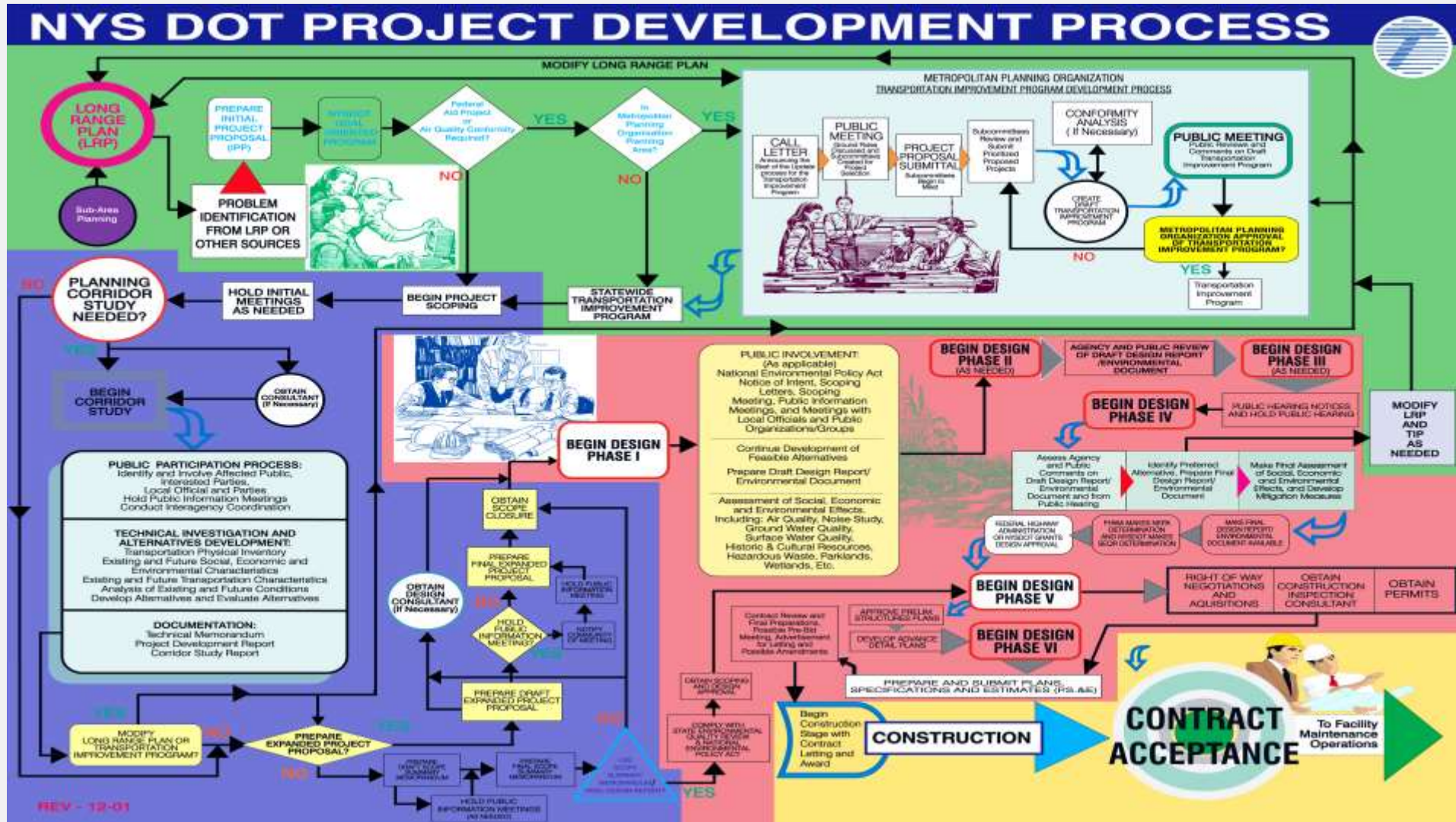
- Address Bridge Structural Deficiencies
- Provide a Bridge Meeting Current Standards
- Provide a Bridge Without User Restrictions
- Provide a Bridge with Extended Service Life
- Provide a Bridge that Minimizes Future Maintenance
- Provide a Sidewalk Meeting Current Standards
- Provide Adequate Room for Bikes
- Honor Historic Character of Existing Bridge



COLUMBIA COUNTY, NY



FEDERAL-AID/NYSDOT PROJECT DEVELOPMENT PROCESS



FEDERAL-AID/NYSDOT PROJECT DEVELOPMENT PROCESS

Four Stages of Project Development

- I. Scoping/Data Collection & Analysis
- II. Preliminary Engineering
- III. Detailed Design
- IV. Construction



PROJECT STATUS – TASKS COMPLETED TO DATE

I. Scoping / Data Collection & Analysis

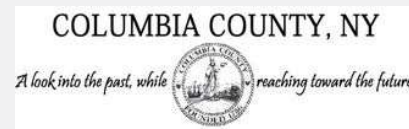
- Survey / Mapping
- Environmental Screenings
- Traffic Operational / Accident Analysis
- Development of Alternatives
- Begin Historic Resource Coordination (Extensive)
- Public Informational Meeting #1



PROJECT STATUS – WHERE WE’RE GOING

II. Complete Preliminary Engineering

- Summarize Comments
- Complete Historic Resource Coordination
- Finalize Preferred Alternative
- Draft Design Approval Document
- Public Informational Meeting #2
- Final Design Approval Document
- Design Approval



PROJECT STATUS – WHERE WE’RE GOING

III. Detailed Design

- Public Informational Meeting #3
- Develop Detailed Design Plans
- ROW Acquisition (where necessary)
- Advertisement, Letting, Award

IV. Construction



PROJECT SCHEDULE

Project Scoping/Data Collection & Analysis (Complete)

Preliminary Engineering

Fall '23

Winter '25



Detailed Design

Winter '25

Fall '25



Construction (Including Materials Procurement)

Spring '26

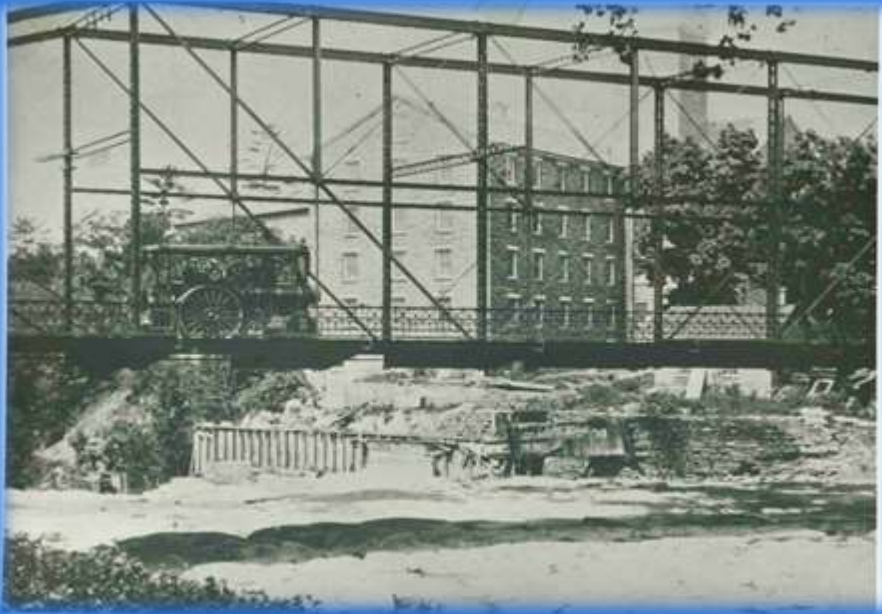
Fall '27



COLUMBIA COUNTY, NY



HISTORY OF THE BRIDGE



- 1899- Original Construction
 - Berlin Iron Bridge Company
- 1976 - Stuyvesant Falls Historic Mill District status awarded to area.
 - Bridge is one element of this district
- 1980 – Several structural elements replaced due to deterioration
- 1990 – Bridge closed due to deteriorated elements and several red flags
 - Reopened Dec 1990 with 10T posting after repairs



HISTORY OF THE BRIDGE



- 2014 – County commissioned another study
 - Resulted in 12 T posting
- 2015 – Major truss repairs
 - More County \$\$ (\$300K +/-)
- 2016 – Load posting removed as result of repairs

- 2022 – Posted again for 12 T due to continuing deterioration and updated analysis

CURRENT CONDITIONS – BELOW DECK

- Main structural components are the truss chords and floorbeams.



CURRENT CONDITIONS – BELOW DECK

- This type of bridge is considered structurally non-redundant and is only as strong as its weakest component.

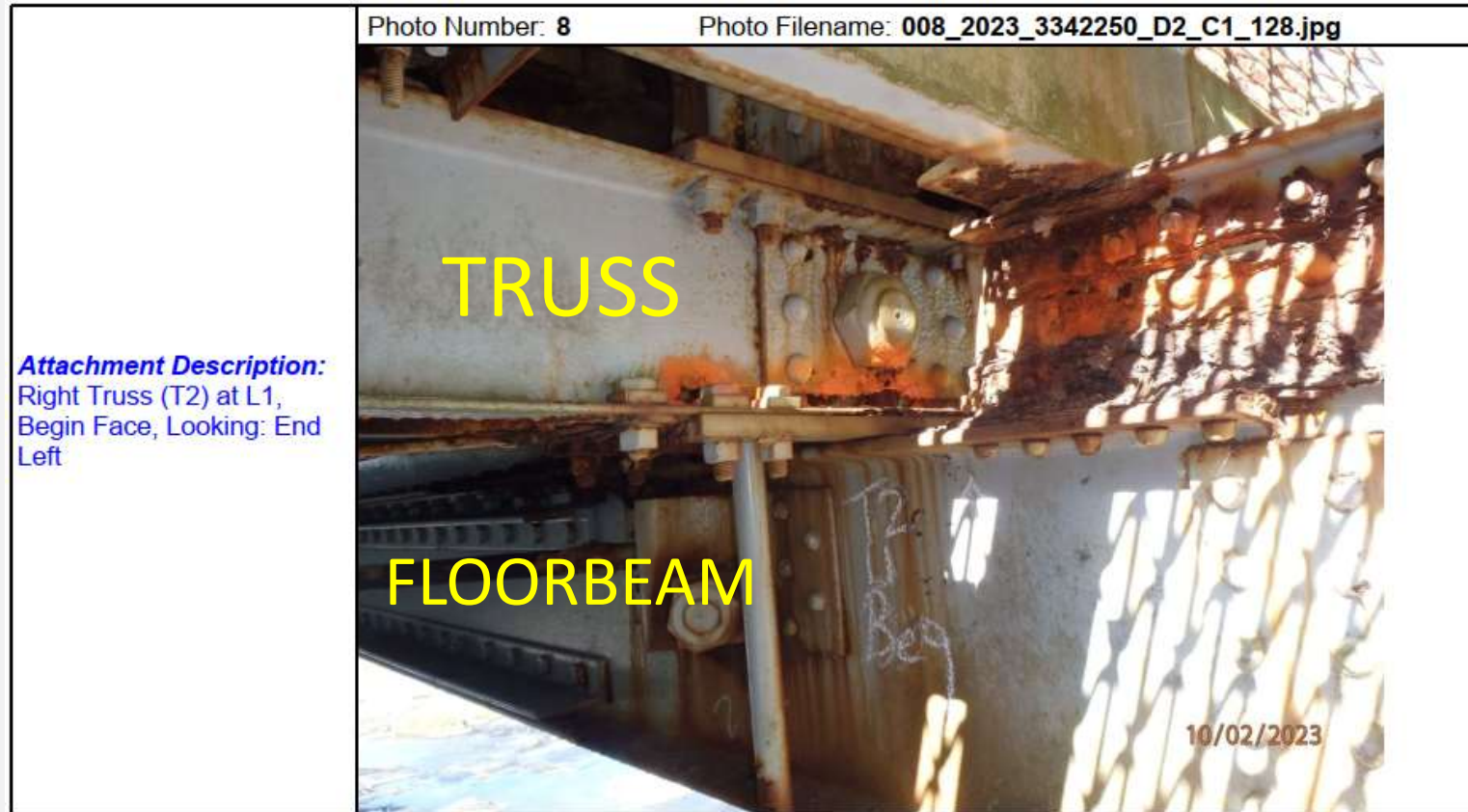


Section Loss - Loss of material thickness.

A perforation represents 100% SL (localized).

CURRENT CONDITIONS – BELOW DECK

- And there are a variety of weakened components....



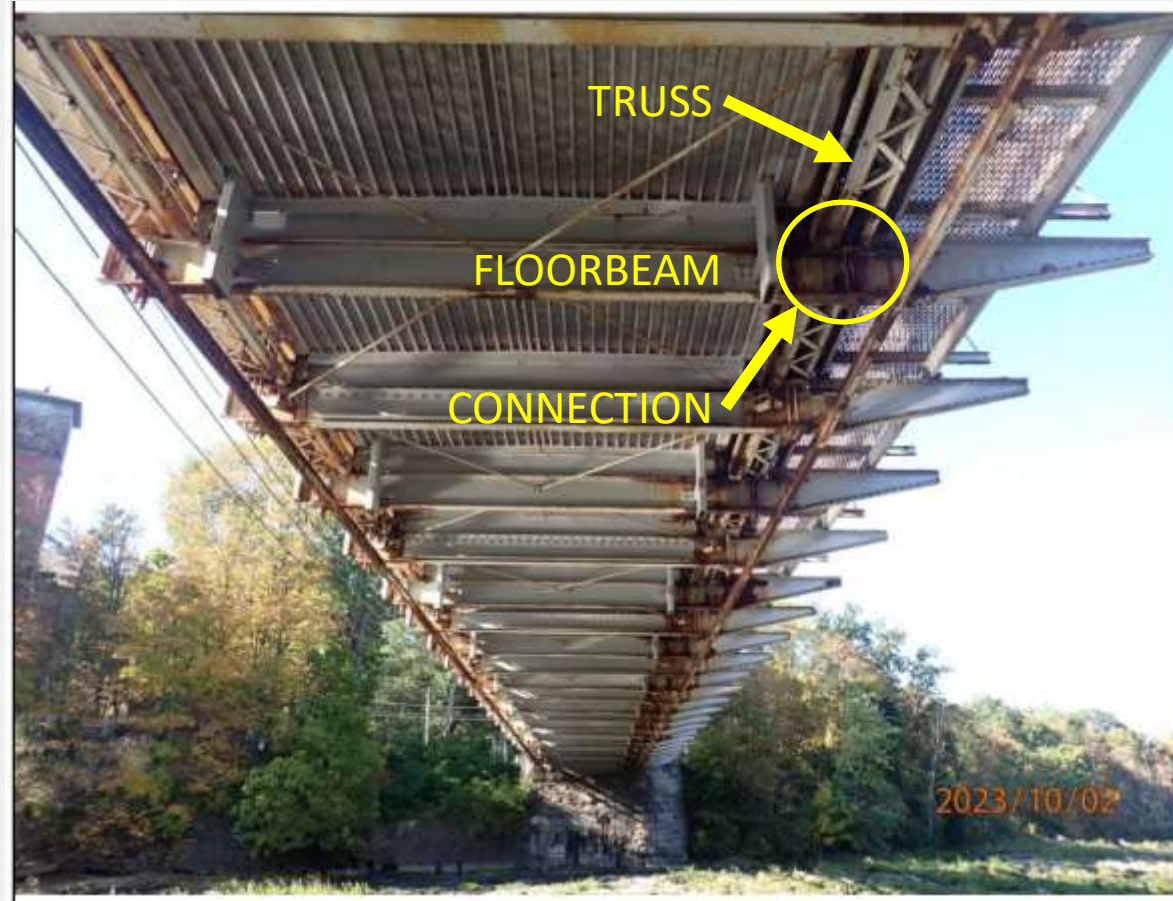
CURRENT CONDITIONS – BELOW DECK

- ...throughout the structure.



REPAIRS?

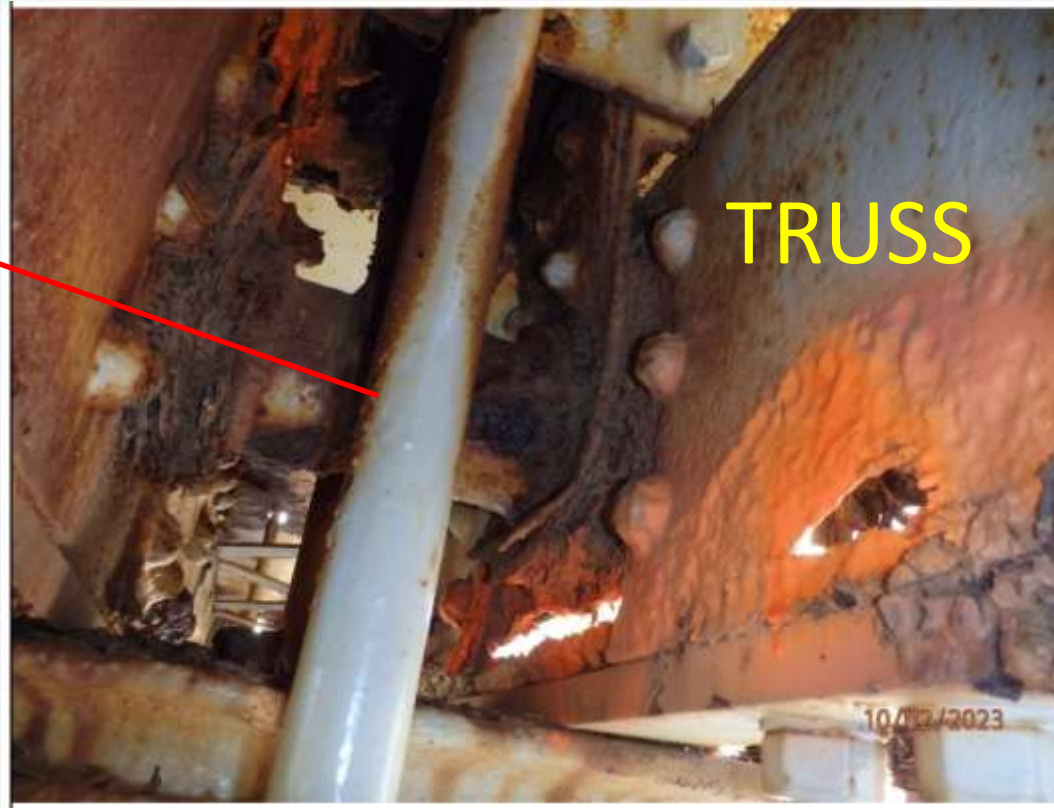
- Some areas are readily accessible



REPAIRS?

- Many are not.

1 ½" diameter rod
(for scale reference)



CURRENT CONDITIONS – ABOVE DECK

- Minor issues, generally in acceptable condition.



CURRENT CONDITIONS - SUMMARY

- In conclusion, what you see when driving or walking across the bridge is not indicative of the real issues, which are occurring below deck.



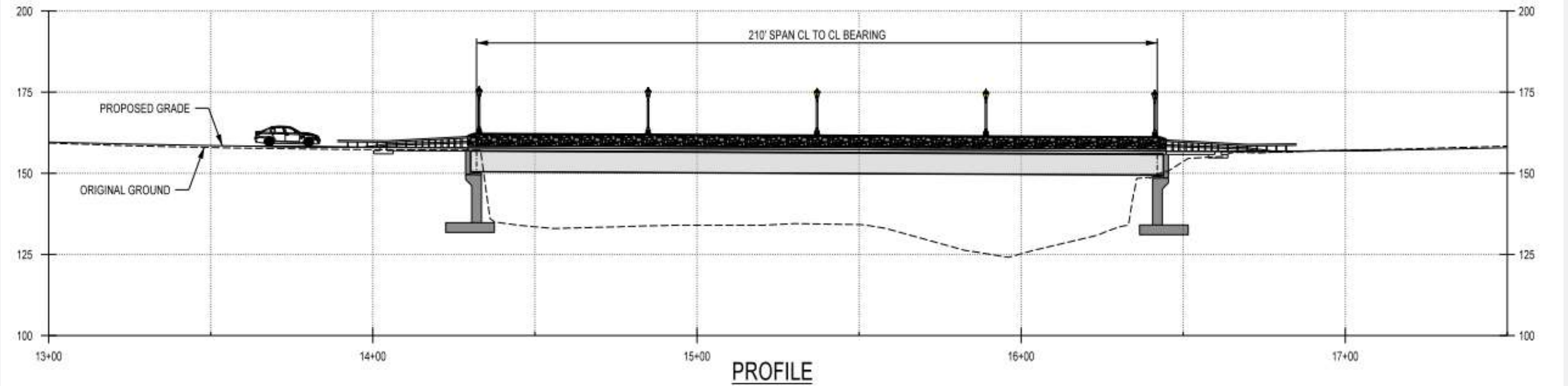
DESIGN CONSIDERATIONS



COLUMBIA COUNTY, NY



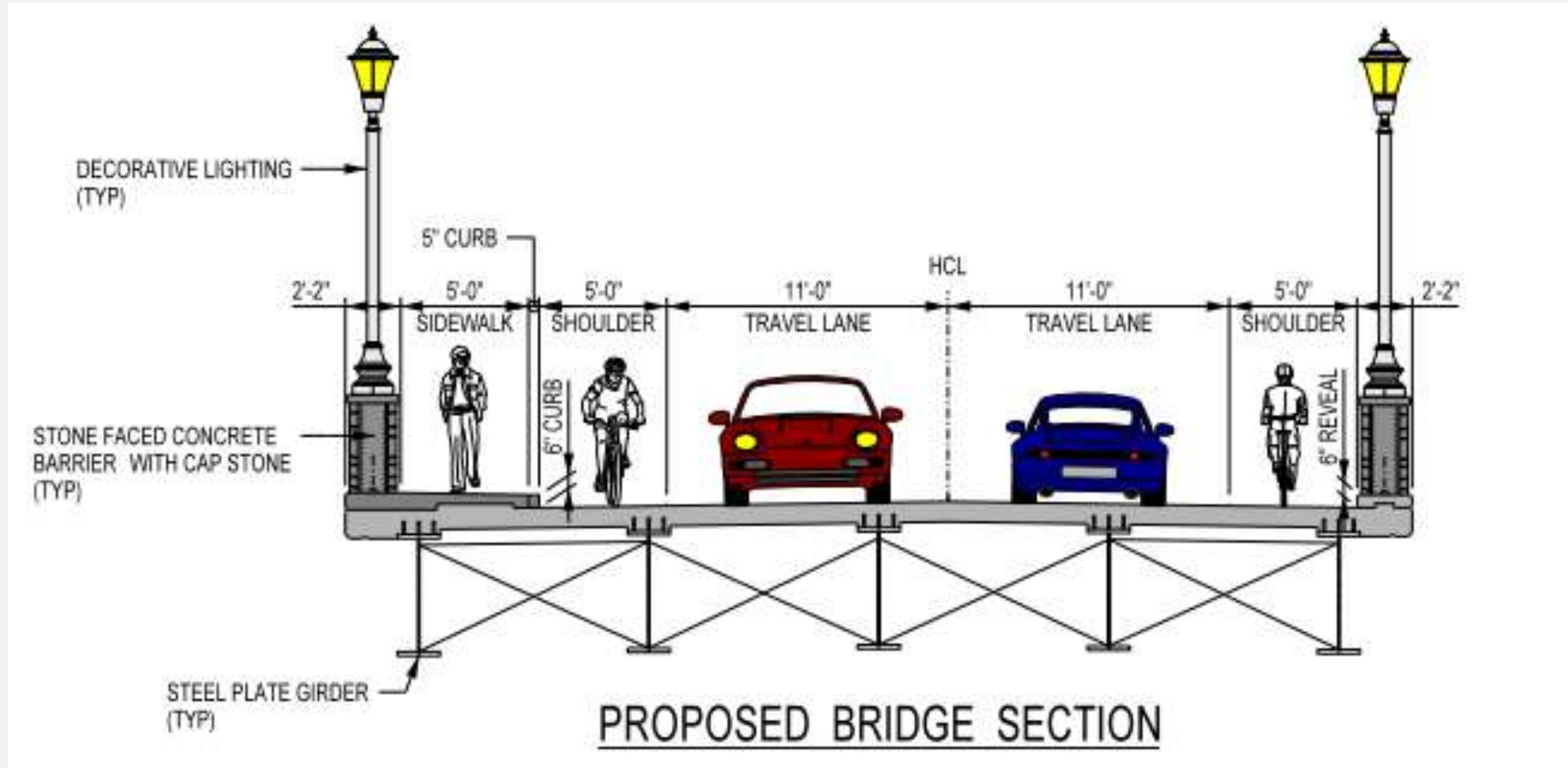
PROJECT PROFILE



COLUMBIA COUNTY, NY



BRIDGE SECTION



COLUMBIA COUNTY, NY

A look into the past, while reaching toward the future!



POTENTIAL HISTORIC TREATMENTS

Refurbish and Relocate Portal Bracing Including Historic Plaques



Retain and Refurbish Historic Architectural Railings



DESIGN CONSIDERATIONS



COLUMBIA COUNTY, NY

A look into the past, while  *reaching toward the future!*

DETOUR



COLUMBIA COUNTY, NY



QUESTIONS?

COLUMBIA COUNTY, NY



Attachment K. Public Information Meeting comments



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls bridge

1 message

Steve Kline <stevekline.com@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Mon, Aug 5, 2024 at 6:45 PM

Hi, Mr. Jurkowski.

Looking forward to Thursday evening's meeting regarding the Stuyvesant Falls bridge replacement. One thing I've been concerned about for some time... The bridge currently has, as I'm sure you're aware, a 12 ton weight limit. To my knowledge there's been zero enforcement of this limit since the restriction was put in place. I realize a number of the over 12 ton vehicles that use this bridge regularly are farm vehicles and I REALLY don't want to make our local farmers' jobs any more difficult than they already are, but I can't help but think those restrictions were put in place for a reason. Delivery trucks to Allied Health Care, school buses, and any number of tractor trailers and other well over 12 ton vehicles, none of which pay any attention to the signage.

If you'd have a moment to address this at some point I'm sure myself and others would be interested.

Any questions, let me know.
Thank you!
Steve Kline
Stuyvesant Falls



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Bridge (PIN 8761.44)

1 message

Heather Ihlenburg <hihlenburg@alumni.unity.edu>
To: raymond.jurkowski@columbiacountyny.com

Thu, Aug 8, 2024 at 8:27 PM

Dear Mr. Raymond Jurkowski,

I am writing as part of the public forum on the replacement of the Stuyvesant Falls Bridge (PIN 8761.44) on County Route 25A in the Hamlet of Stuyvesant Falls.

As a resident of Stuyvesant Falls I frequent the bridge often as a part of local travel and for leisure to admire the surroundings- not only the glory of the falls, but the historic mill building AND the historic bridge replica. My concern is preserving the charm of our local history, and I hope this aspect will not be overlooked.

Today's changes can have devastating effects on what draws people to a place for its sense of awe and wonder. There has been incredible work done to provide access to this amazing spot for the public to appreciate and enjoy. The bridge's reconstruction in 2000 was a great service to this place due to its aesthetic. It's such a special place in our county to connect with history, and friends and family. I know several photographers that love to come to the bridge to frame its ornate features against the dramatic background of industry and nature, contrasting yet complimenting each other. It is a fantastic experience to cross on foot and be able to see and feel the rush of the water below as one continues from the park to the rail trail.

Crossing by foot or vehicle is a breathtaking experience every time. The single lane is a huge charm and keeps what seemingly little traffic there is, slow. I rarely encounter another vehicle when crossing. Furthermore, it directs heavy equipment and commercial vehicles to main thoroughfares and truck routes, cutting down on disruptive through traffic in our small hamlet. If safety is a concern perhaps a traffic light can be installed with any new construction.

Reminders to slow down, and feel appreciation for our past is a must in our fast paced society. These kinds of spaces and tributes to historic infrastructure remind us of and evoke that very spirit that needs to be kept alive in our rural communities. Clearly I adore the current bridge, and feel its appearance adds extreme value to the gorge. I know I am not alone in my opinion. When it is replaced, historic aesthetic that blends with the surroundings should be of top priority, alongside of engineering and safety. My household believes the cost of replication would be valid and worth it.

Thank you for this opportunity to comment,

Heather Ihlenburg
Born and raised in Columbia county, Director of Operations Bimi's Cheese Shop/Canteen & Bar, Homeowner and Farmer
53 Lindenwald Ave.
Stuyvesant Falls, NY 12174
Sent from my iPhone



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

public information meeting comment concerning Stuyvesant Falls bridge replacement

1 message

maria ausherman <maushe1841@hotmail.com>

Fri, Aug 9, 2024 at 10:09 AM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Dear Raymond Jurkowski and whomever this may concern:

The replacement of the Stuyvesant Falls bridge is not desired by the community. The bridge is a significant part of the Stuyvesant Falls Historic District and an important historic landmark in Columbia County. Widening the bridge will harm the houses, most of which are historic, because traffic will be able to increase and move faster. This increase in traffic will furthermore be more dangerous for bicyclists and pedestrians, young and old.

I'm also concerned about the nature of these public meetings. It does not appear that public comments will have any impact on the future of the project, and it is not even clear why the public was asked to give input if this is a done deal. There was no one from the State Historic Preservation Office at the meeting although SHPO is supposed to be a major influence. Sadly, representatives of this project showed little awareness of the bridge's historic significance, or concern about the negative social, environmental, and economic consequences on the neighborhood as well.

Sincerely,

Maria Ausherman
19 Church Street
Stuyvesant, New York
12173



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Public Comment Re: Stuyvesant Falls Bridge

1 message

Will Pflaum <glencadia@gmail.com>

Fri, Aug 9, 2024 at 4:01 PM

To: raymond.jurkowski@columbiacountyny.com, tabitha.oconnell@parks.ny.gov, william.first@dot.ny.gov, lisa@cchsny.org

To whom it may concern: please find enclosed my comment on the proposed bridge project in Columbia County NY, the town of Stuyvesant. Please include this document in the compilation of community comments. Hopefully, the fact that there is not a single person in the hamlet in favor of the current proposal or involved in the production of the proposal will signify to DOT and SHPO that this proposal needs to go back to the drawing board.



Public Comment Stuyvesant Falls Bridge Will Pflaum.pdf
3734K

Attention:

Ray Jurkowski, engineer raymond.jurkowski@columbiacountyny.com

Tabitha O'Connell, SHPO tabitha.oconnell@parks.ny.gov

NYS DOT Region 8 Permit engineer or resident engineer william.first@dot.ny.gov

I am writing to raise concerns about the proposed Stuyvesant Falls Bridge project of Ray Jurkowski, County Engineer and CHA Engineers. I am cc-ing SHPO and DOT, as state intervention or oversight may greatly enhance the possibility of re-starting this process to include the voices of the residents of Stuyvesant Falls, who have just been blind-sided with an unpopular proposal.

Last night, August 8, 2024, we had the first public hearing about a proposal pertaining to the Stuyvesant Falls bridge. The bridge is often featured in any marketing campaign for Columbia County. The waterfall, mill, and bridge constitute a beautiful coherent whole. This historic district is an asset to the county, state, and people of the past, present, and future.

The single proposal presented by CHA Engineers was to remove a unique and historic bridge and replace this bridge with an ugly cookie-cutter non-entity. This change would increase traffic, increase traffic speeds, and would be more unsafe than the current traffic-calming single-lane bridge. Quality of life, economic vitality, public health, and historic preservation would all suffer under the current proposal and there is no apparent benefit to the community in any way.

This proposal appears to be a backroom deal to save money for one local company, Wil Roc Farms (owner Kelly Williams is on the town board but did not attend the public meeting). The first thing that the town board of Stuyvesant did, led by Kelly Williams in this personal matter, was to arrive at the conclusion presented - a bridge that would accommodate the current, temporary needs of Wil Roc farm, the last heavily indebted commodity dairy/methane capture industrial facility in the area who leases land on the other side of the bridge. Any "study" or "process" was manipulated to reach the pre-agreed conclusion. This is an insider-driven, conclusion-first-data-later project.

DOT and SHPO should not be parties to a rushed, disruptive, sneaky, undemocratic deal that will undermine the community and make this place uglier and more unsafe. This top-down, conclusion-first project must be stopped and a transparent open process for the maintenance and improvement of the current one-lane bridge should begin in a spirit of community representation and participation.

Here are some key takeaway points I noted at this meeting:

- 1) The engineering team only presented one option, the "replacement" option. Apparently, this same team will be presenting more than one option to DOT. To the public, however,

they did not offer any options to repair, maintain, or reinforce the current beloved, historic, traffic-calming, iconic, beautiful bridge.

- a) As more than one option is required by DOT policy, the fact that only one was presented to the public suggests bad faith at the outset of this project.
 - b) Consistent disregard of rules and procedures may lead to an Article 78 action. If there are to be multiple options in the report to DOT, there should be multiple options presented to the public.
- 2) While the weight limit is currently 12 tons, this rule is by agreement of all present routinely violated by Wil Roc vehicles. However, Ray Jurkowski, County Engineer supports the current top-down, backroom, conclusion first proposal. He is the same person who denied access to the bridge to the local fire department in order to create a crisis that can be used to manipulate the process.
- a) There are no neutral assessments of the possible needs.
 - b) Jurkowski should not both be involved in supporting one of the possible solutions and the single individual who can negate the use by the fire department. This is a conflict of interest.
 - c) Jurkowski is also the only contact listed for public comments. As there cannot be one person with so many ways to manipulate the outcome, cc-ing DOT and SHPO directly would appear to be a good check on this potential conflict of interest.
 - d) If vehicles above 12 tons routinely use the bridge, then the firetrucks should be okay to go across in an emergency. It seems that fire department vehicles are less massive than those carrying manure and there are hydrants on both sides of the bridge in terms of transporting water.
 - e) Jurkowski is committed to pushing the proposal. He is also the one creating the emergency vehicle issue and also potentially tasked with curating the public comments. Other engineers from outside the region should lead as locally connected individuals may have too many conflicts of interest. Bring in an engineer from Connecticut, or Saratoga County... or anywhere but Columbia and Greene counties. We need experts with objectivity -- not local cronies -- involved in this process. Jurkowski is a full-time crony and only a part-time engineer.
- 3) The width of the bridge is beyond the reasonable requirements for vehicles on a public road and is driven more by the needs of Wil Roc farm, as they bring wider vehicles across the bridge two or three times a year. They could go around the other way and still drive trucks across the bridge, but rather than a slight inconvenience, they would cause the engineering and construction of the new proposed ugly bridge to involve almost tripling the width of the current bridge.

- 4) CHA Engineers acknowledged that the bridge spans a waterway with solid bedrock underneath in the Kinderhook Creek. There is no boat traffic and no road under the bridge. Therefore, any permanent solution that involves additional supports into the creek would not necessarily disrupt traffic, should be feasible given the solid floor under the bridge, and would be likely cheaper, faster, and more popular than the current radical "tear it down" approach. If there were beams straight into aquatic cement tied with rebar into the bedrock under the bridge bed it would change the look of the bridge somewhat but might also immediately reduce the weight load in each section by a considerable amount. There might be ways to fix the weight limit issue without ever closing the bridge or changing the historic character. Other commentators at the public meeting offered examples from Saratoga County, Connecticut, and elsewhere and have shared photos of these excellent projects.
- 5) Members of the public spoke about the 1991 process to reinforce the bridge. Others mention the 2014 study that proposed five (5) different options. This information was not provided by the engineers presenting the proposal, again a sign of bad faith.
- 6) "Agriculture" is not at issue here. Farm trucks can cross a reinforced single lane bridge. Farm vehicles can access every road in the town. Many of these trucks are carrying feces to dispose in Stuyvesant Falls after the methane capture, presumably, but not necessarily, from cows at the farm in Kinderhook or from animal feces trucked into the site from other farms. The volume of feces pumping in the soil is not at issue here, nor whether such a business is entirely or primarily agricultural, but the volume of traffic on the bridge is dependent on this single methane capture feces disposal use. There are not "farms" that would prefer an industrial-style extra wide bridge. There is a single business - one farm - that right now, given the land they lease, would prefer to shorten their route for wider tractors a few times a year and legalize their current use of the bridge for loads over 12 tons. If we were to destroy the current historic bridge, we do not know that Wil Roc would even continue to lease land on the other side in the upcoming years. Farming changes. Leases expire. We cannot build our infrastructure for a current use only while ignoring the long term economic and physical health of the community.
- 7) In the some 20 years I have lived in Stuyvesant Falls, there has been no significant maintenance on the bridge. Many people have simply taken this as obvious so that the bridge can be one day condemned to help out the connected entity that would like a different option.
- 8) A few years ago the county took ten months (10) to repair a collapsed culvert at Route 25, causing traffic to re-route to Lindenwalk for almost a year. Given this track record of county projects, there is no doubt that this proposal to replace the bridge with a much wider bridge will disrupt traffic for years.
- 9) A traffic study was referenced in the meeting, yet no copy of the study was available at that time.

- a) The notion that DOT requires a two-lane bridge due to this secret traffic test does not pass the sniff test.
 - b) Are we to believe that DOT mechanically insists on two lanes in the face of universal, near 100% opposition of all local residents because of some arbitrary traffic limit number? And DOT would mechanically and reflexively and thoughtlessly enforce this provision even when there is but a single, secret traffic study conducted by the same team promoting the two-lane option?
- 10) Of the some 50 people present, the only people in the "public" in support of the radical replacement proposal do not live in Stuyvesant Falls. These three people in support were a) the president of Wil Roc farms who would benefit financially personally from this government gift to a single entity; b) an employee of the town highway department who does not live near the bridge and is paid by the same board that initiated this proposal and c) one other elderly resident who does not live anywhere near the bridge.
- a) The fact that this proposal is universally hated by the entire hamlet and enthusiastically supported only by insiders who were involved in the obvious backroom deal that sits at the core of this process.
 - b) There is no apparent good reason not to consider other options.

In conclusion, there is ample reason to think that this is a manipulated, self-interested proposal that is universally opposed by all residents with no benefit to the community in any area of life: economic, aesthetic, safety, health, or quality of life.

This proposal should be voided, dismissed, or rejected, and a new process that includes members of the local community from day one should be initiated. Expertise and research should be directed from beyond the Columbia-Greene crony network of insiders. Objectivity and community outreach can solve the issues that exist with the bridge.

We cannot be served up a single solution when there are many options to increase the weight load of the current one-lane bridge and otherwise maintain this historic district as it is.

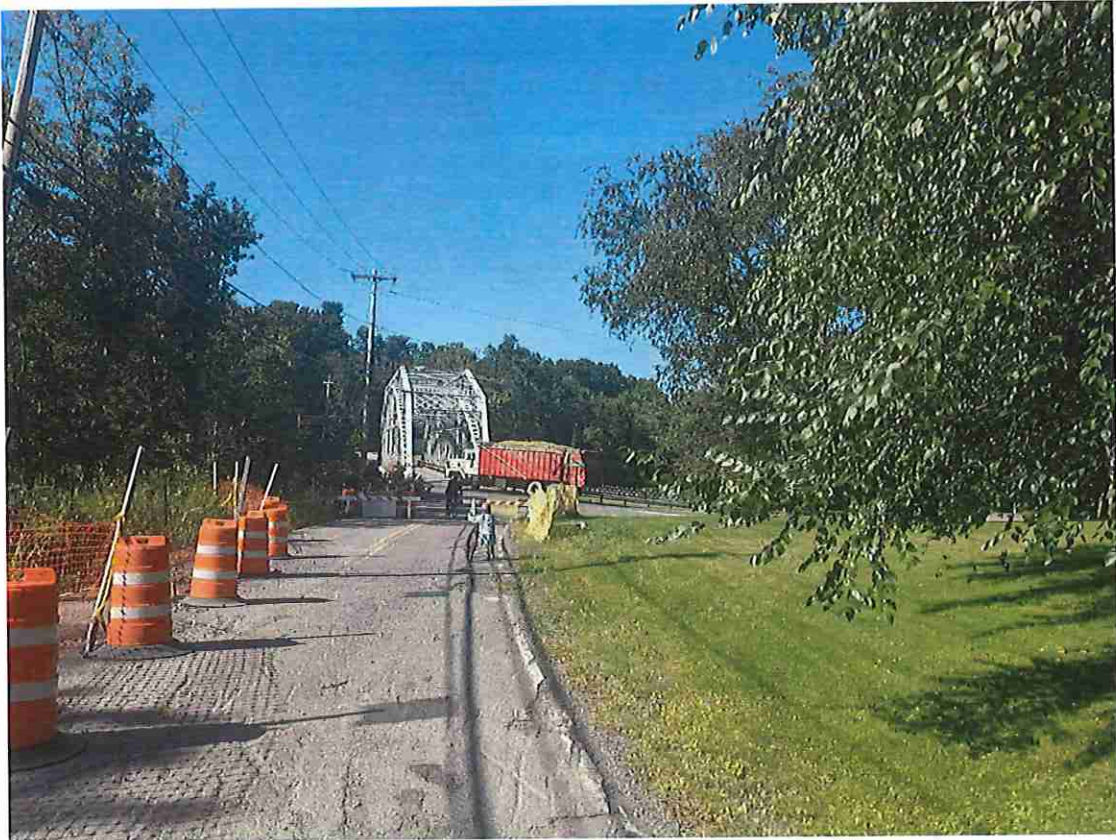
Thank you.

Will Pflaum

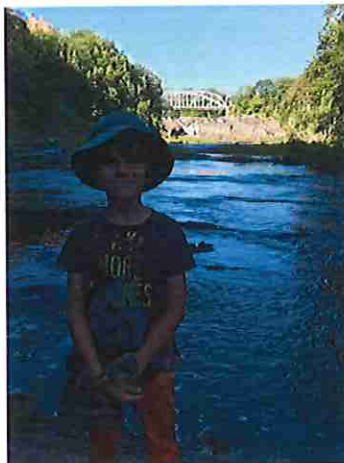
3 Rybka Road

Stuyvesant Falls, NY 12174

glencadia@gmail.com

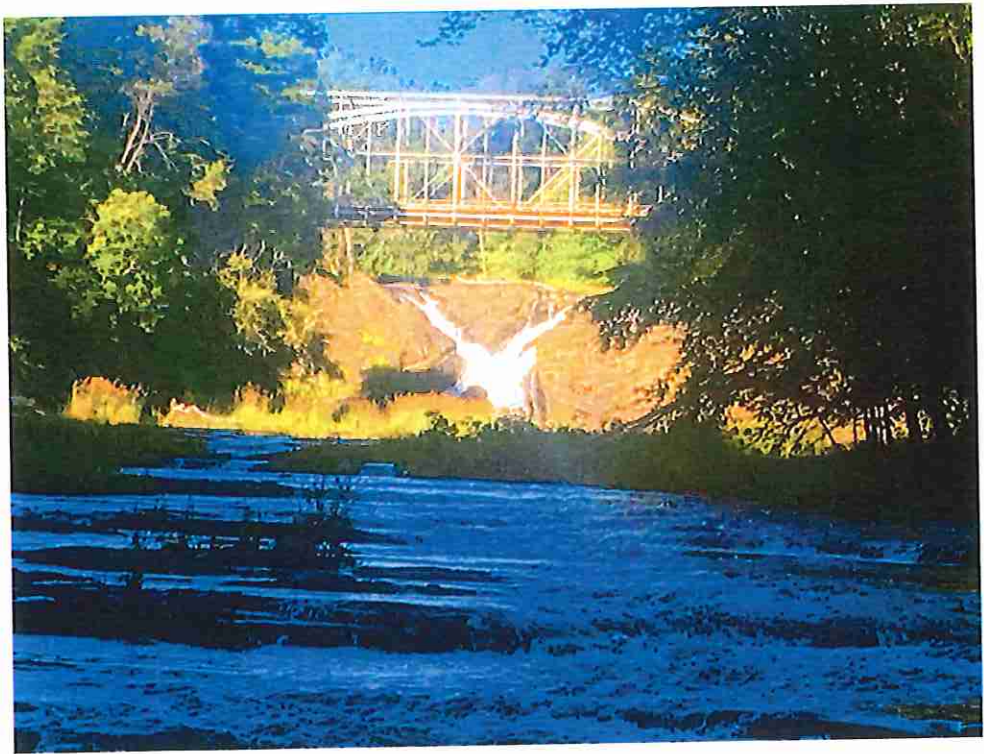


This is a photo of the construction on the culvert that lasted for months (road closed). Also note the farm truck proceeding over the bridge loaded down beyond the weight limit. August 15, 2018



My son Leo, under the bridge, 2018, and our neighbors the Bielke family taking a hike below the bridge in 2017.







COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Public Comment - Replacement of the Stuyvesant Falls Bridge (PIN 8761.44)

1 message

Harrison Jr, David <david.harrison@columbiacountyny.com>
To: Raymond Jurkowski <raymond.jurkowski@columbiacountyny.com>

Fri, Aug 9, 2024 at 1:29 PM

Mr. Raymond Jurkowski, PE,
Commissioner of Public Works, Columbia County
PO Box 324, 178 [NYS Route 23B](#)
[Hudson, NY 12534](#)

Re: Replacement of the Stuyvesant Falls Bridge (PIN 8761.44)

Commissioner Jurkowski,

Representing the Columbia County Office of Emergency Management, I attended the Public Information Meeting concerning replacement of the Stuyvesant Falls Bridge held last evening (August 8, 2024) at the Stuyvesant Town Hall from 6pm - 7:30pm. I felt the presentation by you and the consulting design engineers was well informed and provided important information about the history, past and more current maintenance and restoration efforts and a proposed plan to replace the bridge going forward.

I do not reside in the Town of Stuyvesant but have been a lifelong county resident and have used the bridge many times over the years both as a private person and in my capacity as an emergency first responder (30 yrs Sheriff's Office) so I am familiar with the one lane bridge and surrounding historical "mill area." Since I am not a Stuyvesant resident, my comments relate to the public safety aspect of this project.

Even with considerable effort to maintain the one lane steel bridge, due to its current condition it has a weight limit that prohibits use by larger fire trucks such as class A engines or water tankers for emergency response. Since mutual aid is a fact of life for the volunteer fire service in our county, structure and other large fires and vehicle accidents that require a response from both of the closest fire companies, (Stuyvesant and Stuyvesant Falls), must travel a significant distance (one estimate is eight miles) either north or south of the bridge in order to cross the Kinderhook Creek to access a fire or accident scene in the areas on the other side. This greatly increases the response times of the most important fire attack trucks and equipment needed for early arrival at a scene to search for victims and/or for early intervention fire operations. The one lane bridge (because of its design and that it's one lane) has always been a challenge for any emergency vehicles (police, fire, EMS) required to cross it when responding to an emergency incident in "emergency mode."

I understand the historical importance of the bridge and surrounding area and listening to your presentation, it's apparent that the history of the bridge is being considered and included as much as possible in the new bridge design. With the current one lane bridge structure and design being so old and the considerable change over time in response protocol and the type of emergency vehicles required to use it, in many cases this (and really any) one lane bridge can be considered hazardous when it comes to emergency services response.

After reviewing the printed information provided and listening to the presentation and comments made by attending members of the public, I feel that replacing the bridge with a modern two lane bridge that includes pedestrian and bicycle lanes as proposed is the best option that provides for both traffic safety and the safety of those using the bridge when walking and riding bicycles. It's also important to note that this option provides the highest degree of safety for all involved when an emergency vehicle is required to use the bridge when responding to an emergency incident in "emergency mode."

Thank you for allowing me to attend the meeting and provide input.

David Harrison, Jr
Director of Emergency Management
[Columbia County, NY](#)
[50 Grandinetti Dr](#)
[Ghent, NY 12075](#)



Fwd: Kinderhook Creek Bridge Replacement - Public Information Meeting Comments

1 message

Steven Taylor <taylor5585@gmail.com>

Sat, Aug 10, 2024 at 9:13 PM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

----- Forwarded message -----

From: Steven Taylor <taylor5585@gmail.com>

Date: Sat, Aug 10, 2024 at 5:09 PM

Subject: Kinderhook Creek Bridge Replacement - Public Information Meeting Comments

To: <raymond.jurkowski@columbiacountyny.com>

Cc: Ron Knott <supervisor@stuyvesantny.us>, Ron Knott <rknot@nycap.rr.com>

Mr. Raymond Jurkowski,

Thank you for inviting public comments following Thursday's information meeting at Stuyvesant Town Hall. Here are mine.

One-Lane Versus Two-Lane

The existing Stuyvesant Falls Bridge is a one-lane bridge with a width of roughly 12 wide according to members of the Stuyvesant Fire Company I spoke to. It is wide enough for fire trucks and farm equipment, but lacks the structural integrity to handle these heavy vehicles. Fair enough.

The preliminary design of the new bridge (shared in the meeting) has a width of 32 feet (2 lanes x 11 feet plus 2 bike lanes x 5 feet). The width thereby increases from 12 to 32 feet, or 2.7 times.

It was stated at the meeting that NYSDOT or a similar governing entity will not approve replacing a one-lane bridge with a new one-lane bridge due to traffic volume exceeding a certain minimum. Will you share that study with the public?

While the **current** traffic volume does not appear to be very great, a two-lane, 32-wide bridge will absolutely increase **future** traffic volume. Is it the desire of Columbia County and NYSDOT to increase traffic volume in Stuyvesant Falls? It certainly appears so. Why is that?

Process - Comparing Stuyvesant Falls Bridge Replace/Repair to Ferry Road Crossing

Members of NYSDOT and others invited Stuyvesant residents to a town hall meeting in which five **potential** solutions to the existing Ferry Road at-grade railroad crossing were outlined for public input. We **voled** on possible solutions from a (i) Ice House Road to Ferry Road connection to (ii) bridge over the tracks to (iii) traffic light at the corner of Ferry Road and State Route 9J to ensure a vehicle was not stranded on the tracks waiting for State Route 9J to be free of traffic. Solution #3 was adopted and works to this day.

The point - you can trust residents of the hamlets of Stuyvesant Falls and Stuyvesant to work alongside Columbia County officials and NYSDOT to find solutions to the Stuyvesant Falls Bridge problem. Asking us to accept **your** bridge solution after decisions have already been made is a waste of everyone's time and a source of ill will for years to come.

I have no issues with replacing a failing bridge. How it is replaced and with what it is replaced are my issues.

Steven Taylor

19 Church Street

Stuyvesant, NY 12173



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Hannah Shepard <hannah.jane.shepard@gmail.com>

Mon, Aug 12, 2024 at 11:20 PM

To: raymond.jurkowski@columbiacountyny.com, Ron Knott <Supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Dear Mr. Jurkowski,

The proposed August 8th plan for a 2-lane replacement of the Stuyvesant Falls Bridge is poorly conceived, unsafe, and does not suit the site context or desires of our community. We deserve a safe bridge plan that calms traffic, provides much-needed emergency vehicle access, and respects the character of our area. The August 8 plan falls far short of these goals and would result in the demolition of a beloved piece of local history without meaningful consideration of community input or design alternatives.

Here are some of my questions and concerns:

- The Project Fact Sheet from the August 8th meeting was titled "Bridge Replacement/Rehabilitation Project" and yet there was effectively no talk of rehabilitation. The only explanation we seemingly received for this, was that rehabilitating the bridge would be more expensive than replacing it. If that is the case, will detailed project cost breakdowns be made publicly available for A) Rehabilitation and B) Constructing an entirely new bridge? There is a lot that needs to be taken into account here, including the length of time the roads will be closed and what that cost will be, the cost of demolishing the current bridge and hauling that material away, labor and materials for a new bridge, etc.
- If the need to replace this bridge is based on traffic volume, I would like to know if the traffic study can be considered accurate, given that trucks that are not meant to cross that bridge were being counted. The bridge has a weight limit which is routinely and illegally ignored, and yet that traffic was counted toward proof that the bridge needs to be replaced with a two lane bridge. An analogy here might be: if everyone drives 70 miles an hour in a 45 mph zone, the authorities don't just capitulate to the drivers and raise the speed limit. The limit that is determined safe for that road is enforced by the law.
- Is there an accountability process in terms of how our comments are received and incorporated into the plans? We have been instructed to submit our feedback, but I don't get a sense of how the community's concerns are being taken into consideration.
- The plans that were presented on the 8th were rudimentary at best. Will we see detailed engineering plans for a project of this scale? Will they include how the traffic patterns will change on Woods Lane on one side and Lindenwald on the other? Will there be lights at the bottom of those hills? Yield signs? What will happen to Overlook Park? Will property belonging to residents of those streets be taken by eminent domain? There are still many questions that need to be answered.

Residents of the town understand, respect, and appreciate the need for the fire trucks to cross that bridge. They are essential vehicles and first responders. This problem could be resolved by reinforcing the bridge so that there is no weight limit, and by installing traffic lights, if there is a concern that there are accidents on the bridge because of having to navigate a single lane. There are many examples of this in our area, from the [Hadley Bow Bridge](#) to the traffic lights on 9W running down to Saugerties - there are two one-lane underpasses on that road and there is a light on either side to prevent accidents. They work very well.

As other community members have pointed out, there are critical problems with both the design scheme and work plans presented on August 8th that can only be addressed by a pause in CHA's consultant work and re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to take community voices into account. We are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. We deserve adequate agency in decision-making about the future of our bridge.

- The physical design of the proposed August 8th bridge and road alignments falls short of meeting the contextual and traffic safety needs of our community.
 - The proposed increase from one lane to two was not reviewed with the community in advance of the CHA design. There is a strong community desire to keep the bridge as a single lane. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

- Residents want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The August 8th replacement plan was presented without alternative options, and community members know that access for all vehicles can be provided without a widened bridge.
- We call upon the Columbia County DPW and NYSDOT to obtain an exemption to the single lane bridge rehabilitation/replacement threshold for vehicle count.
- The proposed alignment straightens the road significantly and will increase vehicle speeds on 25A in both directions.
- No concrete data on vehicle trips per day was presented in the meeting, and no study was made by CHA regarding roadway safety or impacts to vehicle speed. This information must be carefully studied, presented to the community, and publicly incorporated into any proposed design.
- Community members are already concerned about existing vehicle speeds. The increased width and straightened alignment of the proposed design is certain to increase car travel velocity. Traffic calming elements must be part of any proposed plan.
- The bridge design process has not met the unique needs of our community.
 - The current process should be paused and replaced with an approach that gives the community adequate agency in decision-making about the future of the bridge.
 - **No public pre-design meetings or workshops were held prior to 8/8/24, despite the considerable community interest in the bridge project.**
 - **Only one design scheme was shared at the meeting with no presentation of alternatives.**
 - **The two further public meetings described by CHA are insufficient to adequately address the public's comments and interest in the future of our bridge.** 43 people signed in to the 8/8/24 public meeting, with even more in attendance. An additional 42 residents have since started organizing themselves as the "Save Our Bridge" working group of Historic Stuyvesant to advocate for a better, safer bridge plan.
 - The residents of Stuyvesant are broadly calling for and deserve a community-based bridge design process that gives serious consideration to alternatives including: A) bridge repair and rehabilitation, and B) alternatives that include single-lane bridge replacement that matches the aesthetic qualities and historic character of the existing bridge.
- The proposed August 8th design insufficiently addresses the bridge's location within the Historic District.
 - Demolition of the existing bridge and abutments would cause irreparable damage to the historic and cultural fabric of our town and is a decision that runs counter to the priorities in our Town's Comprehensive Plan (1999).
 - We call upon the State Historic Preservation Office (SHPO) and NYSDOT to put a stop to the current design process and institute one that ensures that the historical integrity of the Mill District is preserved.
 - The Stuyvesant Falls Bridge is a historic asset that can and should be preserved, rehabilitated, and modernized to safely support all modes of traffic.
 - The 125-year-old bridge is an iconic cultural and aesthetic feature in our community and one of the few publicly-owned assets that falls within the Stuyvesant Falls Historic Mill District, which was placed on the National Register of Historic Places in 1976.
 - The current proposal of bridge replacement would erase a community asset and erode the historic character of the area. This change, combined with increased traffic speeds, is certain to have a negative impact on nearby private property values.

- The existing stone bridge abutments would be irreversibly degraded and replaced with large concrete walls that do not suit the natural beauty or aesthetic character of the site.
- The proposed August 8th design with stone veneer walls makes no effort to replicate physical characteristics of the existing bridge.
- The proposed 8/8 design will have a negative public space and environmental impacts.
 - The project's proposed construction limit diagram encroaches on the public green space at the Empire State Trail Stuyvesant Falls Trailhead. Town residents and local Boy Scouts worked tirelessly in years past to provide this frequently used park overlooking the falls. The August 8th plan provided no clear guidelines for its protection or enhancement. Any plan for the Stuyvesant Falls Bridge must give careful consideration to this valuable public space resource.
 - The larger physical footprint of the August 8th bridge encroaches significantly more on the banks of Kinderhook Creek than the current abutments. We call upon the NY Department of Environmental Conservation (DEC) to carefully review the condition of the existing abutments for potential reuse as well as the adverse impacts to the creek banks and habitat.
 - The embodied carbon footprint of new bridge construction often far exceeds that of reuse and rehabilitation. By not giving proper consideration to reusing the existing bridge and abutments, the project is out-of-step with New York State's broader Climate Action initiatives.

Thank you for seriously considering my feedback.

With respect,

Hannah Shepard
PO Box 5
Stuyvesant Falls, NY 12174



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Jessica Lassiter <jessicalassiterpt@gmail.com>

Tue, Aug 13, 2024 at 5:03 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: *Jessica Lassiter*

ADDRESS: *827 County Route 25*

CITY: *Stuyvesant*

STATE: *NY*

ZIP: *12174*

COMMENTS: I am dismayed to hear about the proposed plan to replace the current bridge structure. I strongly urge the planning committee to consider alternative options that would keep the current single lane structure and avoid increased traffic speeds through this area. On a personal note, the area of the falls directly below the current bridge structure on the hamlet side is one of my favorite places... a quiet, beautiful and picturesque spot to dip into to water. The proposed plan would obliterate this.

On a more global scale, the hamlet is special because of its quiet nature and the current speeding issues along route 25 make me very concerned about the potential increase in velocity of the design were to be bi-directional and at a different angle. As the mother of a young child, I firmly believe we need to make the street and routes safer for pedestrians and not cargo trucks!!

I understand the need to make the structure safe for emergency vehicles and farm equipment loads, but there must be some other options to consider? I'm shocked that there were no alternative plans presented at the meeting!

This is a shared resource amongst the community and the community needs to be considered and heard when making any decisions. Please halt the current project and allow time for alternative options to be brought to the table.

Thank you.

Respectfully,

Dr. Jessica Lassiter

Wil-Roc Farm
2167 Rte 9
Kinderhook, NY 12106
August 13, 2024

Columbia County DPW
P.O. Box 324
Hudson NY 12534

Subject: CR25A over Kinderhook Creek Bridge Replacement/Rehabilitation.

Name: Cody Williams

Address: 2167 Rte 9 Kinderhook NY 12106.

Organization: Wil-Roc Farms

I appreciated the DPW taking the time to speak to the public on Thursday August 8th. The Stuyvesant Falls bridge has deep roots within the community as seen by the showing of residents at the forum. We must try to conserve some of the character and history of the bridge but be sure to provide a bridge for the community and economic conditions of the future. Albeit difficult for the community to accept it is essential that the county moves forward with a modern bridge design. The current bridge is both a maintenance nightmare and an impediment to the local economies of the town. It is an essential passage for farm vehicles and emergency vehicles, in addition to local contractors, manufactures, and vendors. The current bridge is not savable, and I applaud the plan that was presented at the meeting to move forward with a complete replacement.

For our business, the bridge weight limit has severe economic consequences. While a few of our machines can cross, many must go via Kinderhook to reach farmland acres that are just over the bridge. Some machines are unable to cross due to weight, and a few because of width. A trip that is just 2-2.5 miles via the bridge now becomes 8. This leads to increased traffic for the Village of Kinderhook, along with increased cost for fuel, labor, and wear on our equipment. We worked out an estimate of what these costs combine to total and came out with over \$40,000 per year. As taxpayers of the community, I believe we have the right to equitable use of the infrastructure. This bridge represents a restriction on our ability to operate as a local business. I believe that this holds true for many other local businesses as well.

We appreciate the effort and look forward to a new bridge. Thanks

Sincerely,

Cody Williams

Wil-Roc Farms



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Rebecca Walker <hello@rebeccaalicewalker.com>
To: raymond.jurkowski@columbiacountyny.com

Wed, Aug 14, 2024 at 4:14 PM

NAME: *Rebecca Walker*

ADDRESS: *3506 New Street*

CITY: *Valatie*

STATE: *NY*

ZIP: *12184*

COMMENTS:

The proposed August 8th plan for a 2-lane replacement of the Stuyvesant Falls Bridge is poorly conceived, unsafe, and does not suit the site context or desires of our community. We deserve a safe bridge plan that calms traffic, provides much-needed emergency vehicle access, and respects the character of our area. The August 8 plan falls far short of these goals and would result in the demolition of a beloved piece of local history without meaningful consideration of community input or design alternatives.

There are critical problems with both the design scheme and work plan presented on August 8th that can only be addressed by a pause in CHA's consultant work and re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to take community voices into account. We are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. We deserve adequate agency in decision-making about the future of our bridge.

The physical design of the proposed August 8th bridge and road alignments falls short of meeting the contextual and traffic safety needs of our community.

The proposed increase from one lane to two was not reviewed with the community in advance of the CHA design. There is a strong community desire to keep the bridge as a single lane. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

Residents want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The August 8th replacement plan was presented without alternative options, and community members know that access for all vehicles can be provided without a widened bridge.

We call upon the Columbia County DPW and NYSDOT to obtain an exemption to the single lane bridge rehabilitation/replacement threshold for vehicle count.

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Community members are already concerned about existing vehicle speeds. The increased width and straightened alignment of the proposed design is certain to increase car travel velocity. Traffic calming elements must be part of any proposed plan.

The bridge design process has not met the unique needs of our community.

The current process should be paused and replaced with an approach that gives the community adequate agency in decision-making about the future of the bridge.

No public pre-design meetings or workshops were held prior to 8/8/24, despite the considerable community interest in the bridge project.

Only one design scheme was shared at the meeting with no presentation of alternatives.

The two further public meetings described by CHA are insufficient to adequately address the public's comments and interest in the future of our bridge. 43 people signed in to the 8/8/24 public meeting, with even more in attendance. An additional 42 residents have since started organizing themselves as the "Save Our Bridge" working group of Historic Stuyvesant to advocate for a better, safer bridge plan.

The residents of Stuyvesant are broadly calling for and deserve a community-based bridge design process that gives serious consideration to alternatives including: A) bridge repair and rehabilitation, and B) alternatives that include single-lane bridge replacement that matches the aesthetic qualities and historic character of the existing bridge.

The proposed August 8th design insufficiently addresses the bridge's location within the Historic District.

Demolition of the existing bridge and abutments would cause irreparable damage to the historic and cultural fabric of our town and is a decision that runs counter to the priorities in our Town's Comprehensive Plan (1999).

We call upon the State Historic Preservation Office (SHPO) and NYSDOT to put a stop to the current design process and institute one that ensures that the historical integrity of the Mill District is preserved.

The Stuyvesant Falls Bridge is a historic asset that can and should be preserved, rehabilitated, and modernized to safely support all modes of traffic.

The 125-year-old bridge is an iconic cultural and aesthetic feature in our community and one of the few publicly-owned assets that falls within the Stuyvesant Falls Historic Mill District, which was placed on the National Register of Historic Places in 1976.

The current proposal of bridge replacement would erase a community asset and erode the historic character of the area. This change, combined with increased traffic speeds, is certain to have a negative impact on nearby private property values.

The existing stone bridge abutments would be irreversibly degraded and replaced with large concrete walls that do not suit the natural beauty or aesthetic character of the site.

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The project's proposed construction limit diagram encroaches on the public green space at the Empire State Trail Stuyvesant Falls Trailhead. Town residents and local Boy Scouts worked tirelessly in years past to provide this frequently used park overlooking the falls. The August 8th plan provided no clear guidelines for its protection or enhancement. Any plan for the Stuyvesant Falls Bridge must give careful consideration to this valuable public space resource.

The larger physical footprint of the August 8th bridge encroaches significantly more on the banks of Kinderhook Creek than the current abutments. We call upon the NY Department of Environmental Conservation (DEC) to carefully review the condition of the existing abutments for potential reuse as well as the adverse impacts to the creek banks and habitat.

The embodied carbon footprint of new bridge construction often far exceeds that of reuse and rehabilitation. By not giving proper consideration to reusing the existing bridge and abutments, the project is out-of-step with New York State's broader Climate Action initiatives.

Rebecca



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Thu, Aug 15, 2024 at 10:25 AM

Jeffrey Kiplinger <jeffreypkiplinger@gmail.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Comment on the above project:

I agree with and support Historic Stuyvesant's request to have the county re-examine the proposed replacement of the CR25A bridge.

I am an avid cyclist and have resided in Columbia County for ten years. I ride over the 25A bridge multiple times every year. The bridge complements the historic and beautiful center of Stuyvesant falls, and a one lane bridge more than adequately supports the traffic through that part of the village.

I urge the Board of Supervisors and County Public Works to re-examine alternatives that would maintain the appearance and aesthetic of the present Kinderhook Creek crossing. A straightened, two-lane bridge is not needed based on current traffic or on any prediction of future traffic increase, and it would almost certainly increase traffic and speeding through the village. This proposal would negatively impact quality of life for the village and county residents.

While repair or replacement of the bridge may be necessary due to age and the inability to carry emergency vehicles, I urge you to - at minimum - offer an alternate proposal that maintains the quality of life and meets safety needs of residents.

Thank you.

--

Jeff Kiplinger

2441 CR 27

Hudson NY 12534

mobile: 781-366-1995



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR25A over Kinderhook Creek Bridge Replacement/Rehabilitation project

1 message

Fri, Aug 16, 2024 at 8:49 AM

M C Leber <mcleber@earthlink.net>

To: Raymond Jurkowski <raymond.jurkowski@columbiacountyny.com>

Cc: Scott Bendett <bendetts@nysassembly.gov>, Save Our Bridge <historicstuyvesantny@gmail.com>, Ron Knott <Supervisor@stuyvesantny.us>

Commenter: M. Carol Leber
Commenter address: 839 CR 25 Stuyvesant, NY 12173

I have lived in Stuyvesant Falls for the last eighteen years and am a member of the Town of Stuyvesant Climate Smart Community Task Force.

My comments are as follows:

The proposed project for the replacement or rehabilitation of the historic one lane metal bridge in the Stuyvesant Falls Mill Historic District, NY should be paused immediately to allow for proper dialogue with the Stuyvesant community regarding a proposed solution.

The meeting of August 6 2024 was the first public meeting held on this project in more than 10 years. The last public meeting was in June 2014 to discuss the May 2014 Ryan-Biggs report which included a number of alternative proposals. A Bridge Committee at the Town level was formed but has not been convened since 2016. The community has been following up on the status of the replacement project frequently. Concern has been expressed about the impact on the safety and security of residents when the weight limit has had to be reduced and consequently fire trucks have not been allowed to cross the bridge. We were repeatedly assured by our town officials that public input would be sought before any final proposal was put forward.

When a public informational meeting was finally scheduled for August 6 2024 it fell far short of expectations for public dialogue and input. It was scheduled for only one hour prior to a Town Board meeting which limited the time for questions. There was no information provided for review prior to the meeting. The powerpoint presentation proposed only one solution with no background or details as to how that solution was decided upon. Only a two week written comment period on the presentation with its limited amount of information was allowed.

As previously stated, there was minimal to no public input to the project over the 10 year period prior to the August 6 2024 meeting. Therefore, in my opinion the August 6 meeting should more properly be considered as part of the public outreach during the project development process as indicated on the Federal-Aid/NYS DOT flow chart rather than the required public informational meeting at the end of Design Phase I. In my opinion it should not count as the first of three public informational meetings required by NYSDOT on the project.

A proper Public Informational Meeting with full information regarding the project should be held as soon as possible so that the Stuyvesant community can provide informed comments. A thirty day comment period should be the minimum. It would be expected shown the level of community interest that there would be an actual dialogue with the community regarding this historically significant bridge before a final proposal is arrived at.

The documentation to be provided prior to the Public Informational Meeting should include, but not be limited to the following:

-Full engineering report, and all related documents

- The alternatives considered
- Latest safety report
- The terms of the State monies and any deadlines
- The terms of the Federal monies and any deadlines (State and Federal monies were mentioned as financing this project on a reimbursable basis)
- Latest traffic studies

Respectfully submitted,
M. Carol Leber



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Catherine Barufaldi <cbarufaldi@gmail.com>

Fri, Aug 16, 2024 at 4:55 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

RE: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting

Dear Commissioner Jurkowski,

I wish to begin by acknowledging the difficult and painstaking work of being a public servant. Your devotion to our county is noticed and appreciated, and I offer these comments in the spirit of cooperative and constructive feedback.

Projects of this size and scope—particularly when they will make a significant and lasting impact on the community—should be developed from the beginning with an enormous focus on resident input and education. Based on the presentation on August 8, it seems that this project had been under development for nearly a year before the community was brought into the loop. Moreover, in reviewing the Project Objectives on slide 7, there is no emphasis on community impact or input at all.

For a project like this, it's surely a huge challenge to juggle the competing wishes of government agencies, funding deadlines, subcontractor timelines, and the demands of mother nature. I'm sure the idea of adding the wishes of the community into the mix seems like just another complicating factor. However, the types of people who become involved do so because they love it here and they want the best for our towns and villages. Columbia County's proud, enthusiastic, and active citizens will help to make sure great ideas are raised and that the most important aspects of a project are prioritized. I humbly suggest you include us early and often.

With best regards,

Catherine Barufaldi, Town of Ghent

[29 Slate Hill Road](#)

[Chatham, NY 12037](#)



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

Christian Sweningsen <csweningsen@berk.com>

Sat, Aug 17, 2024 at 2:50 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

From: Christian Sweningsen
18 Riverview St, Stuyvesant, NY 12173

There are four fundamental criteria at the foundation of any design for rehabilitating the Stuyvesant Falls Bridge:

1) The bridge be SAFE for fire equipment, agricultural equipment, and school buses. The fire companies, farms and buses have had no fundamental issues with the single lane design of the existing bridge, only with the load capacity.

2) The historic character of the bridge be maintained.
(It is false to claim that the bridge lost its historic character with the more modern addition of the reinforcing truss. This design was done with careful respect for the existing bridge and its aesthetics. It is a common element of historic structures to **incorporate** additions and developments; in fact this one makes the bridge *more* historic, as an example of this method of rehabilitation, as well as having increased the bridge's aesthetic appeal – *it looks great!*).

3) The traffic pathways not be changed so as to encourage fast traffic in a site that draws many children, tourists and other site-seers. This factor includes maintaining the single lane design.
(The proposed alignment straightens the road significantly and will increase vehicle speeds on 25A in both directions. No concrete data on vehicle trips per day was presented in the meeting, and no study was made by CHA regarding roadway safety or impacts to vehicle speed. This information must be carefully studied, presented to the community, and publicly incorporated into any proposed design.)

4) The bridge abutments not be significantly enlarged so as to affect the overall aesthetic of this iconic location; and the adjoining green spaces and Rail Trail parking spaces be maintained.
(In the August 8 proposed design the existing stone bridge abutments would be irreversibly degraded and replaced with large concrete walls that do not suit the natural beauty or aesthetic character of the site.)

A "Bridge Committee" was formed by the Town of Stuyvesant, ostensibly as a channel for public participation, but outrageously no meeting was ever called. Time and public money were spent with no public input. It is imperative that the design process be paused, the public comment period be extended, and citizens participate in the design process and decisions.

We call upon the Columbia County DPW and NYSDOT to obtain an exemption to the single lane bridge rehabilitation/replacement threshold for vehicle count. DOT in fact has a process for issuing a waiver for keeping this a single lane bridge.

The 125-year-old bridge is an iconic cultural and aesthetic feature in our community and one of the few publicly-owned assets that falls within the Stuyvesant Falls Historic Mill District, which was placed on the National Register of Historic Places in 1976.

Sincerely, Christian Sweningsen

We call upon the State Historic Preservation Office (SHPO) and NYSDOT to put a stop to the current design process and institute one that ensures that the historical integrity of the Mill District is preserved. Demolition of the existing bridge and abutments would cause irreparable damage to the historic and cultural fabric of our town and is a decision that runs counter to the priorities in our Town's Comprehensive Plan (1999). The proposed August 8th design insufficiently addresses the bridge's location within the Historic District.

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

Paige Ruane <paigeruane@gmail.com>

Sat, Aug 17, 2024 at 4:29 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Dear Mr. Jurkowski,

Below is my public comment regarding the proposed bridge in Stuyvesant, NY. My name is Paige Ruane and I live at [4755 Crow Hill Road, Ghent, NY 12075](#)

Thank you for taking my comment into account.

Sincerely,
Paige Ruane

The proposed August 8th plan for a 2-lane replacement of the Stuyvesant Falls Bridge is poorly conceived, unsafe, and does not suit the site context or desires of our community. We deserve a safe bridge plan that calms traffic, provides much-needed emergency vehicle access, and respects the character of our area. The August 8 plan falls far short of these goals and would result in the demolition of a beloved piece of local history without meaningful consideration of community input or design alternatives.

There are critical problems with both the design scheme and work plan presented on August 8th that can only be addressed by a pause in CHA's consultant work and re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to take community voices into account. We are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. We deserve adequate agency in decision-making about the future of our bridge.

The physical design of the proposed August 8th bridge and road alignments falls short of meeting the contextual and traffic safety needs of our community.

The proposed increase from one lane to two was not reviewed with the community in advance of the CHA design. There is a strong community desire to keep the bridge as a single lane. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

Residents want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The August 8th replacement plan was presented without alternative options, and community members know that access for all vehicles can be provided without a widened bridge.

We call upon the Columbia County DPW and NYSDOT to obtain an exemption to the single lane bridge rehabilitation/replacement threshold for vehicle count.

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Community members are already concerned about existing vehicle speeds. The increased width and straightened alignment of the proposed design is certain to increase car travel velocity. Traffic calming elements must be part of any proposed plan.

The bridge design process has not met the unique needs of our community.

The current process should be paused and replaced with an approach that gives the community adequate agency in decision-making about the future of the bridge.

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The residents of Stuyvesant are broadly calling for and deserve a community-based bridge design process that gives serious consideration to alternatives including: A) bridge repair and rehabilitation, and B) alternatives that include single-lane bridge replacement that matches the aesthetic qualities and historic character of the existing bridge.

The proposed August 8th design insufficiently addresses the bridge's location within the Historic District.

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The larger physical footprint of the August 8th bridge encroaches significantly more on the banks of Kinderhook Creek than the current abutments. We call upon the NY Department of Environmental Conservation (DEC) to carefully review the condition of the existing abutments for potential reuse as well as the adverse impacts to the creek banks and habitat.

The embodied carbon footprint of new bridge construction often far exceeds that of reuse and rehabilitation. By not giving proper consideration to reusing the existing bridge and abutments, the project is out-of-step with New York State's broader Climate Action initiatives.

--

Paige Ruane
Partners for Climate Action
917 548 5135

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Jill Berman <berman.jill@gmail.com>

Sat, Aug 17, 2024 at 8:45 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Name: Jill Berman, Ed. D.

Address: [301 Konig Road, Ghent, NY 12075](#)

Mr. Jurkowski I am a person who moved to Columbia County because of its rural beauty. In the 20 years that I've lived here I have been impressed by the way both residents and elected officials have protected these natural assets.

When I learned that a proposal had been put forth which would radically alter the historical Stuyvesant Falls Bridge and that this plan had been developed without community input I was disturbed.

The goals of the Stuyvesant community seem reasonable: to have a safe bridge that calms traffic and provides access for critical emergency vehicles. The response of the community reflects the feelings that the August 8th plan does not accomplish these goals.

I think it would be wise to take a step back, listen to the community and allow their input to help shape the design of the new structure that's to be built.

Sincerely,

Jill Berman

Co-founder, Columbia County Reduces Waste--BYO

The proposed August 8th plan for a 2-lane replacement of the Stuyvesant Falls Bridge is poorly conceived, unsafe, and does not suit the site context or desires of our community. We deserve a safe bridge plan that calms traffic, provides much-needed emergency vehicle access, and respects the character of our area. The August 8 plan falls far short of these goals and would result in the demolition of a beloved piece of local history without meaningful consideration of community input or design alternatives.

There are critical problems with both the design scheme and work plan presented on August 8th that can only be addressed by a pause in CHA's consultant work and re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to take community voices into account. We are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. We deserve adequate agency in decision-making about the future of our bridge.

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"Never doubt that a small group of thoughtful, committed, citizens can change the world. Indeed, it is the only thing that ever has." Margaret Mead

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Kathryn Schneider <fallline@nycap.rr.com>

Sun, Aug 18, 2024 at 11:47 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Subject: CR 25 A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting
CommentName: Kathryn J. Schneider
Address: 16 Frisbee Lane
City: Stuyvesant
State: NY
Zip: 12173

Comments:

Dear Mr. Jurkowski,

I am writing to provide comments in response to the public information session that was held on August 8, 2024, regarding the replacement/rehabilitation of the bridge on Route 25A over Kinderhook Creek. To provide a context for these remarks I want you to know that I have lived at the junction of Frisbee Lane and CR 25A on the approach to this bridge since 1987, and I currently serve on Stuyvesant's Planning Board and Climate Smart Community Task Force.

The residents of Stuyvesant, and the hamlet of Stuyvesant Falls specifically, are justifiably proud of their historic, cultural, and scenic resources as evidenced by the establishment of the historic mill district in 1976, which includes this bridge. There is no question that the bridge is in bad condition. We all acknowledge that our hamlet needs a structure that can accommodate the weight of emergency vehicles, heavily loaded farm equipment, and limited commercial traffic, as well as bicyclists and pedestrians. However, historic bridges can be rehabilitated, and this possibility was not even discussed at the meeting. The presentation showed slide after slide of rust and deterioration, and replacement was the only option presented. Before we destroy and replace a 125-year-old structure, I would like to have a firm that does this kind of work tell us that restoration is not possible or that it would be prohibitively expensive. Without information on this alternative, I am reluctant to see this historical structure with its beautiful stone abutments, replaced with a modern, concrete bridge. The old bridge is important to the culture of our community and the county needs to explore restoration as another possibility.

The hamlet of Stuyvesant Falls on both sides of the bridge is densely populated. Unfortunately, CR 25A through this area is used as a shortcut between 9H and 9. While the map presented at the meeting noted the presence of the Albany Hudson Electric Trail, it did not show its crosswalk on CR 25A, the trailhead parking, or the presence of two nearby parks at the Overlook and the Sandbar at the base of the dam. The area around the bridge is heavily used by pedestrians and bicyclists, including many families with children and pets. There are no sidewalks. The details of the traffic and safety studies have not been shared, but it is unlikely that they took into account the seasonal nature of the farm traffic. When the local farms are harvesting silage, tractor trailers filled with cut corn travel down the hill toward the bridge exceeding the speed limit and downshifting noisily every 15 minutes. This area is currently not safe for pedestrians and bicyclists and the proposed plan for a two-lane bridge and straightening of the road, is certain to increase the speed of vehicles on CR25A. In addition, the proposed plan includes reconstruction of 475 feet of CR 25A on both sides of the bridge. This will undoubtedly impact the Overlook Park that is enjoyed by many residents and has been the focus of several Eagle Scout projects over the years. We value this lovely open space with a view of the falls and we do not want to see it degraded.

Like most residents of the Falls, I would like to see less traffic and slower speeds in the vicinity of the bridge. This reconstruction is a golden opportunity to introduce traffic calming measures that could slow down traffic on this road, redirect some of it out of the hamlet, and make it safer for everyone concerned. As a Climate Smart community, we are aware of the Complete Streets Act (Chapter 398, Laws of New York State), which requires state and county agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding. Some inexpensive traffic calming measures seem to have been overlooked in the proposed design. For example, converting the existing parallel Albany Hudson Electric trailhead parking to diagonal parking, which has been shown to slow traffic, would also accommodate 40% more cars. Altering the approaches to the bridge to include bike lanes and wide, sidewalks would also slow vehicle traffic. The current one lane bridge narrows the roadway, a legitimate, verified traffic calming technique. Both ends of the bridge have intersections where raised islands could be added to slow traffic, making Stuyvesant Falls a more walkable and livable community.

Our town has just invested in the installation of downward directed LED streetlights. The addition of lights on the proposed bridge is unnecessary and contributes to light pollution. Climate Smart communities like ours are working to adhere to Dark Skies guidelines, optimize outdoor lighting, and reduce its impact on wildlife. We do not need any more lights in this historic area.

It is unfortunate that neither the county nor the consultant sought public input into planning for the future of this bridge. Our supervisor chairs a town Bridge Committee that has never met. We need a better bridge, but the proposed design is not

congruent with the values of the residents of the Falls. Please, let's start again and develop a plan that takes advantage of the valuable insights that can be gained through public participation.

Kathryn Schneider

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Stephanie Lavaggi <stephanielavaggi@gmail.com>

Sun, Aug 18, 2024 at 5:42 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

The proposed August 8th plan for a 2-lane replacement of the Stuyvesant Falls Bridge is poorly conceived, unsafe, and does not suit the site context or desires of our community. We deserve a safe bridge plan that calms traffic, provides much-needed emergency vehicle access, and respects the character of our area. The August 8 plan falls far short of these goals and would result in the demolition of a beloved piece of local history without meaningful consideration of community input or design alternatives.

There are critical problems with both the design scheme and work plan presented on August 8th that can only be addressed by a pause in CHA's consultant work and re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to take community voices into account. We are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. We deserve adequate agency in decision-making about the future of our bridge.

The physical design of the proposed August 8th bridge and road alignments falls short of meeting the contextual and traffic safety needs of our community.

The proposed increase from one lane to two was not reviewed with the community in advance of the CHA design. There is a strong community desire to keep the bridge as a single lane. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

Residents want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The August 8th replacement plan was presented without alternative options, and community members know that access for all vehicles can be provided without a widened bridge.

We call upon the Columbia County DPW and NYSDOT to obtain an exemption to the single lane bridge rehabilitation/replacement threshold for vehicle count.

The proposed alignment straightens the road significantly and will increase vehicle speeds on 25A in both directions.

No concrete data on vehicle trips per day was presented in the meeting, and no study was made by CHA regarding roadway safety or impacts to vehicle speed. This information must be carefully studied, presented to the community, and publicly incorporated into any proposed design.

Community members are already concerned about existing vehicle speeds. The increased width and straightened alignment of the proposed design is certain to increase car travel velocity. Traffic calming elements must be part of any proposed plan.

The bridge design process has not met the unique needs of our community.

The current process should be paused and replaced with an approach that gives the community adequate agency in decision-making about the future of the bridge.

No public pre-design meetings or workshops were held prior to 8/8/24, despite the considerable community interest in the bridge project.

Only one design scheme was shared at the meeting with no presentation of alternatives.

The two further public meetings described by CHA are insufficient to adequately address the public's comments and interest in the future of our bridge. 43 people signed in to the 8/8/24 public meeting, with even more in attendance. An additional 42 residents have since started organizing themselves as the "Save Our Bridge" working group of Historic Stuyvesant to advocate for a better, safer bridge plan.

The residents of Stuyvesant are broadly calling for and deserve a community-based bridge design process that gives serious consideration to alternatives including: A) bridge repair and rehabilitation, and B) alternatives that include single-lane bridge replacement that matches the aesthetic qualities and historic character of the existing bridge.

The proposed August 8th design insufficiently addresses the bridge's location within the Historic District.

Demolition of the existing bridge and abutments would cause irreparable damage to the historic and cultural fabric of our town and is a decision that runs counter to the priorities in our Town's Comprehensive Plan (1999).

We call upon the State Historic Preservation Office (SHPO) and NYSDOT to put a stop to the current design process and institute one that ensures that the historical integrity of the Mill District is preserved.

The Stuyvesant Falls Bridge is a historic asset that can and should be preserved, rehabilitated, and modernized to safely support all modes of traffic.

The 125-year-old bridge is an iconic cultural and aesthetic feature in our community and one of the few publicly-owned assets that falls within the Stuyvesant Falls Historic Mill District, which was placed on the National Register of Historic Places in 1976.

The current proposal of bridge replacement would erase a community asset and erode the historic character of the area. This change, combined with increased traffic speeds, is certain to have a negative impact on nearby private property values.

The existing stone bridge abutments would be irreversibly degraded and replaced with large concrete walls that do not suit the natural beauty or aesthetic character of the site.

The proposed August 8th design with stone veneer walls makes no effort to replicate physical characteristics of the existing bridge.

The proposed 8/8 design will have a negative public space and environmental impacts.

The project's proposed construction limit diagram encroaches on the public green space at the Empire State Trail Stuyvesant Falls Trailhead. Town residents and local Boy Scouts worked tirelessly in years past to provide this frequently used park overlooking the falls. The August 8th plan provided no clear guidelines for its protection or enhancement. Any plan for the Stuyvesant Falls Bridge must give careful consideration to this valuable public space resource.

The larger physical footprint of the August 8th bridge encroaches significantly more on the banks of Kinderhook Creek than the current abutments. We call upon the NY Department of Environmental Conservation (DEC) to carefully review the condition of the existing abutments for potential reuse as well as the adverse impacts to the creek banks and habitat.

The embodied carbon footprint of new bridge construction often far exceeds that of reuse and rehabilitation. By not giving proper consideration to reusing the existing bridge and abutments, the project is out-of-step with New York State's broader Climate Action initiatives.

I hope this helps show there's a big community of people affected by these decisions. And you have the power to do the right thing here.

- Stephanie Lavaggi
[68 Nirvana Way, Round Top NY 12473](#)



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

25A Bridge

1 message

James Pilkington <jamesapilkington@gmail.com>
To: raymond.jurkowski@columbiacountyny.com
Cc: hinchey@nysenate.gov

Mon, Aug 19, 2024 at 11:20 AM

Hi,
I lived in the Falls for many years. I still have friends there, so I wanted to lend them my support in opposition to taking down the bridge and the importance of maintaining the character of the town.

I was forever contacting authorities about people speeding and don't think a two lane bridge or structure would help with that problem!

I used to bike over that bridge and downhill from both sides always gave you some extra speed to climb—so I know how people have to slow down crossing the bridge.

I also think it's important that folks in Stuyvesant Falls have their say in this process.

Thanks,
Jamie Pilkington

08.19.2024

Re: Stuyvesant Falls Bridge, Columbia County, NY

To whom it may concern,

I have been living in our small hamlet of Stuyvesant Falls for about twenty years. I love our little town with our antique bridge by the waterfalls. We traverse the bridge almost every day. When returning from a trip, the bridge welcomes us back, a metallic symbol of home. The beautiful waterfalls, historic mill district, and bridge are a unique combination and offer a dramatic landscape.

At the meeting on August 8th, the engineering team proposed to tear down this bridge and build an ugly two-way concrete bridge that would destroy the ambiance of our little hamlet. This single plan was presented at the first public meeting on the issue. Prior to this presentation, few people had any idea that a plan was in the works, and no one in the village was consulted on our opinions.

Personally, I would like for our bridge to be restored and to shine in its old glory again. Town residents have shared restoration projects of similar bridges from Connecticut, Saratoga County, and other places. Others in the community have spoken about federal money set aside specifically for the restoration of historic infrastructure. The engineering firm hired by the town did not mention these federal set-asides or show us how other communities have managed to restore their older bridges. However, here in this community, we have residents with some useful information.

This town does not need a wider, two-way bridge. More traffic, larger vehicles, and no need to stop before approaching the hamlet would not benefit the residents. The single proposed design submitted to the public shows two bikes alongside two cars. However, there is no curb for these “bike” lanes and the large vehicles that routinely break the 12-ton rule now would also go over any white line painted on the road. If the vehicles don’t respect a posted weight limit, they will not respect a bike symbol painted on the road.

In addition, the bridge would be closed for a long time making it impossible to access the bike trail for people coming from the village. Having to use a different detour would be far for a bike rider. Other people would have a six-mile drive to get their mail at the post office instead of a 100-meter stroll.

The fire trucks are not allowed to cross the bridge due to weight restrictions. However, the farm trucks from Will Roc Farm have completely disregarded this law and have continued to cross the bridge, which may have contributed to a faster degeneration of the bridge. People from the town have complained about this issue for years but police enforcement and town officials have looked the other way. Coincidentally, or not, Kelly Williams, the wife of the owner of the company, is on the town board.

In summary, I am calling for our bridge to be restored due to our duty to preserve historically relevant architecture, preserve beauty, assure safety, and reduce traffic and speeding vehicles instead of encouraging people to race into the hamlet. The town needs to start over and offer public meetings and options for the entire community to work on a restoration plan to ensure a democratic process and not backdoor deals that will serve only a tiny minority. Alternative options in other communities and information about grant money are available: the

people of Stuyvesant, my neighbors, are a resource. I have been quite impressed with the team that put together the website saveourbridge.info and the many great suggestions for funding and design that have emerged in our local meetings. The county and the town should not make these devoted, intelligent, and experienced residents into opponents and fight them. Instead, people with experience and ideas should be invited into the process. Many of my neighbors have expertise and experience that would help find options to save the current bridge and provide the residents with infrastructure that works for us.

Thank you for reading my comments and I strongly urge SHPO and DOT to wholly and firmly reject this hasty and top-down proposal and send this project back to the community for a more balanced and inclusive process.

Sincerely,

Dr. Aenne Grannis, Psy.D., School, Child and Clinical Psychology
3 Rybka Road, Stuyvesant Falls, NY 12174



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Jim Grott <jimgrott@gmail.com>

Mon, Aug 19, 2024 at 11:58 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

From Jim Grott
54 Whitney Drive
Valatie NY 12184

I have included all the talking points below but simply while you have proposed the easy fix to this bridge I don't think it is the best one. This a unique historical feature for stuyvesant falls- why do you want to take that away ? Fix the bridge.

There are critical problems with both the design scheme and work plan presented on August 8th that can only be addressed by a pause in CHA's consultant work and re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to take community voices into account. We are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. We deserve adequate agency in decision-making about the future of our bridge.

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Residents want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The August 8th replacement plan was presented without alternative options, and community members know that access for all vehicles can be provided without a widened bridge.

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--

Best,

Jim



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

Kathryn Beilke <kcbeilke@gmail.com>

Mon, Aug 19, 2024 at 12:48 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Dear Mr. Jurkowski,

My name is Rev. Kathryn Beilke and I have lived and owned my home at 831 County Route 25 in Stuyvesant for 10 years. While I was working tirelessly to restore the historic 1st Presbyterian Church in Hudson where I served as Pastor this last decade, my little neighborhood in the hamlet of Stuyvesant Falls has been a source of respite, peace, and community. That is why we *all* live here is because our little village is off the beaten path, a hidden gem with stunning natural and historic features in a rapidly changing county. Considering how unique our falls hamlet is as a historic mill district on the national register, the complete erasure of a key element of its history would be devastating.

While the proposed bridge may satisfy the need to bear the weight of agricultural and emergency vehicles it does not meet the needs of our community at large and is a completely inappropriate fit for the context and character of our hamlet. We deserve a pause to the process underway to replace our bridge and the implementation of a community-driven process to ensure that our neighbors interests are being taken into account and their objections to the current proposal are given serious consideration.

Having a single lane bridge as a main point of entry into our village is THE feature that sets the tone of why our neighborhood is appealing. Not only is it a valuable historic asset worthy of preservation, it has functioned as a traffic calming measure that maintains a modicum of quiet for our residents. And it's the only thing that is keeping cyclists and pedestrians safe on the four roads that join to cross the bridge which are narrow with very little shoulder, winding, and steep with limited sight distance. The bridge being in such close proximity to two public parks and the Albany Hudson Electric Trail means there are a great many pedestrians and cyclists making use of those roads - often with children (as is the case for my family). Of all the proposed features of the new bridge, straightening the roadway over the creek is the most frightening. The approaches to the bridge are downhill and the single lane of the bridge forces drivers to make a complete stop and take turns as they cross - or at least look

out for traffic coming in the opposite direction. The combination of 2 lanes with a straightened roadway will be disastrous for increased traffic and vehicle speeds. It makes me shudder to think of my children riding their bikes along those roads with no shoulder and no sidewalks. At the August 8th meeting we were presented with no traffic study data that justifies a 2 lane bridge.

The single lane has also functioned as a feature of welcome into our village. More often than not, vehicles having to take turns to cross the bridge results in common courtesy, waiving, and acknowledging neighbors as we cross. A rarity in these polarized times steeped with hatred and negativity. That has been critically important for the character of this place. My neighbors range from long time locals to newcomers from all over the US and beyond including from India, Guatemala, Romania, Latvia, Mexico, and Greece. We have low income renters who live in the two apartment buildings in the village, and owners pouring their hard earned savings into 1850s mill houses purely out of love as they will never see a return on their investment. We have neighbors who have had Trump flags and neighbors who have had BLM signs. We have neighbors with blue collar jobs and neighbors who commute to New York City. There is a reason why our little village is a paragon of diversity. Because in our deeply divided world, we want to live in a place that recalls a simpler time. Stopping for one another has meant *seeing* one another and *knowing* one another and being civil to one another despite our many differences. The value of this should not be discounted.

In the last week I have spoken with dozens of neighbors and we are indeed a united coalition on the issue of exploring options that would restore the historic single lane truss bridge. I don't know that all of them will make a comment as advised. But the fact that we are having to do the work of public engagement at this point in time speaks volumes for how backwards this process has been. We have *all* lamented the deferred maintenance of the bridge over the years and the opportunities for restoration that have been neglected over the years. We have *all* been long aware of the abuses of the 12 ton weight limit by the Williams farm. Many many of us have video footage of their constant mistreatment of this asset. And for the county to offer the solution of a concrete 2 lane monstrosity that straightens the roadway and allows for increased traffic is an insult to injury. It is deeply troubling that none of our neighbors have been listened to and instead this solution that no one wants is being forced upon us. We are asking for a pause the current proceedings to allow our community members' voices to be adequately heard and considered.

Thank you,

Kathryn

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*The Rev. Kathryn Beilke, Mdiv, BCC, BCPC, MBA
Interfaith Partnerships, Beyond Plastics*

"I used to think that top environmental problems were biodiversity loss, ecosystem collapse and climate change. I thought that thirty years of good science could address these problems. I was wrong. The top environmental problems are selfishness, greed and apathy, and to deal with these we need a cultural and spiritual transformation." -James Gustave Speth



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

gameface814 <gameface814@yahoo.com>
To: raymond.jurkowski@columbiacountyny.com

Mon, Aug 19, 2024 at 4:01 PM

Residents should have a voice in anything affecting thier town. Safety is a main concern.

Sent from my Galaxy



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Lainie Anderson <lainieja@gmail.com>

Mon, Aug 19, 2024 at 5:29 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024
Public Information Meeting Comment.

NAME: Lainie Anderson
ADDRESS: 66 CR 25A
CITY: Stuyvesant Falls
STATE: NY
ZIP: 12174

COMMENTS:

The proposal for a two way concrete slab bridge to replace the historic one lane Stuyvesant Falls truss bridge takes no consideration for the quality of life of the residents of Stuyvesant Falls. In a small residential hamlet widening the road to two lanes enables traffic to speed through our small town and endangers its residents.

Also the historic beauty and charm of the bridge and the joy it brings to those who live here and visit cannot be overstated. It is extremely sad that the county has chosen to neglect the structure since it's rehabilitation but there needs to be a real and vigorous assessment of what it would take to save this bridge and make it safe for all vehicles to pass over it. The residents of Stuyvesant Falls deserve a voice at the table in the restoration or, if unfeasible, construction and design of a new bridge.

Our property lies at the foot of the bridge and the small park that overlooks the falls and provides parking for path walkers and riders. Every morning when I wake up I can see the bridge from my bedroom window and it is huge part of the charm and beauty of why we chose to live here. Walking or driving across the bridge almost always elicits a social interaction as people slow down to let cars from the other way through and people acknowledge each other and wave building a sense of communal respect.

Enabling traffic to increase and go faster does not improved a neighborhood or its safety and destroying a beautiful and historic bridge that a community enjoys and holds dear is an immense loss to that community and it's history.

Sincerely

Lainie Anderson



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Mon, Aug 19, 2024 at 6:07 PM

Patrick Anderson <pcathehammer@gmail.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Patrick Anderson
ADDRESS: 66 CR 25A
CITY: Stuyvesant Falls
STATE: NY
ZIP: 12174

COMMENTS:

I live within shouting distance of the Stuyvesant Falls bridge and have heart felt concerns about your proposals to replace it. I recognize the need and want to have a bridge capable of supporting a fire truck and other emergency responding vehicles. The existing bridge and its design are a historical feature of Stuyvesant Falls. The proposed design for a new bridge is a nowhere or everywhere freeway bridge design. It pays no respect to the history and livability of this community! The design needs to pay homage to the historical significance of this area and more concern to the traffic considerations of the immediate residents. Please consider a new better design allowing input from those of us who live here and use it every day.

Sincerely
Patrick Anderson



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

Cal Waits <calwaits@gmail.com>

Tue, Aug 20, 2024 at 8:55 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: "supervisor@stuyvesantny.us" <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, "historicstuyvesantny@gmail.com" <historicstuyvesantny@gmail.com>

Comment from:

Cal Waits

[12 Clow Ln.](#)

[Stuyvesant, NY 12173](#)

No Organization

Comments:

I was surprised not to see train tracks on the proposed bridge plan considering how it is being railroaded over those who live in Stuyvesant. Sarcastic comments aside, I do have serious concerns that the process seems to intentionally exclude community involvement. The first public meeting was held 08AUG2024 and the deadlines for comments is only 14 days later. Additionally, only one plan was presented and that plan did not adequately address any of the points which had been frequently raised by several community members.

Based on the single plan which was shared, the result looks like a significant increase in commercial traffic...and at higher speeds. That sounds like the opposite of what is needed. A structural safe, single lane bridge that is in keeping with the architectural and historical nature of the neighborhood seems more in line with community desires as well as community benefit. It is in a picturesque setting with a scenic overview and the plan looks like a freeway bridge.

As a member of the community that frequently uses the Electric Trail to bike past the bridge, I see critical problems with the design and likely impact of the proposed bridge and ask that the you pause the CHA's consultant work and begin a re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to INCLUDE community voices. Lip service is often to the evils of a "nanny state" telling people what they should want. This is a chance to let the people closest to the impact of decision do their part. We have already seen what heavy, commercial truck traffic does to Valencia and Kinderhook. Let's not ignore these lessons.

--

Cal Waits

calwaits@gmail.com

412-216-4659



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

bill schneider <billschneider99@gmail.com>

Tue, Aug 20, 2024 at 10:06 AM

To: Raymond Jurkowski <raymond.jurkowski@columbiacountyny.com>

Cc: Ron Knott <Supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Name: William J. Schneider
Address: [16 Frisbee Lane](#)
City: Stuyvesant
State: NY
Zip: 12173

Comments;

Dear Mr. Jurkowski,

My name is William Schneider, and I am writing to comment on the proposed design for the replacement of the historic bridge over the Kinderhook Creek in Stuyvesant Falls. I am currently the chair of the town Climate Smart Community Task Force and a former town board member. I also served on the town Bridge Committee that never met during my tenure. I have lived on Frisbee Lane in Stuyvesant Falls, within visual distance of the bridge since 1987, and I used it daily going to and from work in Valatie for twenty-eight years.

I was unable to attend the August 8th meeting, but I have reviewed the documents posted on the Town of Stuyvesant website and spoken with numerous residents who did attend. The design work was done without any input from the public, including the Town of Stuyvesant Bridge Committee. Based upon the information presented, it appears that the option of rehabilitation was not considered. Additionally, I assume that no other options for alternative bridge designs were considered.

The Town of Stuyvesant is working hard to maintain its rural and agricultural roots. Rural character and the scenic beauty of our town are what has drawn many to live here. Replacing the bridge with the proposed design will forever change the rural and historic nature of Stuyvesant Falls. Placing a historic marker at the Sand Bar Park will not make up for what will be lost.

There is no doubt that the bridge needs to be upgraded so that it can safely carry the weight of fire trucks. The present width is enough to allow emergency vehicles, school busses, and most, if not all, the necessary farm vehicles to cross. The few pieces of farm equipment that are too wide to cross have alternative routes. It does not seem reasonable to change the bridge width of the bridge for this occasional use.

The proposed higher weight limit and greater width will also lead to an increase in commercial traffic using the bridge and traveling through the heavily populated hamlet, adding to the safety concerns for pedestrian and bike traffic. There will also be added wear on County 25, West Ghent and Falls roads.

Presently the posted speed limit is 35 MPH. The single lane bridge requires that drivers slow down for the bridge. A two-lane bridge will reduce the need for them to slow down. The two-lane bridge will make accessing Lindewald Ave and New Street more difficult because vehicles will have to cross oncoming traffic which will not have to stop to allow for crossing traffic. More accidents in winter weather on slippery roads seem likely. In the thirty-seven years I have lived in Stuyvesant Falls, I have not witnessed any accidents on the bridge or at either end. In those instances, where two small vehicles passed each on the bridge it was because neither driver understood what "One Lane Bridge" means.

The proposed design was developed without public input of any kind. No other options were presented to the public. This is not how the process is supposed to work. The residents of Stuyvesant and specifically those who live in Stuyvesant Falls, deserve to be heard and their wishes should be considered. This project needs to restart from step one. In the meantime, the County should continue the necessary maintenance on our historic bridge, so it remains safe for current traffic load.

William Schneider



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Mike Sorisi <mike.sorisi@gmail.com>

Tue, Aug 20, 2024 at 11:45 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: *Mike Sorisi*

ADDRESS: 69 County Route 46

CITY: Stuyvesant

STATE: NY

ZIP: 12173

COMMENTS: *The Stuyvesant Falls Bridge is a defining mechanical feature of the community and everything within the town/state's power should be done to preserve the structure over replacing it. To remove the bridge, would be to remove a piece of the town's identity, but also, New York state history. In a time where everything seems disposable, it is instances like these where we should look to preserve what we have, rather than race to replace it. My message today is to ask Ray Jurkowski and all additional responsible parties to halt the current consulting engineers' work and implement a community-based bridge design process that emphasizes the modernization and rehabilitation of the Stuyvesant Falls Bridge.*

Thanks,

Mike Sorisi



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Sally Eckhoff <seckhoff@mac.com>

Tue, Aug 20, 2024 at 12:14 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, Stuyvesant Falls Bridge <historicstuyvesantny@gmail.com>

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Sally Eckhoff

ADDRESS: 504 County Route 25

CITY: Stuyvesant

STATE: NY

ZIP: 12174

ORGANIZATION: *[Insert if applicable]*

COMMENTS:

Dear Ray,

I am writing to protest the proposal of a two-lane bridge to replace our single lane bridge in historic Stuyvesant. I have lived here for thirty years. My father was the guy who rehabilitated the cardboard factory at the corner of Rossman Road and built a thriving business generating electric power and selling it to the grid.

I found out about this proposed "improvement" **this month**. We had only a couple of weeks to respond.

This is a terrible idea, and it is being handled badly.

People already drive too fast around here. Take a walk around that bridge every evening, as I do, and you will see what I mean.

To replace this beautiful, historic bridge with something bigger (and then allowing that one to slowly succumb too) is just kicking the can down the road.

Who profits from the construction of this too-big bridge?

Not us, the residents. We're not rich here. We've poured our lives into these little places we call home. The bridge would ruin that. Increased traffic equals decreased property values. Quality of life decreases too.

All over Columbia County, we are called to stop the tide of these so-called "improvements" that will wreck the peace we've worked so hard to enjoy. Dollar General. Paving dirt roads in Chatham. And now this.

I'm focused now on the officials who ignore what their constituents want.

This is a very old settlement, with houses hard by the road. The oldest towns in American were made this way, before the automobile took over. A new bridge transfers a horrible cost to homeowners—that of our safety. Safety isn't a luxury, it's a necessity. Walking around is already hard enough because people drive so fast. The single-lane bridge slows traffic and generates an instinctual courtesy in the drivers. You have to see this to believe it. People actually follow an understood pattern of civility? In Stuyvesant, they do.

I want to see the engineer's report and I want to know who has the contract. I also want to read the process by which the it has been determined that we need more cars going faster here.

Fast cars coming over a two-lane bridge, passing farm vehicles on a double yellow line (and going even faster to get around them), not paying much attention to what's on the other side: what could go wrong?

You already know.

Sincerely,

Sally Eckhoff

(518) 817-9171
seckhoff@mac.com
Stuyvesant Falls, NY



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Tue, Aug 20, 2024 at 4:31 PM

mcalkins@nycap.rr.com <mcalkins@nycap.rr.com>

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>, "supervisor@stuyvesantny.us" <supervisor@stuyvesantny.us>, "hinchey@nysenate.gov" <hinchey@nysenate.gov>, "bendetts@nyassembly.gov" <bendetts@nyassembly.gov>, "historicstuyvesantny@gmail.com" <historicstuyvesantny@gmail.com>

Mark Calkins
1826 US9
PO box 11
Stuyvesant Falls, N.Y.
12174

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

To Whom it may concern:

I was in attendance at the August 8th town meeting regarding the replacement of our bridge. The more consideration I have given to the proposed plan, and the process by which it came about, the more troubled I have become.

My wife and I purchased our home in 1993. To our delight the bridge had been rebuilt and stood strong and sturdy with a fresh coat of paint. Over the years many visitors to our home would delight at the quaint surroundings of our community and especially our iconic bridge.

Here are my troubles:

1. The proposed plan appears to be a "quarterback sneak". To my knowledge there has been no invitation for community involvement up to this point. It seems tax payer dollars have already been spent without any input from those most effected. It is my understanding that we are given a two week period to "comment" and then a decision will be made. Given the impact this will have on the community and the cost of the project I believe that community members need to be part of the planning process. **More time is needed.**

2. I am aware that the weight limit on the bridge is such that emergency vehicles from our fire department can not cross the bridge. **This must be rectified.** But questions remain as to why, given studies over the years that called for repairs, non were done. Who should be held accountable given the dollars that were spent thirty years ago to restore and preserve our bridge, and there seems to have been serious neglect in it's maintenance. I have been disturbed for years crossing the bridge in the winter and seeing the amount of salt poured on it's deck. There has to be a better solution.

3. In my view we should make every attempt, be it repaired or replaced, to keep the bridge as a **single lane steel structure.** A comment was made at the meeting on the 8th that we need to "move into the 21st century". But what does this mean? Obviously we want our bridge to be safe for all applicable weight limits for emergency and agricultural vehicles. But do we erase our history and the cultural values that go with it. My comment on the 8th was that if our single lane bridge goes, along with it goes an element of cordiality. A single lane bridge is a reminder that community is built when inhabitants acknowledge, and respect each others use of shared space. Are we losing some connection when we speed past each other? How many accidents have actually happened over the years because people have failed to give the right of way? How much value does it add to our community? Over the years countless people have stopped to photograph and walk the bridge. How do you put a dollar value on this? I doubt they will take much interest in a concrete structure. How will future generations feel about our actions when all they are left with are photos of what still stands here today? These are all questions I would like to discuss as a **community.**

4. **Safety** is a great concern here. Given the proposed plan to straighten the down hill approaches on both sides, and create two lanes, we can surely guarantee that speeds will increase. With close proximity to the rail trail and overlook park I believe we should be giving more thought as to the safety of everyone. Knowing that travelers disregard the weight limits posted on the bridge now, on a daily basis, with no repercussions, we can only imagine that speed will put the entire community at risk.

As I spoke at the meeting I told how my thirty four year old daughter has seen far more of our country than I have at the age of sixty eight. What she said to me has stayed on my mind. "Dad, you don't understand, **the rest of the country all looks the same**". We know that many people have moved to our area looking for a quaint, quiet community with a piece of what was. Just like the Shakers many years ago. If we are really concerned about economic growth and our tax dollars, we need to give serious consideration to what makes our area attractive to new comers. **Let's take time to do that now.**

Please consider my comments.
Sincerely, Mark Calkins



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Tue, Aug 20, 2024 at 5:50 PM

Jeff Anzevino <janzevino@scenichudson.org>

To: raymond.jurkowski@columbiacountyny.com

Cc: hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com, "Mackay, Daniel (PARKS)" <Daniel.Mackay@parks.ny.gov>, Kitty Henderson <kitty@historicbridgefoundation.com>, Ron Knott <Supervisor@stuyvesantny.us>

Dear Raymond Jurkowski:

Attached please find Scenic Hudson's letter relative to the above-referenced project.

Thank you.

Jeffrey Anzevino

J. Jeffrey Anzevino, AICP (his)

Director of Land Use Advocacy

Scenic Hudson, Inc.

Office: 845-473-4440 x221

Fax: 845-473-2648

Mobile: 845 332 6566

janzevino@scenichudson.org

Building on 60 Years of Success

Read our [Annual Report](#) to learn more about our goals for the future and steps we will take to achieve them.



SH ltr to CC re Stuyvesant Falls Bridge 8-20-24.pdf

122K



SCENIC HUDSON, INC.
85 Civic Center Plaza
Suite 300
Poughkeepsie, NY 12601
Tel: 845 473 4440
Fax: 845 473 2648
ScenicHudson.org

August 20, 2024

By email: raymond.jurkowski@columbiacountyny.com
Cc: supervisor@stuyvesantny.us; hinchey@nysenate.gov; bendetts@nyassembly.gov;
historicstuyvesantny@gmail.com; Daniel.Mackay@parks.ny.gov;
kitty@historicbridgefoundation.com

Subject: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

Dear Raymond Jurkowski:

It has come to Scenic Hudson's attention that the Stuyvesant Falls Through Truss Bridge, constructed in 1899, is experiencing structural deficiencies and Columbia County DPW proposed in an August 8th public meeting an alternative to address these issues.

Columbia County DPW's proposal is to replace the historic bridge with a new two-lane facility. While Scenic Hudson understands and supports the need to provide a safe crossing over Kinderhook Creek at this location, we are concerned that demolition of the existing bridge and abutments would cause irreparable damage to the historic and cultural fabric of the National Register District. Scenic Hudson is writing to support Historic Stuyvesant's request for a community-based bridge design process that seriously considers alternative design options that are consistent with the historic context of Stuyvesant Falls Mills National Historic Register District.

Stuyvesant Falls Mill District¹ is a national historic district that includes six contributing buildings, five contributing sites, and two contributing structures. The 1899 iron truss bridge that Columbia County plans to replace is within this district. These buildings, sites, and structures represent industrial sites and power sources from which the adjoining hamlet of Stuyvesant Falls derived its livelihood. The National Register District includes the Upper and Lower Falls and Mill Dam, sites of a grist mill, paper mill, cotton mill, woolen mill complex, and extant hydroelectric plant; three extant 19th-century cotton mills and several dwellings, as well as the 1899 iron truss bridge. The Historic Bridge Foundation describes this bridge as a

"Metal Pin-Connected Pennsylvania Through Truss, Fixed. Built 1899 by Berlin Iron Bridge Company of East Berlin, Connecticut ornate bridge". The Historic Bridge Foundation further describes the bridge as "ornate" and a "rare non-lenticular bridge built by Berlin Iron Bridge Company" with a historic rating of 8 out of 10.²

¹ https://en.wikipedia.org/wiki/Stuyvesant_Falls_Mill_District

² https://historicbridges.org/b_a_list.php?ct=&c=&ptype=county&pname=Columbia+County,+New+York



SCENIC HUDSON, INC.
85 Civic Center Plaza
Suite 300
Poughkeepsie, NY 12601
Tel: 845 473 4440
Fax: 845 473 2648
ScenicHudson.org

We believe the proposed August 8th plan for a 2-lane replacement of the Stuyvesant Falls Bridge should be revisited. The community should be consulted so that any existing deficiencies in the historic bridge can be addressed in a way that balances the needs of not just motorists by adding lanes and widening and straightening roads which encourage higher vehicle speeds, but also the needs of pedestrians and cyclists certain to make the short side trip visit to the historic district from the nearby Empire State Trail. Based on plans presented to the community on August 8th the proposed bridge does not fit the historic context of the District.

Conclusion

Replacing this rare 1899 single-lane iron truss bridge with a two-lane modern span would represent an irreparable loss to the Stuyvesant Falls Mills National Historic District. It is our understanding that as a federal-aid project, robust public involvement is required, including a review by the New York State Historic Preservation Office.

Scenic Hudson urges Columbia County to engage the stakeholders in a community-based bridge design process that gives serious thought to alternative design options

Please add Scenic Hudson to the list of interested parties in this process.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey Anzevino". The signature is written in a cursive, flowing style.

Jeffrey Anzevino, AICP
Director of Land Use Advocacy

Cc Raymond Jurkowski, Columbia County DPW
Supervisor Ron Knott, Town of Stuyvesant
Historic Stuyvesant
NYS Senator Michelle Hinchey
NYS Assemblymember Scott Bendett
Daniel Mackay, NYS Historic Preservation Office
Kitty Henderson, Historic Bridge Foundation



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25 Historic bridge replacement

1 message

Tue, Aug 20, 2024 at 6:29 PM

Joseph Rosen <jcrosen14@gmail.com>
To: raymond.jurkowski@columbiacountyny.com
Cc: supervisor@stuyvesantny.us

Not that my opinion counts, but I strongly urge you to reconsider getting rid of the old bridge. Simply put, there is no need. Repair and support the existing 12 ton rated structure. There is no need for 2 lanes, period. There isn't enough traffic to justify removing the historical steel frame.

This is common sense, however I know you'll do whatever you want, wasting money and destroying a landmark. The county should use the money to fully pave roads that are way overdue like Rt 46. (NOT PARTIAL TEMPORARY FIXES) The state should do the same: like pave 9J, in very bad neglect below Rensselaer county.

Please add my name to the dissenting list.

Curt Rosen
14 Ferry Rd.
Stuyvesant, NY 12173



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Justine Daum <daum.justine@gmail.com>

Tue, Aug 20, 2024 at 6:55 PM

To: Raymond Jurkowski <raymond.jurkowski@columbiacountyny.com>

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, Stuyvesant Falls Bridge <historicstuyvesantny@gmail.com>

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Justine Daum

ADDRESS: [5 Frisbee Lane](#)

CITY: Stuyvesant

STATE: NY

ZIP: 12173

COMMENT:

Dear Mr. Jurkowski,

My name is Justine Daum and I'm a resident of Stuyvesant Falls. I moved to Columbia County about two years ago. My fiance and I looked at many homes, but what sold us on the town of Stuyvesant was our first drive across the Stuyvesant Falls Bridge. Losing this historic bridge would be deeply upsetting for the community of Stuyvesant.

Even more importantly, replacing the Stuyvesant Falls Bridge with a two-lane bridge would cause major safety issues for drivers, pedestrians and cyclists (since the bridge is right by parking for the Albany-Hudson Electric Trail). The proposed alignment straightens the road significantly and will increase vehicle speeds on 25A in both directions. I, along with other Stuyvesant Falls residents, want a SAFE one-lane bridge that provides adequate load capacity for emergency and farm vehicles. The August 8th replacement plan was presented without alternative options, and community members know that access for all vehicles can be provided without a widened bridge.

There is considerable community interest in the bridge project and yet no public pre-design meetings or workshops were held prior to 8/8/24. If tax-payer money is going to be used to replace the Stuyvesant Falls Bridge, then taxpayers should get a say in what happens to the bridge. The current process should be paused and replaced with an approach that gives the community adequate agency in decision-making about the future of the bridge.

Before the county proceeds with this bridge project, I would like to see concrete data on vehicle trips per day, a study regarding roadway safety or impacts to vehicle speed, and an assessment of the environmental impact of replacing the Stuyvesant Falls Bridge.

I sincerely hope you and your team consider the importance of community input before proceeding with replacing our beloved bridge.

Thank you,
Justine Daum



Bridge Project suggestion

1 message

andrew pellettieri <drewpellettieri@gmail.com>

Wed, Aug 21, 2024 at 8:19 AM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Dear Raymond Jukowski,

I read in the Columbia Paper of the plans to replace the Stuyvesant Falls bridge.

The previous time a few years back to replace the bridge resulted in a fair amount of controversy. There is a way to avoid the controversy and satisfy both the need for a replacement span, and keep the historic bridge.

As has been done elsewhere, put the new deck next to the old span. The current bridge could then be used by pedestrians and bicyclists and the new span could then accommodate the heavier loads required by today's vehicles (i.e. Fire Department), without having to accommodate pedestrians and bicyclists in the design.

As a person who has long admired Engineers that design and help build our bridges, I realize that this requires a redesign, but it will help the community keep the old bridge as testimony to its historical roots, and actually be safer for pedestrians and bicyclists. In turn, the new span will meet the needs of modern demands.

Thank you,
Andrew Pellettieri

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

lee jamison <ber02244@fairpoint.net>

Wed, Aug 21, 2024 at 8:23 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com, Lisa Weilbacker <lisa@cchsn.org>, Tabitha.OConnell@parks.ny.gov

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

From: Lee Jamison, [18 Riverview Street Stuyvesant NY 12173](#)

I am a 40year resident of Stuyvesant, having bought, restored and maintained an 1850's home where I raised my two children.

My neighbors and I have worked for over 20 years on the preservation of the 1881 Stuyvesant Railroad Depot that was saved largely with historic preservation funds from USDOT/NYS DOT and tons of volunteer time. We have seen the resurrection of the once abandoned

19th Century Stuyvesant Falls Hydro Plant. History and progress can come together.

I appreciate this opportunity to comment on this project.

My family has lived here long enough to have experienced two previous advocacy periods about appropriate repairs for the Historic Landmark

Stuyvesant Falls Bridge. Both times residents were permitted to engage in planning and assessment of various options to keep the bridge safe, open to traffic and still retain its 1899 attributes. Therefore I was shocked to learn, this time, that our Bridge Committee has never met about the no option-demolition plan that was presented to residents on August 8, 2024 at Town Hall by Clough Harbor Associates.

Halt the Process and Do it Right

This unilateral demolition process has been tone-deaf to past community input, needs to halt and restart with neighborhood participation. Multiple design options need to be assessed and to be open to public discussion.

Anything less will invariably lead to a waste of taxpayer money due to delays, disputes and expensive redesign work.

Consider the Environment

"The greenest building is the one that is already built".

We have been given no energy cost estimate for the demolition, disposal and replacement of this Bridge compared to preservation. I suspect the proposed new larger bridge will exceed the \$5 Million projected cost. If so, who pays?

Four small roadways feed the bridge, Will some need to be improved and expanded (or eliminated) to accommodate

the proposed 5 lane bridge (2 vehicular lanes, 2 bike lanes, 1 pedestrian lane)? No sidewalks or bike lanes exist in the hamlet area.

Will they need to be added to protect pedestrians and bike riders from traffic that no longer needs to slow for a one lane bridge?

What will be the impact to the adjacent Empire Trail?

Traffic Study

We have yet to see any traffic study relative to this project. The Bridge was originally built to accommodate a bustling 19th Century mill town.

Those mills and hotels are mostly gone. The population of our area has declined. School buildings have closed. A significant number of homes are second residences for folks who are vacationers and snowbirds. The 2020 census indicated 20% of dwellings in Columbia County are vacant.

We have lost Congressional Districts due to population decline. The adjacent Mill is served by Rt 9 access that does not need to cross the bridge.

The one large business in the hamlet is a farm where heavy equipment traffic is seasonal. School bus routes were rerouted years ago and do not currently need to cross the bridge. Is a bigger bridge actually needed?

Historic Assets

This Bridge has been an anchor of the Historic Stuyvesant Falls Mills District designated since 1976.

Demolition of this community asset deserves serious thought by all stakeholders. It's of concern that this bridge has not been given the maintenance over the past 30 years that would have kept it in good repair. What guarantees do we have from the County that future maintenance will be provided?

I look forward to answers and to better ideas. Thank you.



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Bridge

1 message

Alan Metzger <mrlafong1@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Wed, Aug 21, 2024 at 10:00 AM

Dear Mr Jurkowski,

I was distressed to hear that the Stuyvesant Falls Bridge is being considered for replacement. As a nearby resident of over 20 years, I live about 1/4 mile away, I feel I must comment.

Best,
Alan Metzger and Family

 **SF-Bridge-Public-Comment-Form-fillable.pdf**
18K

Public Information Meeting Comment Sheet

Name:

Address:

City: State: Zip

Organization (if applicable):

Comments (please print or type):

My family and I have been frequent users of the bridge ever since buying our house in 2001. It has contributed both the the beauty of the area and a reminder of what things were like 'back in the day.' During the 24 years I have been using it, I never was held up for very long waiting for traffic on the one lane structure. In fact, in my experience and that of my family, all motorists using it have been polite and giving. Its one lane slows down speeders (especially important to folks like us with children and now grandchildren) and contributes to the general atmosphere of this beautiful rural area.

Replacing it with anything that might be more efficient but creates both an eyesore and contributes to speeding traffic or increased traffic on this route would be a great disservice to me, my family and the community.

Sincerely,
Alan Metzger

*This form is provided to you for the purpose of making your comments known to Columbia County. Please indicate the date, your name and address and state your comments on the form. Please fold as shown on back, tape, affix necessary postage, and mail. Comments or questions can also be e-mailed to: raymond.jurkowski@columbiacountyny.com. Please include project name in emails. **Comments must be received by August 22, 2024.***

fold here

AFFIX
POSTAGE

RETURN TO: RAY JURKOWSKI, PE
COMMISSIONER OF PUBLIC WORKS
COLUMBIA COUNTY DPW
P.O. BOX 324
HUDSON, NEW YORK 12534

fold here



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

James King <jimmyjamnp@gmail.com>

Wed, Aug 21, 2024 at 11:10 AM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Cc: supervisor@stuyvesantny.com, hinchey@nysenate.gov, bendetts@nyassembly.gov, "historicstuyvesant@gmail.com" <historicstuyvesant@gmail.com>

James and Judith King
7 Hotaling La
Stuyvesant Falls, NY 12174

The proposed plan for a two lane 41 foot wide bridge with straightening of road access was designed and presented to the community without input from the community. We are asking for a community based design that will acquire input from the local residents. We are looking for repair of the current bridge that will maintain the character of our community while providing a safe road speed and open the crossing to emergency vehicles, road traffic and pedestrians. This current design will increase road speed and create unsafe road conditions for residents, the church, day care center and two rail trail crossings. People already speed up and down 25A.

As a community we are asking for repair of current bridge or replacement with a single land bridge that mimics the character of our current bridge.

Sincerely,
James and Judith King



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Save the bridge!

1 message

Luis Caicedo <luiscaicedo0@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Wed, Aug 21, 2024 at 11:12 AM

Mr. Jurkowski,

As a resident of Columbia county for over 10 years, I am a great admirer of its natural beauty and historic heritage.

I understand that progress is needed to accommodate new things, but one is wondering if a balance between what the county already offers and new needs can be met serving both ends in a way that protects the heritage at the region and its unique charm.

Destroying the bridge that is situated in a historic location can't be the only way to meet challenges, certainly one hopes.

Respectfully,

Luis Caicedo.

CR 25A Kinderhook Creek Bridge Replacement/Rehabilitation Project PIN 8761.44

1 message

Peter Donahoe <pdonahoe2010@gmail.com>

Wed, Aug 21, 2024 at 11:41 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, Stuyvesant Falls Bridge <historicstuyvesantny@gmail.com>

Peter Donahoe

1769 US Route 9

Stuyvesant, NY 12173

Member, Historic Stuyvesant

COMMENTS:

1. This proposal as presented by Clough Harbor Associates at the Stuyvesant Town Hall on August 8, 2024 was an exercise in deception and overstatement. From its title onward it is deceptively entitled as a 'Rehabilitation' project, yet nowhere in the proposal is any 'rehabilitation' of the existing bridge offered. Unlike the previous County-requested proposal by Ryan Biggs in 2014 there were a series of alternatives offered, ranging from demolition/replacement to 'do nothing' via a series of intermediary proposals. There were and are other options available.

2. Since the Stuyvesant community was never informed about this project there was no community input, thus the general outrage at this 'done deal' assumption as presented by CHA. As a member of the committee that formulated the Town's Comprehensive Plan, at every point of consideration the public was invited to participate. In a survey of the Town's important features, the Stuyvesant Falls Bridge and the Historic Mill District were among the most heavily recognized and cherished features. This proposal cavalierly brushes that aside and significantly disparages the community's interests and is in violation of the spirit if not the letter of the Comprehensive Plan.

3. Relevant to the above point: the comment made by the CHA representative: " We've just begun coordinating with historic resource experts. They're handling the heavy lifting, but I won't go into too much detail about that." This is entirely evasive and disingenuous. It betrays a lack of understanding of an historic resource in the rush to demolish it as preliminary to any consideration of rehabilitation. It passes off preservation considerations prior to those being reconciled with the need for repair. To 'not go into that' only exposes the cloak of evasion and misunderstanding that this engineering firm is employing. "To a hammer everything is a nail" So build they will and all else be damned.

4. The comments on slides 14 and 15 of the Powerpoint betray the slant that CHA has in demeaning the community's interest in this bridge. By describing in the 'History of the Bridge' in the 1976 entry as the bridge being 'one element of the historic district' is to diminish its impact within that district. It is an essential and constitutive part of that district and not some throw-in to be dismissed. In slide 15 it notes that the adding of the arches to support the camelback steel truss structure was a 'dramatic change in the look and historic accuracy of the bridge'. This denies the fact that the adding of the arches was accepted and approved by all the historic interests that had input into the retrofitting of the bridge. It won numerous awards for design and historic preservation. Such a slight is to minimize its historic consistency and to allow it to be demolished as though nothing would be lost. This is a dishonest attempt to reframe its importance as something trivial.

5. From the pictures presented in the slide show it is apparent that their idea of historic preservation is "Save the railings". In a most disparaging comment the CHA presenter called our bridge an anomaly. CHA had only to look at the work of Dr. Jai B Kim of Bucknell Univ to see other examples of steel truss bridges retrofitted with arches, e.g. the Bower Bridge in Clearfield PA et al. As another resident pointed out there are a plethora of other examples readily at hand. CHA has clearly not done its homework and is not prepared for other considerations

6. The failure to provide at a 'public information meeting' the traffic survey that is supposed to drive the decision-making is duplicitous. It waves an authoritative document before us, yet hides it from our analysis. Having worked on traffic surveys some time ago, I understand that how the parameters are set can often pre-determine the result. We have seen how some neighboring towns have limited the roads to be surveyed and how far they were to be surveyed from the physical footprint of a development. This can often present a skewed portrait of the impact of a development and the consequential impact on landowners just beyond the limited point of survey. Why would they do so if not to hide the impact beyond the bridge project footprint?

7. As regards that 'footprint': CHA has presented a map of a miniscule area of involvement of the project. The map in the Project Location and Limits slide presents a surreal understanding of the adjacent topography and road capacity. So it may be asked 'Has anyone at CHA ever driven on our roads?' Three of the four roads that join together at the the bridge are narrow, winding if not serpentine, uphill and with limited sight distance. So it may be termed "A bridge to where?" The hamlet of Stuyvesant Falls has used these roads for generations without incident until recently when a farm vehicle lost its brakes. This was not a fault of the bridge or its current condition. There have been NO fatalities and few accidents in the last 30 years. All the anecdotal complaints about its problems have usually been due to the arrogance of aggressive drivers. Proper signage and police enforcement is a remedy to that and not an oversized two lane bridge that will only increase speeding. A one lane bridge imposes a physical limitation on speeders. A two lane bridge encourages an "accelerate and slam-on-the-brakes" habit as the extra lane disappears and the neighbors on those roads must scramble for safety.

8. The Project Objectives are vague enough to mask any number of unappetizing actions. Nowhere is described the amount of private property to be taken by eminent domain, nowhere is indicated the properties to be used in the construction phase with or without an owner's consent. Nowhere is offered any community offsets to repay the resident's increased costs of transportation during construction. Having already experienced the previous closures and the added expense just to get our mail from our Post Office which is on the other side of the bridge, we know that this is not just an inconvenience but a liability especially when considering emergency services response times, viz. the Stuyvesant Falls Fire Company.

9. The road identifications noted in the slide display also continues an error found in Google Maps. The correct name for the road that branches off to the left on the western side of the bridge is New St and not Woods Lane which itself branches off from New St at the right angle bend before New St continues north to US Route 9. This may be confirmed by the street signs at both ends of New St, i.e. at the intersection with SR 25A at the bridge and at the intersection with US Route 9. This may also be confirmed by looking at the tax maps of the parcels along this road. If the Project Location and Limits is incorrect then what else about our community do they misunderstand?

Respectfully submitted.

Peter Donahoe
pdonahoe2010@gmail.com
"Everything changes.
Everything is connected.
Pay attention"
-Jane Hirshfield



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Brifdge

1 message

Wed, Aug 21, 2024 at 2:25 PM

Ned Depew <nedd@mykolab.com>
To: raymond.jurkowski@columbiacountyny.com

Dear Mr Jurkowski;

I won't repeat here the many cogent arguments made against the process by which the current plan has been developed, virtually without community input. Suffice it for me to say that for many of the excellent reasons cited in much more detail by others including but by no means limited to: the effect on traffic patterns and speeds,; the destruction of a landmark that is the centerpiece of an officially recognized Historic District; the ignored costs of things like the demolition and disposal of the current bridge structure and its functional structures; the lack of accurate current studies of actual use of the bridge; and most especially the failure to consider any alternatives that include retention and repair of the current structure, I ask that the comment period and the whole design process be extended. This will give an opportunity to study a range of alternatives, seek wider and more robust community input, and come up with a plan that makes sense not just from a cost and engineering point of view, but from a perspective that takes into account the whole range of considerations the community is raising, which are not addressed in the current proposal.

I trust you will take the many issues raised by our citizens seriously. It seems to me that the only responsible course is to consider a number of alternatives, and then weigh fairly and objectively the costs and benefits of each, giving greatest weight to the opinions of those in the community who will have to live with the effects of the final project.

Thank you for your consideration. I look forward to a lively and productive discussion of ways to deal with problems the current situation raises.

Yours,

Ned Depew
[1693 Farmers Turnpike](#)
State Route 9J
Stuyvesant, NY 12173



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Wed, Aug 21, 2024 at 5:05 PM

Lisa Weilbacker <lisa@cchsny.org>

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Lisa Weilbacker

ADDRESS: [5 Albany Ave.](#) P.O. Box 311

CITY: Kinderhook

STATE: NY

ZIP: 12106

ORGANIZATION: Columbia County Historical Society

COMMENTS:

Columbia County Historical Society Stuyvesant Falls Mill District

The Stuyvesant Falls Mill District is a national historic district which includes 6 contributing buildings, 5 contributing sites and 2 contributing structures, which collectively survive as an extant example of a 19th century industrial site and its surrounding community along the Kinderhook Creek. The one lane truss bridge, built in 1899 by the Berlin Iron Bridge Co. to replace an earlier timber covered bridge, stands today as the longest metal truss bridge in Columbia County.

This historic district is a tangible link to the past and brings meaning to history and to people's lives. It preserves the original character of the built environment namely buildings and streets as well as the surrounding natural landscape. It is a living, active record of the Stuyvesant Falls community and its residents.

CCHS strongly encourages the Town of Stuyvesant to preserve the existing Stuyvesant Falls Bridge by adhering to the recommendations proposed and urged by Ryan-Biggs Associates ten years ago in 2014 within their report entitled, **Existing Conditions Inspection and Alternatives Assessment Report**. To demolish this extant historical bridge would be a blatant effort to destroy the historic character of this nationally recognized historic district and is an unnecessary and radical response to something that can be rehabilitated and maintained.

CCHS strongly encourages Columbia County, the NYDOT and the FHA adhere to legislation set forth in sections 106 and 4F wherein adverse effects that result from the County's proposed plan be minimized through an alternative plan to preserve the bridge and maintain the integrity of the historic district.

Lisa Weilbacker
Executive Director
Columbia County Historical Society
[5 Albany Avenue](#)
PO Box 311
Kinderhook, NY 12106
518-758-9265

www.cchsny.org

www.facebook.com/CCHSNY

follow us on Instagram [@CCHS_NY](#)



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

James Werkowski <jwerkowski@northlightsys.com>

Wed, Aug 21, 2024 at 5:30 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Jim Werkowski
ADDRESS: 81 Riverview Street, PO Box 1
CITY: Stuyvesant
STATE: NY
ZIP: 12173

COMMENTS:

Dear Commissioner Jurkowski,

Some bridges do more than just carry vehicles across a waterway. Some bridges because of the uniqueness of their design and the special nature of their setting and the history they represent become beloved symbols for the communities they link, whether they have the grandeur of the Brooklyn Bridge or the Golden Gate or just the simple appeal of a Vermont covered bridge.

For the residents of Stuyvesant Falls and beyond, the iron truss bridge that spans Kinderhook Creek is one of those iconic bridges. It is the heart of the Stuyvesant Falls Mill Historic District, linking its east and west sections. It represents 125 years of continuity and local history. Its human scale and industrial-age design fit perfectly into one of the most dramatic natural places in Columbia County, directly over the rapids between the Upper and Lower Falls of the creek.

It is beyond unfortunate that the county has allowed this public treasure to deteriorate to the point where it now needs major rehabilitation or replacement. There was no evidence presented at the August 8 meeting to indicate that any serious consideration was given to rehabilitating the bridge. No doubt it would be an expensive and complicated undertaking, but for \$5 million, surely the county can do better than dropping an oversized nondescript slab of steel and concrete into that site. Adding phony Victorian streetlamps and displaying a few remnants of the original structure off to the side would do nothing to "honor" the historic bridge, but it would amply display the consultant engineers' insensitivity and lack of imagination.

I also share the concerns that many of my neighbors have commented on, that the proposed replacement bridge would negatively impact pedestrian and traffic safety and would invariably lead to speeding along 25A. The present one-lane bridge by its nature is a traffic calming design, and any replacement bridge should take that into account.

In summary, the proposed replacement bridge is unacceptable, as was the process that brought it forward. The project should be halted and started anew, beginning with meaningful involvement from the community and serious exploration of what it would take to rehabilitate the existing bridge. If a replacement is the only viable alternative, it should be of a design and scale appropriate to the site, and that truly meets the needs and approval of the community.

Regards,
Jim Werkowski



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Wed, Aug 21, 2024 at 5:54 PM

Paul Genega <pgenega@northlightsys.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement Project, August 8, 2024 Public Information Comment

NAME: Paul Genega
ADDRESS: 81 Riverview St, PO Box 1
CITY: Stuyvesant
STATE: NY
ZIP: 12173

COMMENTS:

Dear Commissioner Jurkowski,

The 125 year old steel truss bridge spanning Kinderhook Creek is a graceful, historic structure beloved by the community and an essential part of the Stuyvesant Falls Historic Mill District, listed on the National Register of Historic Places since 1976. After years of neglect, the rusting underbelly of the bridge is in dire need of attention and can no longer support firetrucks or heavy agricultural equipment.

To address this problem, Columbia County Public Works and consulting engineers would like to demolish the single lane bridge and replace it with a wide concrete span which does not suit the site and utterly ignores the historic significance of the existing bridge and its value to the community.

I raise my voice, like many others, to register opposition to the current proposal and to object to the "fait accompli" tone with which it has been presented. Alternatives to demolition, including repair, rehabilitation and modernization, must be fully explored and made public so that the needs of the community can be met and the rural charm of Stuyvesant preserved.

The work of the consulting firm which came up with this insensitive and inelegant proposal needs to be halted at once while State and County officials rethink the entire project – perhaps while standing on the bridge, basking in the beauty of its waterfall.

Regards,
Paul Genega



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Grace <gvonmoritz@gmail.com>

Wed, Aug 21, 2024 at 6:06 PM

To: raymond.jurkowski@columbiacountyny.com

Hello Raymond,

I hope this email finds you well. Yesterday I drove through Stuyvesant Falls on my way home to Kinderhook, over the much beloved steel bridge. I grew up in Stuyvesant Falls, and have vivid memories of crossing the bridge as a child, utterly transfixed by seeing the rushing water beneath my feet! Once I had children of my own, I brought them there to experience the same thrill for themselves.

Local history is a source of pride, that spurs nearby residents to associate themselves with a region much loved through generations. And, we who grew up here and moved back, deeply appreciate the unique features we celebrate. Our bridge is one of them.

Please, in whatever way possible, please save our bridge. Its distinction is unique, its history is meaningful, and its picturesque beauty is a treasure - that deserves to be preserved.

Kind regards,
Grace von Moritz



Route 25A over Kinderhook Cre Cek Bridge

1 message

Susanna Grannis <susannagrannis@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Wed, Aug 21, 2024 at 6:54 PM

Save Our Bridge

I write to join others in support of saving the bridge in Stuyvesant Falls. I oppose the radical effort to tear it down and replace it with a new and inappropriate bridge.

One reason has to do with aesthetics. The scene in which the bridge exists is quite remarkable: the old factory, the falls to the north, and the great natural falls to the south, and, yes, the bridge itself. These structures speak directly to the past of this town, and they form an arena of unusual beauty. To destroy the bridge is to destroy the historical charm of our village.

Another reason for upgrading the bridge rather than tearing it down has to do with traffic. I attended the August meeting in the Stuyvesant Town Hall and was dismayed by claims that there are traffic problems due to the one lane of our bridge. I have used the bridge almost daily – by car and in cycling. Yes, sometimes I have had to stop to let an on-going car pass first. A few seconds wait while looking at the scene has never been an issue for me. Nor does it seem to be the people who have waited for me to pass the bridge; almost always, we wave at one another. By contrast, this planned, two-lane, bridge will cause vehicular speed since drivers will have no reason to slow down as they drive downhill to the bridge. What will it be like for bikers, walkers, and villagers when cars and trucks speed by?

At the August meeting in the Stuyvesant Town Hall, only one option was offered. The new bridge was featured, and problems with the old bridge were presented. I left wondering about unanswered issues. How would the cost of the new bridge compare with renewed maintenance of the existing bridge? I wondered why there had not been a previous opportunity for community input before this presentation. I wondered what the cost had been, so far, to present the plan, one it seemed to the presenters had already been settled. Those issues are still with me, and I am deeply concerned.

Susanna Grannis, [545 W. Ghent Rd.](#), Stuyvesant Falls



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Richard Draper <redraper75@gmail.com>

Wed, Aug 21, 2024 at 7:18 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: hinchey@nysenate.gov, historicstuyvesantnt@gmail.com, bendetts@nyassembly.gov, supervisor@stuyvesantny.us

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Richard E. Draper

Address: 115 Falls Rd

City: Hudson

State: NY

Zip: 12534

Comments: Although my mailing address is Hudson, NY, I reside in the Town of Ghent on Falls Road approximately 1.5 miles south of the bridge in Stuyvesant Falls. I consider myself a member of the Stuyvesant Falls Community and would like to comment on the proposed replacement of the bridge over Kinderhook Creek. I would like to see the existing bridge repaired and restored rather than replaced. I would like to see an alternative that keeps the existing superstructure while making the bridge safe for single lane traffic including pedestrians, passenger cars, emergency and fire equipment and moderately sized farm equipment.

I feel that the bridge, in its current design, is a critical part of the character of Stuyvesant Falls, making it unique and historical. The proximity of the Albany-Hudson rail trail makes it even more special, as many tourists and rail trail users see the bridge and associate it with the place that is Stuyvesant Falls, NY.

Safety I also a concern because I feel that the 8/8/24 proposed design will result in drivers operating at unsafe speeds as a result of streamlining the roadway regardless of posted speeds.

All things considered, I believe that the proposed replacement will have an overall negative impact on the community.

Such a rehabilitation would require an ongoing financial commitment to ongoing repairs and maintenance and I would suggest that the annual county budget include such an appropriation.

Thank You for your consideration of my comments.



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Karyn Dornemann <karyn.dornemann@gmail.com>

Wed, Aug 21, 2024 at 9:02 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: "supervisor@stuyvesantny.us" <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Karyn Dornemann
ADDRESS: 8 CR 25A
CITY: Stuyvesant Falls
STATE: NY
ZIP: 12174

Dear Mr.. Jurkowski,

I have been a resident of Columbia County since 1988. I live in the hamlet of Stuyvesant Falls, right on CR 25A, two houses down the hill from the Post Office. In the heart of this tiny hamlet, we have a community of families with children in school, older citizens, working people and families who live in intimate contact with County Route 25A and County Route 25 (in both directions from the T intersection) as well as on Hotel La., Lindenwald Ave., Rybka Rd. and West Ghent Rd. There are more families in this thickly settled hamlet than many realize. On a daily basis, navigating the streets can be hazardous due to the current traffic traveling these roads, often above the 35 mph limit (which is way too high for this community, but that is another issue). There are families pushing baby carriages down to the Falls and the sandbar park, folks on bicycles, occasional horses and riders, and many on foot just going about their day to day activities in our hamlet. The number of agricultural trucks that are rumbling up the roads is another source of concern for the people living in this area due to the manure dust, noise and rate of speed. As you know, the historic one lane bridge over the Kinderhook Creek is just yards from the hamlet and is a central feature of our daily lives. We traverse the bridge to visit friends, go to church, ride and walk on the Rail Trail and enjoy the creek from the Sandbar Park. It is a slow pace in Stuyvesant Falls, and it is one of the reasons that many choose to live here. The historic bridge is a centerpiece of this community as well as a significant point of interest to tourism and residents of this county.

I attended the public information meeting on August 8th at the Stuyvesant Town Hall and I have the following comments that I wish to be on record in the proposal.

1. The proposed replacement of the bridge over the Kinderhook Creek does not suit the needs of the community, the site and does not take into account the safety of the hamlet, the historic nature of the site, or the desires of the community members. We want a safe bridge that keeps the traffic calm in our neighborhood. Emergency vehicles and fire trucks need a bridge they can cross over, and we need to keep the speeds down.

I find that the design and the work plan that were presented on August 8th has critical issues. A pause in the CHA's consultant work and a re-evaluation of process by NYSDOT, SHPO and Columbia County DPW is essential to allow community voices to be considered in this project that is so close to our homes and lives. I want to see the implementation of a community-based design process that gives serious and accurate consideration of alternative design options including rehabilitation and restoration of the current bridge in place.

The physical design of the proposed bridge falls exceedingly short of meeting the traffic safety and site driven needs of our community. Increasing the bridge from one lane to two lanes was not reviewed by our community prior to the CHA design. There is a strong voice here in support of maintaining a single lane bridge. A one lane bridge would keep speeds down and continue to enhance the walkability of the bridge and the unique, iconic character of the experience of the historic location for county residents and those visiting from elsewhere.

We want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The proposal displayed on August 8th did not allow for alternative options, and community members know that access for all vehicles has been provided in the past and can be provided for in the future without a widened bridge.

I call for the Columbia County DPW and NYSDOT to obtain an exemption to the single lane bridge rehabilitation/replacement threshold for vehicle count.

The proposed alignment is also a huge issue along with a widened bridge. Straightening the road will only increase speeds of vehicles that travel literally ten feet from my bedroom window. I have almost been struck by vehicles in front of my house as I

maintain my property or walk to my neighbors, go to the post office or cross the street to buy flowers from the flower cart at the intersection. I am terrified that straightening the road is going to result in someone being injured by a vehicle. What needs to happen is for the speeds through this neighborhood to be reduced. CR 25A and CR25 are NOT a cut-through from Route 9 to Route 9H for the convenience of commuters. These roads go through thickly settled areas where residents should have the respect of traffic and be able to walk the streets without being afraid for their lives. We don't have sidewalks, and there is no room for sidewalks in the hamlet. Please consider the health and lives of my neighbors and myself in this design process. Please do not approve straightening out the road and causing our area to become even more unsafe at any speed.

2. The bridge design process has not met the needs of the residents of our community. No pre-design public meetings or workshops were held before the Public Information Meeting on 8/8/24, despite community interest and investment in the bridge project. Only one design idea was shared at the meeting with no consideration of any alternatives. If allowed to proceed as per the information presented, the additional two public meetings described by CHA are not sufficient to adequately address the public's comments and investment in the future of our bridge. 43 attendees signed in to the meeting, with even more in attendance. An additional 42 residents have begun to organize as the "Save Our Bridge" working group of Historic Stuyvesant to advocate for a better, safer bridge plan.

We call for and deserve a community-based bridge design process that gives serious consideration to alternatives **including bridge repair and rehabilitation** and alternatives that **include a single-lane bridge replacement that matches the aesthetic qualities and historic character** of our iconic bridge.

3. The proposed August 8th design is counter to the nature of the Historic Mill District and the bridge's location therein. Demolition of the bridge and its abutments would cause irreparable damage to the historic and cultural elements of our town. A decision to demolish runs counter to the priorities previously laid out in the Town's Comprehensive Plan of 1999.

I ask that the State Historic Preservation Office (SHPO) and NYSDOT put a stop to the current design process and institute one that preserves the integrity of the Mill District.

Our 125 year old Stuyvesant Falls Bridge is an important historic asset in our town and county that should be preserved, rehabilitated and modernized to safely allow all modes of traffic. It is an iconic, unique and significant piece of history and is one of the few publicly owned assets that falls within the Historic Mill District. The current proposal of bridge replacement is completely out of character with the historic nature of the location. The proposed replacement would erase the timeless nature of the district. The resultant increased traffic speeds will have a negative impact on all residents of the area as well as a detraction to visitors. A significant negative impact on property values in the hamlet is inevitable with the proposed scheme. The proposed concrete and stone faced abutments in no way complement the location by the Kinderhook Creek and will detract from the natural beauty of the site.

4. There are significant negative impacts on public space and on the environment with the proposed design presented on August 8th. The construction limit diagram encroaches on the public green space at the trailhead for the Empire State Trail. The overlook park has been cared for by town residents and Boy Scouts and is frequently used by local residents and visitors passing through. The August 8th plan made no concessions to this park nor any recommendations on how it will be protected. It must be included in every consideration of the project.

The enlarged footprint of the proposed bridge also significantly encroaches and obscures the banks of the Kinderhook Creek and the view. The current abutments are in line with the delicate nature of the Falls. I ask that the NY Department of Environmental Conservation (DEC) review the condition of the existing abutments for reuse as well as the adverse impacts to the banks of the creek and the aquatic and land habitat. The embodied carbon footprint of new bridge construction often far exceeds that of rehabilitation and repair. By not giving proper consideration to reusing the existing bridge and abutments, the County's project is out-of-step with New York State's broader Climate Action initiatives.

People truly love seeing the bridge as they cross over the Creek. Most of them slow down and savor the experience. There is nothing like it remaining in our County. We must be proud of it, as we are of our other historic sites, such as Olana, Lindenwald and the Van Alen house. It reminds us that the historic structures we still have remain as something to cherish and truly value. Our County is proud of its history. Losing this beautiful, bespoke bridge would tear the heart and soul of our town apart forever. We want a safe and accessible crossing without the danger of high speed and excessive traffic. We can attain that goal with our bridge if it is given the care that it deserves. We must retain these special places where time has stood still and we can be proud of our custodial foresight in the future. I call for Colubmai County and the Town of Stuyvesant to halt the project as proposed on 8/8 and allow for the community to have input and for all alternatives to be addressed to truly assess how our bridge may continue its service for another 125 years or more.

Respectfully yours,
Dr. Karyn Dornemann, DC
Resident - Stuyvesant Falls NY



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Wed, Aug 21, 2024 at 9:40 PM

Erin Perdue <erin.perdue3@gmail.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, historicstuyvesantny@gmail.com, bendetts@nyassembly.gov

Erin Perdue
830 County Rd 25
Stuyvesant Falls, NY 12174

Comments:

I am writing in regards to the Stuyvesant Falls bridge. I live on Route 25 (in close proximity to the VFW) and myself, my husband and all of our neighbors are opposed to the bridge replacement proposed at the August 8th Public Information meeting. The design will only serve to increase speeds when that is already an issue. I have 3 kids under 6 years old and my house at 830 route 25 is set the closest to the road than any other house in the town. The condition of 25 is a disgrace, no shoulders yet we need a bridge with wider shoulders than the entire county road has?? So there's room for bicycles on the bridge but the entire rail trail section that runs along route 25 doesn't have any? That bridge forces traffic to slow down and there STILL is an absurd amount of speeding and no law enforcement ever to combat it. I understand the need for the bridge to handle weight of firetrucks but honestly maybe wil roc should stop buying bigger and bigger trucks to run through here. They have no concern for anyone's safety or speed limits either and they have no problem disobeying laws. The proposed bridge is ugly and modern and attempts to erase the history and charm of my town. It isn't even comparable aesthetically to what is in place right now and while yes loads are an issue, the bridge now helps to regulate speeding and traffic flow in a tiny town that doesn't need more people speeding through it while our kids have to play near roads without shoulders or sidewalks or any other safety features. We don't even have parking to check our mail at the post office but we need this ridiculous bridge? In any event, along with the vast majority of my neighbors the residents of Stuyvesant Falls, I oppose the proposed replacement of the bridge and beg you to take our concerns and the safety of our children into account and halt this project allowing other options to be considered and allowing the residents and the public to have a say instead of brushing all of our concerns under the rug and moving forward with a project design that hurts more people than it would help.

Regards,
Erin Perdue



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Bridge Project

1 message

Mark Young <wmark63@gmail.com>

Wed, Aug 21, 2024 at 10:11 PM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

My name is Mark Young and I am a 24 year resident of Stuyvesant Falls. My address is [221 Sunnyside Rd, Kinderhook NY 12106](#). I am writing you to comment on the Stuyvesant Falls Bridge Project CR 25 A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting. I live in an old Van Alstyne house that dates to 1690, so I am aware of what it takes to preserve the unique history, we are blessed to have in Columbia County and am hoping we can do something similar with the Bridge.

Having lived in this County, for some time, I am aware of at least one successful preservation of this bridge and am hoping you will consider another. The bridge is a spectacular entrance (and exit) to the charming hamlet of Stuyvesant Falls. Its character is unmatched in the County and always fills me with delight when I drive over it. While I recognize that it has some problems, aging, wear and tear, and the serious fact that Stuyvesant Falls Volunteer Fire Department cannot traverse it in its current state.

It seems to me that there should be a way to preserve its charm and at the same time make it more functional. The one-way traffic on the bridge is a great way to slow people down and protect some of the charm of the hamlet. I am also hoping that there will be some community input in the final decision regarding the Bridge.

Sincerely Yours,

Mark Young

518-821-6421



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR25A Over Kinderhook Creek Replacement / Rehabilitation Project

1 message

John Hutchinson <hutchscout@gmail.com>

Wed, Aug 21, 2024 at 11:03 PM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, Scott Bendett <bendetts@nyassembly.gov>, historicstuyvesantny@gmail.com

SUBJECT: CR25A over Kinderhook Creek Bridge Replacement / Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: John Hutchinson

ADDRESS: 41 Ferry Road

CITY: Stuyvesant

STATE: New York

ZIP: 12173

COMMENT: Stuyvesant Falls Bridge

Some of you will remember that in 2012 the State DOT wanted to permanently close Ferry Road because they said the railroad grade crossing was too dangerous. They were going to take my house and the houses of my neighbors through eminent domain- and tear them all down. We told them - our houses are historic, some are actually on the National Register of Historic Places- you can't just tear them down. They said, sorry, there's no other way to make the crossing safe. We told them they could put in a traffic signal like they have up in Castleton, but they said, NO, it's impossible, we just have to close the road.

Well, thanks to the support of our neighbors, the media, and Ron Knott and other elected leaders, the bureaucrats at the DOT decided to do a study - many months later they came back to us at Town Hall to tell us they had a great new idea- they can install a traffic signal at the intersection of Ferry Road and 9J!!- and you can keep your homes- and now 12 years later Ferry Rd is safe and sound, and we still have our homes- thanks to a creative solution to a problem.

Now we have the problem of the Stuyvesant Falls Bridge, the centerpiece of the Stuyvesant Falls Mill Historic District, as recognized by the National Register of Historic Places and the NYS Historic Preservation Office. The bridge faced possible destruction in 1991 but the community came together to support the idea of rehabilitation and preservation rather than tearing the bridge down- and the bridge was saved- for a while. Since then bridge maintenance has been badly neglected. If you walk over the bridge you can see it's rusting badly, because it hasn't been painted in a very long time.

In 2014 the DPW commissioned an inspection and report by Ryan-Biggs Associates from Clifton Park- I was looking it over last night- they offered several options for the future of the bridge- the alternatives ranged from Option #1 - doing nothing - to Option #5 - building a new bridge - one of the alternatives intrigued me the most - Option #3B - Major Repairs with Painting- I'm quoting here from the engineer's report: "The bridge would be rated to carry unposted, legal vehicular traffic... maintaining the current traffic capacity and should continue to perform adequately for a minimum of 20—25 years if properly maintained."

"Our opinion of probable cost of major repairs with painting is between \$3,100,000 and \$3,600,000."

That's a lot of money- but are we going after the billions in Federal Infrastructure money? Last night I found this on [whitehouse.gov](https://www.whitehouse.gov): "Based on formula funding alone, New York would expect to receive \$11.6 billion for federal-aid highway apportioned programs and \$1.9 billion for bridge replacement and repairs under the Infrastructure Investment and Jobs Act over five years. New York can also compete for the \$12.5 billion Bridge Investment Program... and nearly \$16 billion of national funding in the bill for major projects that will deliver substantial economic benefits to communities."

Now I've lived in Stuyvesant for 25 years. I'm not an engineer, and I'm not a bureaucrat- I'm a location scout for film and TV who was lucky enough to have worked in 53 countries and 46 States- I've photographed a lot of nice bridges - But I love this bridge, here in Stuyvesant, because it's unique- it's beautiful in design, in structure, and natural setting. I can't think of another bridge I've seen that's as elegant, and perfectly suited to its surroundings, perfectly framed by the upper and lower waterfalls, and the pre-Civil War Van Alen cotton mill on its southern edge.

My house was almost torn down by the DOT because of a lack of imagination, and creative problem solving- I think there are some special places in this world that are worth saving- that once we lose them we can never get them back- and we'll regret our shortsightedness -- sure, we can build a huge shiny new concrete bridge in the middle of our historic district- OR we can follow the specific recommendations of the 2014 study, and repair and paint the amazing historic bridge we already have- think of how many generations have crossed this bridge since 1899- it's up to us to preserve special places like this Bridge for future generations- in a February 1992 issue of the Independent, a Columbia County newspaper, an editor wrote: "That particular bridge, come upon by the motorist (as before him, the wagoner) IS Stuyvesant Falls. To the native, returning after half an hour or half a lifetime, it says Home more clearly than any sign."



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

A few words regarding the Stuyvesant Falls bridge

1 message

Daniel Schoonebeek <danneh.schoonebeek@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Wed, Aug 21, 2024 at 11:21 PM

Dear Mr. Jurkowski,

I hope you've had a restful summer and you're doing well as we steer into these first few days of Fall. My name is Daniel Schoonebeek—I'm a full-time resident of Hudson, and my girlfriend is a homeowner in Stuyvesant Falls. I'm writing to you today to address the proposed rehabilitation of the trestle bridge in Stuyvesant Falls, against which I'll tell you, man to man, I'm opposed.

It's my understanding that you've already been greeted with spirited rebuttals from the Stuyvesant Falls community, so allow me to offer you a different conversation by way of telling you a story.

It's my intention to make a life with my girlfriend in Stuyvesant Falls and become a full-time member of the community. We've been together for several years, commuting back and forth to be with each other, and in that amount of time I've come to love driving over the Stuyvesant Falls bridge on my way to see her. Not only does it signal to me my arrival in a place I aspire to live one day, but the rush of the falls outside my window and the rumble of my tires over the bridge remind me of where I grew up—the small farming village of Delhi, New York, where similar trestle bridges have been preserved and continue to stand to this day.

I'm asking you to consider what a bridge represents, what a bridge *means* to the people of Stuyvesant Falls. Not only does the bridge connect us to our shared histories, it connects us to our neighbors, it connects us to beauty and it connects us to meaning. I understand there are monetary incentives on the line, but to privilege those concerns over the desires, love, and deep-seeded communal histories of your constituents is, I hate to say this, not only an act of deconstruction but an act of destruction as well.

I don't want to take up too much more of your time, so I'll leave you with a few lines from "The Bridge Builder," by the poet Will Allen Dromgoole, in hopes that these lines might resonate with you regarding the symbolism and power of what a bridge represents to a community:

*The builder lifted his old gray head;
"Good friend, in the path I have come," he said,
"There followed after me to-day
A youth whose feet must pass this way.
This chasm that has been as naught to me
To that fair-haired youth may a pitfall be;
He, too, must cross in the twilight dim;
Good friend, I am building this bridge for him!"*

With respect and admiration,

Daniel Schoonebeek



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NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR25 Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

rrwotten@gmail.com <rrwotten@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Thu, Aug 22, 2024 at 2:26 AM

Rebecca Otten
13 Pleasant View Drive
Hudson, NY 12534

If something is worthy of status as an Historic Landmark once, how can it possibly be removed from that status when rehabilitation can be achieved??

Towns deserve the opportunity to preserve such landmarks as an enhancement of the towns history & uniqueness.

Why were no alternatives offered at the August 8 meeting??

Sent from my iPhone



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Keegan Oneal <keeganoneal@gmail.com>

Thu, Aug 22, 2024 at 6:28 AM

To: "Jurkowski, Raymond" <raymond.jurkowski@columbiacountyny.com>

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Keegan Oneal
ADDRESS: [5 Frisbee Lane](#)
CITY: Stuyvesant
STATE: NY
ZIP: 12173

COMMENTS:

Dear Mr. Jurkowski,

Like many who attended the August 8th public meeting regarding the Stuyvesant Falls Bridge, I was crestfallen to see the County DPW and CHA's proposal to demolish our beloved bridge and replace it with a generic two-lane structure. While my neighbors and I had braced ourselves to receive news that the bridge was in disrepair, we were floored by the proposed erasure of a beloved piece of local history without meaningful consideration of community input or design alternatives.

It is my earnest hope that this project can be salvaged, yet there are critical problems with both the design scheme and work plan presented on August 8th that must be addressed. Our community wants a safe bridge that provides adequate load capacity for all modes of traffic, including emergency and farm vehicles. We know that this and many other project objectives can be achieved by simply rehabilitating the existing structure. I am asking for a pause in CHA's consultant work and the implementation of a community-based bridge design process that gives serious thought to alternative options, including bridge repair and rehabilitation.

The 125-year-old bridge and its stone abutments are an iconic centerpiece of our community and one of the few publicly-owned assets that fall within the Stuyvesant Falls Historic Mill District, which was placed on the National Register of Historic Places in 1976. The bridge itself is a key contributing factor to the historic integrity of the area and is the most prominent publicly-owned asset in the Historic District. This bridge can and should be preserved for the generations to come.

The two further public meetings described by CHA will be insufficient to adequately address the public's comments and interest in the future of our bridge. At least 43 people signed in to the 8/8/24 public meeting, with even more in attendance. An additional 42 residents have since started organizing themselves as the "Save Our Bridge" working group of Historic Stuyvesant to advocate for a better, safer bridge plan, and more than 55 people attended a public "Save Our Bridge" rally in Stuyvesant Falls on 8/17/24. Interest in this project continues to grow as more Columbia County residents and interested stakeholders learn that the bridge is under threat of demolition.

From my own experience as a landscape architect, I know that a project with as much community interest as this one merits pre-design workshops and design charrettes to take the voices of the community and subject matter experts into account. We need meetings for this bridge project that bring together town residents, preservationists, project engineers, elected officials, traffic planners, and DEC representatives to evaluate options, share information, and reach consensus regarding the most appropriate path forward. I ask that the County DPW and NYSDOT halt work on the proposed replacement design and implement such a community-based bridge design process that gives serious consideration to alternative options. Ryan-Biggs Associates' 2014 Existing Conditions Inspection and Alternatives Assessment Report for this same bridge is an helpful model for such a careful consideration of options.

Beyond issues with the current project's process, the physical design of the proposed August 8th bridge and road alignment falls short of meeting the contextual and traffic safety needs of our community. There is a strong community desire to keep the bridge as a single lane. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

The proposed alignment also straightens the road significantly by 100ft on the west and 200ft on the east, which is certain to increase vehicle speeds on 25A in both directions. No concrete data on vehicle trips per day was presented in the meeting, and no study was made by CHA regarding roadway safety or impacts to vehicle speed. This information must be carefully studied, presented to the community, and publicly incorporated into any proposed design. Traffic calming elements must be part of any

proposed plan, including bridge rehabilitation. A project in a unique historic context such as this one is ripe territory for development of Context Sensitive Solutions (CSS) in alignment with NYSDOT's standards.

Transcending any emotive argument in favor of historic preservation, it is worth noting that the embodied carbon footprint of new bridge construction often far exceeds that of reuse and rehabilitation. By not giving proper consideration to reusing the existing bridge and abutments, the project is out-of-step with New York State's broader Climate Action initiatives.

I hope that you will give my comments and those of my neighbors proper consideration. You have a whole community here in Stuyvesant that is interested, organized, and eager to participate in a public process where we are treated with respect. I look forward to working with you, NYSDOT, and other project partners toward a positive outcome.

Sincerely,
Keegan Oneal

--
ph | (518) 444-2021



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

B J Bennett <bkcerfer@icloud.com>

Thu, Aug 22, 2024 at 10:54 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Barbara Bennett-Calkins

ADDRESS: [1826 Route 9](#)

PO Box 11

CITY: Stuyvesant Falls

STATE: NY

ZIP: 12174

Hello.

I want to thank you in advance for reading my comments.

I am writing this from my kitchen table in Stuyvesant Falls. I have lived in this village, on the Route 9 side of the bridge for 30 years, give or take. I walk down to the bridge almost daily to look over to the falls. I love this bridge. I love the way the steel majestically rises toward the sky above my head. I love the beautiful design of the post caps and often just put my hand on them feeling their strength while I'm standing and taking it all in.

Okay. Only a little more romance. When my kids were little, they would plop themselves down on the walkway to look through the steel grating and watch the water running in the creek below. There were never a lot of people going across, so it wasn't a problem. It's a quiet little village. It always has felt removed from the rest of the world in a way. Where I live, I can always hear 9... the traffic, the race of people to get somewhere. But as you walk to the larger than life steel bridge, it looks like the entrance to some forgotten kingdom. There is a sense of approaching something special, unlike the ordinariness of the bland highway you are leaving behind. Life has gotten busier just about everywhere... but Stuyvesant Falls hasn't changed very much in these 30 years.

Now I fear that will be gone. The sleepy pace we all love will disappear if this bridge is replaced with a wider two lane bridge. This is not only completely unnecessary, but, by definition, more dangerous. It will negatively impact the roads, straightening them on both sides of the bridge, and encouraging higher speeds and more traffic. How can *this* be making our community safer? We all know when vehicles go faster, more accidents occur.

I am above all an advocate for safety. I absolutely want a safe bridge! Safe for everyone. For the fire trucks. For the farm trucks. For the residents that live here. For the visitors who come here specifically to see this bridge and the falls.

Can we not achieve respect for safety *and* beauty *and* function. The obvious reason this bridge is in the shape it's in is that it has been poorly maintained. Why this has happened I don't claim to know. My understanding is ten years ago funds were allotted to do a study of how to bring the bridge back to being structurally sound. So the question of course is, after those taxpayer dollars were spent, what was done to respond to that information? Was anything done after that to stop the deterioration and make the bridge safer?

I'm disturbed that the replacement plans appear to have been rushed through and do not take into account the vast effects they will have on the local community, and have not included community input until late in this process. I sincerely request this be changed and the process be halted in its current form so that community members can be a part of whatever plan is decided upon.

It's upsetting that taxpayer money has been spent yet again to create the current proposal to replace the bridge. And the community that is most directly impacted by this plan has been left out of this process. The meeting we attended on August 8th did not mention any other option than demolition and replacement of the bridge.

There are of course practical concerns that I have as a homeowner. We are lucky to now have the rail trail. I'm certain it increases local property values. No doubt this bridge does the same. I'm no expert but I know from doing a little research that what has been 'planned' to replace this bridge would not be something anyone would care to seek out as an attraction and it would not inspire people to move here the way this bridge has.

I include some comment content from our group who recently met. I feel this says quite well what I, as well as many others, want to see going forward.

I support ...

a pause in CHA's consultant work And reevaluation of process by DYSDOT, SHPO, and Columbia County, DPW to take community voices into account.

...the implementation of a community based bridge design process to give serious thought to alternative design options. We deserve adequate agency in decisionmaking about the future of our bridge.

I support obtaining an exception to the single lane bridge rehabilitation replacement threshold for vehicle count.

I support renovations. I would like to understand why there ever was a concrete pad put on the roadway of this bridge, making it more dangerous to drive over necessitating throwing salt onto the surface causing the deterioration we now see.

I support accountability and oversight for the regular maintenance of this bridge once it is safely brought back to where it would have been if this had been done to begin with. I pose the questions:
Who is in charge of a maintenance schedule that must have been in place for this bridge? Or am I wrong and there never was a schedule? If there was, what *is* that schedule regarding painting and assessment of any repairs that are necessary?
Were there county or state or federal funds slated to be used for this maintenance?
If there were, were they used for that purpose?

To throw this literal work of art away in favor of some standard unremarkable concrete roadway that will increase speeds *and* danger is a mistake. If we get creative, we can not only achieve safety and meet the needs of the various uses on this bridge without destroying it, we can exceed those goals and still have this breathtaking icon that will draw fans to our county for a long time to come.

At any rate, the decision should be for all the residents of the village to be involved in. So I would call for first and foremost a pause in the current plan and a reconsideration of how to involve all concerned going forward.

Sincerely,
Barbara Bennett-Calkins

Sent from my iPad



COLUMBIA
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Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Thu, Aug 22, 2024 at 11:08 AM

Richard Rudolf <rzdudolf@gmail.com>

To: raymond.jurkowski@columbiacountyny.com, supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Richard Rudolf

ADDRESS: [53 Lindenwald Ave](#)

CITY: Stuyvesant Falls

STATE: NY

ZIP: 12174

ORGANIZATION: RZR Repair LLC

COMMENTS:

Vehicle speed is already a concern in our hamlet and the proposed bridge plan could significantly increase the speeds of traffic.

I have a small farm with animals and pets and live near the park that frequents families and children. I am concerned the proposed bridge plan will create higher risk of danger for the people in our area.

The Stuyvesant Falls area including the bridge, overlook park and sandbar park are all integral to the towns history and charm.

The bridge should support the passage of emergency vehicles and farm equipment but still maintain its historic look and remain one lane to keep traffic through our hamlet to safe speeds.

The Environmental impact and cost of the proposed bridge replacement far exceeds the cost of repair of the existing bridge.

I request that the comment period be extended to allow for further discussion to develop a community based bridge plan.



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Rehabilitation Project

1 message

Thu, Aug 22, 2024 at 11:20 AM

aja Sisco <ajasisco@yahoo.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nyenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com, Sisco Farm <siscofarm@yahoo.com>

I attended the informational town meeting on August 8, 2024 at the Stuyvesant Town Hall regarding the Stuyvesant Falls Bridge.

My family and I have lived in the area for over ten years. When we first came to see this area and tour our now home, we took a quick trip up Rt. 9 to Kinderhook to get pumpkins for carving on a beautiful fall day. Our trip from "home" to the village of Kinderhook took us across the picturesque one lane Stuyvesant Falls Bridge and my husband and I both audibly gasped in awe of the quaint bridge with the brick factory in the background and also at the sight of the upper falls as we looked out the window to the right. Surrounded by the changing fall leaves, the rushing water, and after just seeing our forever home down the road, we were sold. We began the process of purchasing our home at the end of Rybka Road in Stuyvesant Falls.

Over our decade here in the Hamlet, we have of course taken CR 25 south to Stockport and used the Rossman Road bridge. This bridge gets particularly slick in wet conditions, and although it may be wide enough to use as a two lane bridge, the turns can be a bit tight and it, too is frequently used as a one lane bridge.

During the informational session, it was brought up that DOT had done a count on the bridge to track traffic. I would like to learn more about this as I do not believe that the suggested 1,100 cars per day really do cross.

I along with my husband would like to see the current historic, charming, and adequately-sized bridge in our hamlet restored. NOT replaced. This bridge should remain a one-lane bridge as it is now, however it should be repaired to allow fire trucks and other emergency apparatus to cross safely.

Our main concerns are that any changes will degrade the history of the area, and really take away from the beauty of the spot while increasing traffic, speeds (going down either side, it is a hill and the one-lane bridge forces cars to slow down prior to approach to look for other vehicles, bicycles, people and pets), and really causing a hazardous area for pedestrians who choose to traverse the bridge, use the electric trail, or even just take a picture.

I feel that had better care been taken with upkeep and repairs within the past years, we would not be at this juncture today. Had we brushed and flossed more frequently, we would not be in need of all the dental work we need now. If you get dentures from a cookie-cutter national practice, you'll lose the integrity and personality of your individual smile. Let's invest some more time, find a better dentist, and pay for the quality dental work our town needs to keep it's smile for years to come.

My mother lives in a stone house from the 1600 in Ulster County. I understand that in order to make things from centuries ago functional for today's needs takes work, creativity, and money. She has spent lots of money to use the historic paint colors and paint brands, the wrought iron hinges and latches, and even repointing the stone work as needed. This is what we do to preserve history. What a shame it would be to just knock down a 400 year old home just to put up a modular in its place.

Save our bridge. Do not erase history.

Sincerely,

Aja and Jeff Sisco
65 Rybka Rd.
Stuyvesant Falls, NY 12174



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Courtney Tribble <courtneyatribble@gmail.com>

Thu, Aug 22, 2024 at 11:31 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nyassembly.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Courtney Tribble

ADDRESS: [1921 U.S. 9](#)

CITY: Stuyvesant

STATE: NY

ZIP: 12173

COMMENTS:

For the past 20 years I have lived only a minute by car from the Stuyvesant Falls. The Stuyvesant Falls Bridge (1899) is a historic treasure, "this 202-foot-long "Pennsylvania"-type span is the longest metal truss bridge and only one of its kind in Columbia County." (source: hudsongreenway.ny.gov). This historic bridge is a local treasure.

I oppose the new plans without adequately looking into keeping the historic footprint & look of our current bridge. The single-lane nature is not a negative attribute, but in fact a positive. We locals appreciate slower traffic speeds and I do not know of a single accident that has occurred on the bridge in the years I've lived here. As the saying goes, "Patience is a virtue" and in attempting to rehabilitate/restore/replicate the existing bridge we can keep the local charm of a smaller bridge; it's actually not very often that I have to 'wait my turn' to cross. When my children heard about this new bridge proposal they were upset too!

As I travelled through VT this summer I crossed the West River on the West Dummerston Covered Bridge (1872) and also visited the Creamery Bridge (1879) in Brattleboro. These bridges are delightful and beautiful and these townships understood the importance of preservation.

I ask that you pause on this plan and take more time in creating a community-based bridge design.

Gratefully yours,

Courtney Tribble



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Save our metal bridge

1 message

Krishna kumari Culver <kumariculver@gmail.com>

Thu, Aug 22, 2024 at 11:43 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: Supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

To whom it may concern, I would like our town to honor the history of this bridge. I find the one lane bridge to be perfect. I have never seen an accident never had any trouble going over it.

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME:KrishnaKumari Culver

ADDRESS: 875 route 25

CITY: Stuyvesant Falls

STATE: NY

ZIP: 12174

COMMENTS:

For the past 23 years I have lived in Stuyvesant Falls. The Stuyvesant Falls Bridge (1899) is a historic treasure, "this 202-foot-long "Pennsylvania"-type span is the longest metal truss bridge and only one of its kind in Columbia County." (source: hudsongreenway.ny.gov). This historic bridge is a local treasure.

I have taken my children's prom pictures on this bridge and it serves our community well.

All we need is Love,
Krishna Kumari

Hare Krishna Hare Krishna Krishna Krishna Hare Hare Hare Rama Hare Rama Rama Rama Hare Hare



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

ozgur ozar <oozar@me.com>

Thu, Aug 22, 2024 at 11:53 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

Ozgur Ozar

[8 Frisbee Lane](#)
[Stuyvesant NY 12173](#)

Below are my comments pertaining to CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting

I strongly share my community's desire to keep the bridge as a single lane. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

There is no reason to widen the bridge to two lanes. A safe bridge that provides adequate load capacity for emergency vehicles and access for all vehicles can be provided without a widened bridge.

Myself and the community strongly desire slower traffic on our streets for the safety of our families. A two lane bridge will most certainly increase vehicle speeds on the bridge and on 25A in both directions.

Demolition of the existing bridge would cause irreparable damage to the historic and cultural fabric of our town and the Stuyvesant Falls Mills District by which our historic bridge is the physical centerpiece of and would be forever lost.

The proposed ugly cement block two lane bridge would destroy the charming character of our community and the increased traffic and traffic speeds will have a negative impact on our property values

I am vehemently opposed to the only plan that was presented to us August 8th. It would forever destroy our hamlets beautiful charm and history and make our streets unsafe and decrease property values

Thank you
Ozgur Ozar



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

brian ruhl <brianruhl@gmail.com>

Thu, Aug 22, 2024 at 12:04 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nyenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Brian Ruhl
8 Frisbee Lane
Stuyvesant NY 12173

Below are my comments pertaining to CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting

strongly share my community's desire to keep the bridge as a single lane. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

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Thank you
Brian



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Jessica Richards <jessica.richards005@gmail.com>

Thu, Aug 22, 2024 at 12:14 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Joshua & Jessica Richards

ADDRESS: [31 Falls Road](#)

CITY: Ghent

STATE: NY

ZIP: 12075

COMMENTS:

I am writing to you regarding the Stuyvesant Falls Bridge, located in Stuyvesant Falls, NY. The 125-year-old bridge is an iconic cultural and aesthetic feature in our community and one of the few publicly owned assets that falls within the Stuyvesant Falls Historic Mill District, which was placed on the National Register of Historic Places in 1976. In the words of the National Register of Historic Places *"The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation."* Our bridge is worth the preservation not destruction.

With the proposed two-lane bridge comes new issues for our residents.

1. The physical design of the proposed August 8th bridge and road alignments falls short of meeting the contextual and traffic safety needs of our community. Residents want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The proposed alignment straightens the road significantly and will increase vehicle speeds on 25A in both directions causing the current road to become more dangerous to our residents as well as the public using the rail trail.
2. Destruction of a National Historic Bridge. You will be destroying a piece of Stuyvesant Falls history. We would be showing our youth history doesn't matter and that it can be destroyed. Preservation of our town's history is so important. To know where we came from and how far we have come. Demolition of the existing bridge and abutments would cause irreparable damage to the historic and cultural fabric of our town and is a decision that runs counter to the priorities in our Town's Comprehensive Plan (1999).
3. The project's proposed construction limit diagram encroaches on the public green space at the Empire State Trail Stuyvesant Falls Trailhead. Town residents and local Boy Scouts worked tirelessly in years past to provide this frequently used park overlooking the falls the care it needed. Are we saying all their hard work to beautify our town was a waste? The August 8th plan provided no clear guidelines for its protection or enhancement. Any plan for the Stuyvesant Falls Bridge must consider this valuable public space resource.

No public pre-design meetings or workshops were held prior to August 8, 2024, despite the considerable community interest in this bridge project. We deserve a safe bridge plan that calms traffic, provides much-needed emergency vehicle access, and respects the character of our historic area.



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Save our metal bridge

1 message

Krishna kumari Culver <kumariculver@gmail.com>

Thu, Aug 22, 2024 at 11:43 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: Supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

To whom it may concern, I would like our town to honor the history of this bridge. I find the one lane bridge to be perfect. I have never seen an accident never had any trouble going over it.

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: KrishnaKumari Culver

ADDRESS: 875 route 25

CITY: Stuyvesant Falls

STATE: NY

ZIP: 12174

COMMENTS:

For the past 23 years I have lived in Stuyvesant Falls. The Stuyvesant Falls Bridge (1899) is a historic treasure, "this 202-foot-long "Pennsylvania"-type span is the longest metal truss bridge and only one of its kind in Columbia County." (source: [hudsongreenway.ny.gov](https://www.hudsongreenway.ny.gov)). This historic bridge is a local treasure.

I have taken my children's prom pictures on this bridge and it serves our community well.

All we need is Love,
Krishna Kumari

Hare Krishna Hare Krishna Krishna Krishna Hare Hare Hare Rama Hare Rama Rama Rama Hare Hare



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Christine Cherbonnier <christine@christinecherbonnier.com>

Thu, Aug 22, 2024 at 1:18 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Hi my name is Christine Cherbonnier and I live at 935 County Route 25, Stuyvesant Falls NY. I'm writing to comment on the proposed Kinderhook Creek Bridge Replacement/Rehabilitation Project, that was presented at the August 8, 2024 Public Meeting.

I'm very concerned that the proposed replacement of the historic Kinderhook Creek bridge will increase traffic speeds in our community making it increasingly unsafe for bikes and pedestrians.

Im surprised that the members of the town council would propose such a replacement instead of working with the community on a safe rehabilitation. Over the past 6 years I've lived in Stuyvesant Falls, while campaigning for town council positions you've come to my door promising to keep this small farming community just the way it is, to remove such a loved and historic part of our community would be such a disappointment and over site to the towns safety and needs.

I believe the current process should be paused and replaced with an approach that gives the community adequate agency in decision-making about the future of the bridge. The Stuyvesant Falls Bridge is a historic asset that can and should be preserved, rehabilitated, and modernized to safely support all modes of traffic.

Thank you so much for your time.

Makeup Artist
Christine Cherbonnier
The Wall Group | WME | IMG
Agent: Alexw@thewallgroup.com
(212) 352-0777

@christinecherbonnier
www.christinecherbonnier.com



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Anna Poiarkoff <aknestaut@gmail.com>

Thu, Aug 22, 2024 at 1:57 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

NAME: Anna Poiarkoff

ADDRESS: [65 Lindenwald Ave](#)

CITY: Stuyvesant Falls

STATE: NY

ZIP: 12174

ORGANIZATION: N/A

COMMENTS: The proposed plan as presented on August 8th for a replacement of the Stuyvesant Falls Bridge is poorly conceived, unsafe, and does not suit the site context or desires of our community. This bridge is an important link to our past and if preservation of its current form is not a possibility, its integrity as such should be a central component of the redesign effort. This was not evident in the proposal. We deserve a safe bridge that calms traffic, provides much-needed emergency vehicle access, and respects the character and unique history of our area. At the very least we deserve the time and space to actively contribute to decision making rather than be hastily informed of ideas as if they are the only option.

A pause in CHA's consultant work and a thoughtful re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW would allow for the opportunity to receive valuable and necessary community input. We are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. Granting us adequate agency in decision-making about the future of our bridge is warranted.

The proposed increase from one lane to two was not reviewed with the community. As a mother of two small children, we frequently walk, drive and bike across the Stuyvesant Falls Bridge. **I personally am adamantly opposed to the shift from one lane to two lanes as it will increase vehicle speeds on an already unsafe road.** Therefore I urge the Columbia County DPW and NYSDOT to explore an exemption to the single lane bridge rehabilitation/replacement threshold for vehicle count.

Thank you,

Anna Poiarkoff



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

Thu, Aug 22, 2024 at 2:00 PM

Emma Williams <emaliayoga@gmail.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Dear Raymond,

I write this message to you as a new member of the Stuyvesant Falls community. When I heard about the proposed August 8th plan for a 2-lane replacement of the Stuyvesant Falls Bridge, my initial feeling was about how this will inevitably increase traffic from Hudson to Kinderhook and the 2 lane model will encourage drivers to drive even faster on route 25. There are many families, especially with young children, who walk and bike along route 25 throughout the year. I'm very concerned that this new bridge will create a greater safety issue for many in the community. Maintaining the single lane bridge would protect the low-speed, walkable, and friendly rural charm cherished by hamlet residents and folks who visit our community.

Thank you for your time and consideration in my note,

Emma Williams

825 Co Rd 25, Stuyvesant, NY 12173



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Another Benefit

1 message

andrew pellettieri <drewpellettieri@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Thu, Aug 22, 2024 at 2:02 PM

Dear Commissioner Raymond Jurkowski,

As a follow up to the idea that the new span be built next to the existing bridge, another advantage is that the current bridge could still be used by light vehicles, bicyclists, and pedestrians while the new span is under construction.

The community would be less inconvenienced, Sherriff's could respond more promptly when called upon. There is nothing that is beyond the capabilities of NYSDOT Engineers.

Thank you,
Andrew



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Thu, Aug 22, 2024 at 2:03 PM

buybruning <buybruning@yahoo.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <Supervisor@stuyvesantny.us>, hinchey@nyenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Dear Mr Jurkowski,

I am surprised and unhappy to learn that the Columbia County Department of Public Works intends to demolish the historic Stuyvesant Falls Bridge and replace it with a 2-lane generic bridge. The historic Stuyvesant Falls Bridge is the icon and heartbeat of Stuyvesant Falls. It gives Stuyvesant Falls its identity and distinguishes it from other hamlets. No other nearby villages have such a magnificent one-lane bridge that provides a gateway to their town allowing people to pause from their hectic day to appreciate the moment and anticipate their arrival to town. This daily ritual connects us to our home and our community.

The citizens of Stuyvesant deserve a voice in any proposed changes to their home and community.

I implore CCDPW, NYSDOT & SHPO to implement a community-based bridge design process, including the study of the restoration of the historic Stuyvesant Falls Bridge which is on the National Register of Historic Places and has been an enduring symbol of our community.

We all want a safe bridge that accommodates emergency vehicles and farm equipment. But every problem has many solutions. And we should be striving together to create a solution that protects our community as well as our safety.

John Bruning
842 Route 9J
Stuyvesant, NY 12173



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Katherine Vorwald <katie.vorwald@gmail.com>

Thu, Aug 22, 2024 at 2:41 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Dear Mr. Jurkowski,

Thank you for the opportunity to comment on the proposed replacement/rehabilitation project in the Town of Stuyvesant. I was unable to attend the public meeting but have reviewed the materials posted to the Town of Stuyvesant website. I offer the following comments:

It is clear from the history of repairs and retrofitting and costs associated thereunder have been extensive and ever-increasing as the bridge continues to age and is exposed to the elements here in upstate NY. I also understand that given the spotlight over the past few years on bridge safety in New York and throughout the United States that it makes sense to take the federal funding and replace the bridge essentially "once and for all." However, the early drafts and proposals presented at the August 8th meeting would significantly diminish the local character, purpose and intent of the historic district around the bridge. There are few places in our Town where people can gather and enjoy outside recreation and historic scenery. The bridge is next to parking spots for the rail trail and to the entrance to the park where the community can view the falls.

Building up the area by putting in a multi-lane bridge changes the character of the area from rural, bucolic and friendly to pedestrians to something we'd find in the suburbs. In conversations with my neighbors, I have learned that people stay in or move to Stuyvesant because that character is important. I believe the bridge design must retain, to the greatest extent possible, the same footprint that it has now.

I think, at a minimum, a more detailed comparison on the impact of maintaining a smaller-footprint bridge versus a complete redesign and multi-lane buildout would be very helpful to further community understanding. I would like to hear more from our first responders about the need for a wider bridge and will look for their feedback. Ultimately, I believe that a compromise can be reached to preserve the character of the area, ensure safety and keep future infrastructure costs down. Please take into consideration the feedback from the public. I look forward to following along as this project continues.

Thank you,

Katie Vorwald
1590 State Route 9J, Stuyvesant NY
518-335-3280
katie.vorwald@gmail.com



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

serra butash <serrabutash@gmail.com>

Thu, Aug 22, 2024 at 2:50 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesant@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: *Serra Butash*

ADDRESS: *235 Union Street*

CITY: *Hudson*

STATE: *NY*

ZIP: *12534*

COMMENTS:

To whom it may concern,

I'm a current resident of Hudson and soon to be a resident of Stuyvesant (in contract for [1219 State Rt 9J](#)). One of the reasons we decided to move to Stuyvesant was because of the historic and natural beauty of the area. Having rented near the Stuyvesant Falls Bridge, we often walked and biked the electric trail, always stopping at the falls and walking over the bridge to admire the creek and the especially the bridge itself. It brings me great distress to learn that this bridge is now at the risk of disappearing!

I join other members of Stuyvesant who are calling for and deserve a community-based bridge design process that gives serious consideration to alternatives, but especially the repair and rehabilitation of this bridge. The Stuyvesant Falls Bridge is a historic asset that should be preserved, rehabilitated, and modernized to safely support all modes of traffic.

I'd like to ask the State Historic Preservation Office (SHPO) and NYSDOT to put a stop to the current design process and instead institute one that ensures that the historical integrity of the Mill District is preserved for generations to come.

Thank you for your consideration,

Serra Butash



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR25A over Kinderhook Creek Bridge Replacement/rehabilitation Project

1 message

Cynthia Lathrop <cynthialathrop@gmail.com>

Thu, Aug 22, 2024 at 3:09 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, historicstuyvesantny@gmail.com, hinchey@nysenate.gov, bendetts@nyassembly.gov

Cynthia Lathrop
3052 Main Street
PO Box 59
Valatie NY 12184

As a Columbia County resident who walks the Sunnyside Road trail to Stuyvesant Falls weekly, it is obvious how special and historically important the ironwork bridge is to the setting.

It is one to be saved!!

I understand the bridge must be re-fortified to handle the farm traffic, but please don't tear it down.

The village of Valatie made a terrible design decision of a concrete slab bridge / rt 203 over the Kinderhook Creek. It is barely pedestrian-friendly and blocks the view of the waterfalls. Other village bridges over the Kinderhook Creek - Malden Bridge, Riders Mills, have retained some charm. Let's keep Stuyvesant Falls historically accurate.

Sincerely,

Cynthia Lathrop



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Naomi Cohen <naomcohen@gmail.com>

Thu, Aug 22, 2024 at 3:38 PM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Cc: "supervisor@stuyvesantny.us" <supervisor@stuyvesantny.us>, hinchy@nysenate.gov, bendetts@nyassembly.gov, "historicstuyvesantny@gmail.com" <historicstuyvesantny@gmail.com>

CR 25A over Kinderhook Creek Bridge Replacement / Rehabilitation Project

August 8, 2024 Public Information Meeting Comment

Naomi Cohen

41 Ferry Road

Stuyvesant

NY

12173

I have lived in Stuyvesant for 25 years, and have loved crossing the bridge on rt 25A. I use the bike path and enjoy the overlook park often. The thought of it becoming a two lane concrete construction is dispiriting. The ambiance as well as the safety and historical significance will all be negatively and irrevocably altered by the proposed replacement. There must be more imaginative and productive solutions to the much needed attention and support for this important structure. More time and more consideration are necessary for the many community members that will be affected . We are a small community, and it shouldn't be too difficult to respect and listen to the people who feel so strongly about this.

Thank you for your attention.



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Ryan McFaul <ryanmcfaul@gmail.com>

Thu, Aug 22, 2024 at 3:41 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nyassembly.gov, bendetts@nyassembly.gov, Stuyvesant Falls Bridge <historicstuyvesantny@gmail.com>

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Ryan McFaul
ADDRESS: 66 CR-25A
CITY: Stuyvesant Falls
STATE: NY
ZIP: 12174

COMMENTS:

When my wife and I bought our 1840 house overlooking the Stuyvesant Falls Bridge, our two biggest reasons were the stunning, historic nature of the area, and the walkable, neighborly feel. We quickly got to know our neighbors on our daily stroll to the post office or walking the dog. When I cross that bridge on foot I marvel at the views. When I stop in the car to wait for an oncoming vehicle, it reminds me how sometimes the old things we left behind may have actually had it right.

Stuyvesant Falls is already lovely and offers so much potential. Where else can you find a 19th century iron bridge set between two back-to-back waterfalls, with an old mill complex wrapped around? That potential can be nurtured or it can be squandered. The August 8th bridge proposal would cause irreparable harm to the future of our hamlet.

Much of Columbia County's resurgence in recent decades has come from embracing and restoring its historical surroundings. I see the same in this hamlet. People like myself have left the cities thanks to remote work. I've met new neighbors and the trend is clear: small, beautiful towns are making a comeback.

And while I am fairly certain no one in 1899 was concerned about fast moving traffic, the single lane bridge has evolved into a picturesque way to control vehicle speeds. Despite narrow shoulders and no sidewalks, our hamlet is a safe and walkable place for people, kids and pets. Drivers are generally careful as they pass through, with the bridge acting as a natural speed limiter. No one is asking to straighten the bridge alignment to increase speeds, or make it ten seconds quicker for cut-through drivers.

I would like to see a community involved process where restoration options are deeply considered. At the public meeting I spoke about the Hadley Bow bridge in Saratoga as an impressive example of an old iron bridge that was rebuilt and re-engineered to modern specs. If, in the end, we realize restoration it is truly not feasible, a replacement bridge should be conceived with community input and an effort to maintain the historic integrity of the mill district.

I am committed to seeing this lovely hamlet flourish. Stuyvesant Falls' one-of-kind geographic and historical context, combined with its neighborly walkability and proximity to the bike trail sets it to grow in our new economy, where remote work is increasing and quality of life is prized. Let's all work together to find a solution.

Sincerely,
Ryan McFaul



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A Bridge Replacement

1 message

skiporlou@nycap.rr.com <skiporlou@nycap.rr.com>

Thu, Aug 22, 2024 at 3:47 PM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Name: Harold Leiser
Address: 126 Sharptown Rd
Stuyvesant, N.Y. 12173

Comments: The Stuyvesant Falls Bridge was built in 1899 with a weight rating of 51 ton. The wooden deck was replaced in 1939 with steel. . The bridge was closed for a period of time in 1990 due to the deterioration of the structure. In 1995 additional steel arches were added to help preserve the usefulness. However it came at the cost of narrowing the bridge to one lane. Now 30 years later, we are again going to close the bridge for said repairs. We are moving backwards instead of forward. Continuing to close and repair the bridge it is not cost effective. Maintenance costs will be an ongoing expense.

People who want to save the bridge only utilize it with their personal vehicles. Stuyvesant is an agricultural community. The restriction that are presently on the bridge do not accommodate our working community. Farm vehicles, fire trucks, school buses, highway department vehicles, delivery vehicles ect can not cross the bridge safely. Bus routes can be altered, however fire trucks response time is multiplied with these restrictions. Town plow trucks would have to reroute through other towns to clear the roadways during the winter months. This bridge needs to be replaced for the benefit of all.

There was a statement made that putting in a new bridge would make it a speedway. The speed limits on both sides of the bridge would remain the same. I have been a resident of the Town of Stuyvesant for 85 years. I understand and agree with keeping our heritage and some major landmarks, but this bridge is no longer a landmark and it should be brought up to today's standards and to be able to handle and accommodate future needs.



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 08, 2024 Public Information Meeting Comment

1 message

Thu, Aug 22, 2024 at 4:28 PM

william volding <whvolding@att.net>

To: raymond.jurkowski@columbiacountyny.com

To all this may concern:

The two years of 'behind closed doors' planning for the demolition and replacement of the historic 125 year old Stuyvesant Falls bridge shows an absolute disregard for us, the residents of Stuyvesant Falls and surrounding communities, and a dismissal of our thoughts, concerns, and ideas. A meaningful involvement with these communities before planning began would have been more in keeping with our representative government, rather than the post-planning patronizing two-week comment period regulatorily offered to appease.

The potential impact of this project is both emotional and physical, and its development should henceforth involve residents of the affected communities, with an initial revisiting of the project's conception.

This quaint, historic bridge is intrinsic to the charm and beauty of Stuyvesant Falls. The proposed bridge would forever change this wonderful little hamlet.

Sincerely,

Susan Volding

868 County Route 25
Stuyvesant Falls, NY 12174



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Bridge

1 message

Alexandra ANDERSON <downmainer@aol.com>
To: raymond.jurkowski@columbiacountyny.com

Thu, Aug 22, 2024 at 4:51 PM

Dear Sir,

Please slow down and reconsider your radically destructive plan for "replacing" the existing Stuyvesant Falls one lane historic bridge.

The ten used the familiar technique of failing for years to repair the existing bridge as a way to consign it as too difficult to repair. It's an old strategy.

Please RR consider and abandon the high handed new plan, which would destroy the character of Stuyvesant Falls and the current scenic nature of the bridge.

Sincerely

Alexandra Anderson

P O Box 771

53 Albany Ave

Kinderhook

NY 12106

Sent from my iPhone



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Bridge Replacement/Rehabilitation Project at CR 25A over Kinderhook Creek

1 message

Josef Asteinza <asteinzaj@yahoo.com>

Thu, Aug 22, 2024 at 6:14 PM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Cc: "supervisor@stuyvesantny.us" <supervisor@stuyvesantny.us>, "hinchey@nysenate.gov" <hinchey@nysenate.gov>,

"bendetts@nyassembly.gov" <bendetts@nyassembly.gov>, "historicstuyvesantny@gmail.com" <historicstuyvesantny@gmail.com>

From:

Josef Asteinza
Randall Bourscheidt
458 Sharptown Road
Stuyvesant NY 12173

To:

County Public Works Commissioner Ray Jurkowski

Re:

Bridge Replacement/Rehabilitation Project at CR 25A over Kinderhook Creek
August 8, 2024, Public Information Meeting Comment

Dear Commissioner Jurkowski,

We urge you to reconsider the current proposal to demolish the historic Stuyvesant Falls Bridge and to reassess the process for addressing the bridge's structural deficiencies with a full review from the appropriate agencies as well as the public.

The proposal to replace the bridge, developed with CHA consultants and presented to the public in Stuyvesant on August 8, 2024, was ill-conceived, out of character with the historic district and the rural community of Stuyvesant, lacked any public input prior to the presentation and raises serious concerns about safety.

The historic iron through-truss, one-lane bridge, which was completed in 1899, is an extant structure cited as a contributing factor in the designation of the Stuyvesant Falls Mill Historic District on the National Register of Historic Places on September 15, 1976.

The historic district and Stuyvesant Falls are a stop on the new Empire State Trail and attract locals and visitors alike. The current one-lane bridge requires vehicles to stop and therefore slows traffic at a popular tourist site and community gathering place. Demolishing the beloved bridge would significantly diminish the character of the district. Replacing it with a two-lane bridge engineered for speed would endanger pedestrians and cyclists who visit the site.

Furthermore, under the National Historic Preservation Act of 1966, the present Federally-funded bridge rehabilitation/replacement project should require a review with interested parties, such as the State Historic Preservation Office and the Department of Transportation, as well as the public. We call on you to assure due diligence in this matter and to open the design process for this significant historic structure to the community.

We should also note that rehabilitation work in the past --for example in 1995 and in 2015-- took into consideration the historic significance of the bridge and reflected efforts to minimize altering its character. We hope you will acknowledge the far-sighted efforts of your predecessors and do the same.

Thank you for your consideration.

Respectfully yours,

Josef Asteinza
Randall Bourscheidt

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Kristina Kwacz <kkwacz668@yahoo.com>

Thu, Aug 22, 2024 at 6:16 PM

Reply-To: Kristina Kwacz <kkwacz668@yahoo.com>

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Cc: "supervisor@stuyvesantny.us" <supervisor@stuyvesantny.us>, "hinchey@nysenate.gov" <hinchey@nysenate.gov>, "bendetts@nyassembly.gov" <bendetts@nyassembly.gov>, "historicstuyvesantny@gmail.com" <historicstuyvesantny@gmail.com>

Subject: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

Aug. 8, 2024 Public Information Meeting Comment

Comments by:

Kristina Kwacz

668 County Route 26A

Stuyvesant, NY 12173

I am the Stuyvesant resident who brought the arch truss technology to the attention of the Stuyvesant Town Board and Stuyvesant Falls Fire Commissioners more than 30 years ago when the Stuyvesant Falls bridge was slated for replacement.

I write regarding comments concerning the historic relevance of the bridge post-installation of the tied-arch system. Specifically, the statement that this method created a "dramatic change in the look and historic accuracy of the bridge" as stated by Clough Harbour & Associates (CH&A) staff during the August 8, 2024 public information meeting.

As mentioned during the meeting, the Stuyvesant Falls Mill District is listed on the National Register of Historic Places. It is important to underscore that per clarification from the New York State Office of Parks, Recreation, and Historic Preservation, when a historic district is listed on the register, each property within that district is listed. There is no difference between something listed in a district or listed individually.

The bridge was rehabilitated in 1993 via arch truss technology designed by Robert H. Kim, P.E. and Jai B. Kim, P.E. PhD, Professor of Civil Engineering at Bucknell University. Dr. Kim is considered one of the country's foremost experts on steel-truss bridge restoration projects.

Following its rehabilitation, the Stuyvesant Falls bridge was chosen by the Federal Highway Administration's Biennial Award (1992-1994) for "Excellence in Highway Design." NYS DOT Commissioner John C. Egan received the award in 1994. In 1995, it was displayed at the Annual Meeting of the Transportation Research Board in Washington, DC.

In 1997, the Preservation League of New York State recognized the Stuyvesant Falls Bridge rehabilitation and the Stuyvesant Town Board with the "Government Champions of Historic Preservation" Award.

Steel-truss bridges nationwide have been rehabilitated using the arch truss technology and include:

1. Lucile Bridge, Riggins, Idaho
2. Worthington Bridge, Douglas County, Oregon
3. Swampton – Half Mount Bridge Creek, Magoffin County, Kentucky
4. Bower Bridge, Clearfield County, PA
5. Roaring Branch Bridge, Lycoming County, PA
6. 7th Street Bridge, Coudersport, PA
7. Landers Corners Bridge, Cortland County, N Y
8. Mumma's Ford Road Bridge, Carroll County, MD
9. Sparks Road Bridge, Baltimore County, Maryland
10. Gerloff Road Bridge, Montgomery County, Pennsylvania
11. Montana Rail Link Bridge over the Clark Fork River between St. Regis and Paradise
12. Stuyvesant Falls Bridge, Columbia County, NY

Examples of historic truss bridges listed in the National Register of Historic Places after the arch rehabilitation which preserved the bridge's historic design and materials include the Gerloff Road Bridge, Montgomery County, PA and Sparks Road Bridge, Baltimore County, MD.

I appreciate the opportunity to share this information regarding the historic nature of the bridge during this comment period.

Before closing, I have comments concerning the proposed design for bridge replacement which was presented by CH&A on

August 8, 2024. I am disappointed that the public was not engaged in considering the status of the bridge prior to this presentation. A detailed discussion of its current condition and why options for rehabilitation are not feasible would have alleviated the "shock" of hearing that a two-lane concrete span is the only path forward.

Thirty-three years ago, local residents were concerned that a two-lane bridge would result in increased vehicle speeds from approaches that are narrow and sharply angled. These concerns remain today. Maintaining a single-lane bridge addressed those concerns in the past. Today, recognizing the needs of emergency vehicles such as fire trucks as well as agricultural vehicles is paramount. I therefore respectfully request that the proposed two-lane replacement project be paused to allow for an open discussion with the public concerning rehabilitation options as well as options such as a new, single lane bridge that could meet the needs of emergency and agricultural traffic.

Thank you for your consideration.

Sincerely,
Kristina Kwacz



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

tom grott <tbgrott@gmail.com>

Thu, Aug 22, 2024 at 7:02 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: *Thomas Bade Grott*

ADDRESS: [61 Lindenwald ave](#)

CITY: Stuyvesant Falls

STATE: NY

ZIP: 12174

ORGANIZATION: *New York State Bridge Authority/ resident of Stuyvesant Falls*

I have lived in the area of Stuyvesant falls, Kinderhook, Valatie for my entire 37 years. As far back as I can remember this bridge has been a landmark and piece of pride for the falls. 6 years ago I bought my house on Lindenwal ave. I decided to settle down here because of the character of this town and if im being totally honest that bridge has a lot to do with the character of this town, it's our landmark. As an avid bicyclist that uses the empire trail daily I am often asked by people visiting the area about our bridge and listen to them commenting on how gorgeous it is.

I can positively say that taking this bridge down and replacing it with a two lane bridge will drastically alter the character of my town in a negative way. As it stands we already have people speeding through our town as a cross over between route 9 and 9h. Which has seen the loss of pet life at an alarming rate. I have called the sheriffs dept to complain about speeders and they can barely keep up with the issues. No fault to them at all.

My current occupation is senior laborer at the NYS bridge authority. I currently work on the Rip Van Winkle bridge and daily do restoration work on that bridge. So I have some bearing on the ins and outs of bridges built in the 1920-1930s. This bridge deserves to be repaired. And repaired properly at that. I understand that we live in an agriculture community but there is zero reason for the farm equipment to come barreling down the road to the span at 45+ mph. Clearly this is causing stress to the both the super structure of the bridge and possibly the abutments. Again, this bridge is a landmark for the community and something we should be proud of. Not taking down for progress sake. We have lost too many historic buildings and bridges in the county as it is, and they've all been replaced with terribly ugly and characterless projects that don't reflect anything on the community.

Sincerely,

Thomas Grott



CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Thu, Aug 22, 2024 at 7:08 PM

Melanie Burrows <melanielbd@yahoo.com>

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Cc: "supervisor@stuyvesantny.us" <supervisor@stuyvesantny.us>, Senator Michelle Hinchey <hinchey@nysenate.gov>, Scott Bendett <bendetts@nyassembly.gov>, "historicstuyvesantny@gmail.com" <historicstuyvesantny@gmail.com>

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project,
August 8, 2024 Public Information Meeting Public Comment

Melanie Donahoe
1769 Rt 9
Stuyvesant Falls
12174

Greetings,

I write with much concern about the Stuyvesant Falls bridge project. I was at the meeting on August 8th that was held at the Stuyvesant Town Hall. I was expecting to hear an even handed representation of possible approaches to repair or replace the Stuyvesant Falls Bridge. As a town resident that lives very close to the bridge, I am well aware that the bridge is in a state of disrepair. As far as I know, it has not been maintained for 20 or more years.

I was quite dismayed as the meeting went on. We were presented with the description of the bridge's condition with slides and such, but when it came time for presentations of possible improvements, repair ideas and replacements, the only solution presented with any detail was a design of a five lane roadway: two car lanes, two bike lanes and a pedestrian lane. This proposed design had none of the design elements of the current bridge. The only nod to historical decoration was to offer lamp lights running along the sides and to save some elements from the bridge to be displayed elsewhere.

I am alarmed by the lack of consideration for the historical aspect of the current bridge and its surroundings. Beyond the loss of this bridge, the proposed bridge would have a large impact on the traffic and the hamlet and the rail trail that passes close by. The bridge stands at an intersection of four roads, five if you count the road down to the shore. As it is now, because the one lane bridge has to be approached slowly, pedestrians and bikers are relatively safe. Three of the roads that approach the bridge are hilly and winding. One side comes down from US Rt 9. The other side is a thickly settled hamlet. There is a lot of pedestrian traffic on both sides of the bridge, a lot of sight seers, bikers, dog walkers. If a highway bridge is built here there are bound to be problems.

Yes, the bridge needs repair, but it does not need to be more than doubled in width. I feel that this project is being pushed through too quickly so that the local residents can hardly have a say. Although leaders on our town board had knowledge of plans to replace the bridge, information was kept from us even when asked directly at Town Hall meetings.

The deception and speedy presentation and dismissive attitude to other ideas leaves me very wary. I hope the process can be slowed down and all ideas can be thoughtfully considered. This historic site with its bridge is special, even magical. Please consider the town's people's opinions and ideas.

Regards,
Melanie Donahoe



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25 over Kinderhook Creek bridge replacement

1 message

Michael Rogers <nycmichael7@gmail.com>

Thu, Aug 22, 2024 at 7:14 PM

To: raymond.jurkowski@columbiacountyny.com, hinchey@nysenate.gov, bendetts@nysenate.gov, "historicstuyvesantny@gmail.com" <historicstuyvesantny@gmail.com>

To Whom it May Concern.

I am writing in protest over the August 8 bridge replacement plan. This plan was put forth without any community input and is short sighted about its historic significance. Understandably something needs to be done to ensure safety, but there has to be other options then just replacing it. Columbia County needs to hold on to structures on historical significance as a matter of principle and economics. Please reconsider this plan and work with the community on a better plan.

Thank you.

Michael Rogers

842 9J Stuyvesant, NY 10036



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

sc & everett <esquared50@yahoo.com>

Thu, Aug 22, 2024 at 9:12 PM

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

To whom this concerns,

This letter concerns the potential replacement of the bridge in Stuyvesant Falls NY, Columbia County.

I am a long time resident of this town and I have always considered the bridge a landmark that represents Stuyvesant Falls. In all these years living here, it is a rare day I need to wait for an oncoming vehicle to clear the bridge. I think this helps slow traffic down when approaching the bridge. .

I understand and support actions needed to create a safe bridge that can support commerce and emergency vehicles. I like to see the community engaged in the final decision making process. This is the beginning of the process. I appreciate the need for action to make our bridge safe. Please listen, engage us and help us all come to a decision that we all can live with. Thank you.

Sincerely, Everett Brown [1783 US 9, Stuyvesant Falls NY](#)



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

Thu, Aug 22, 2024 at 9:48 PM

Greg Pettyjohn <gregpettyjohn@gmail.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

NAME: Greg Pettyjohn

ADDRESS: [8 Frisbee Lane](#)

CITY: Stuyvesant

STATE: NY

ZIP: 12173

COMMENTS

I want to express my concern regarding the proposed plan, presented on August 8th, to replace the historic Stuyvesant Falls Bridge with a 2-lane cement slab structure. The Stuyvesant Falls Bridge, located within the Stuyvesant Falls Mill District, is a significant historical landmark that has been listed on the National Register of Historic Places. As such, any proposed changes to this structure must be carefully considered in the context of its historic value and the laws designed to protect it.

Under Section 4(f) of the Federal Highway Administration (FHWA) and Section 106 of the National Historic Preservation Act (NHPA), it is mandated that any project involving historic sites must take into account the potential adverse effects on the property's historical significance. The replacement of the Stuyvesant Falls Bridge with a modern structure would irreversibly alter the character and integrity of the Mill District, resulting in significant adverse effects as defined under these regulations.

Furthermore, Section 4(f) requires that all feasible and prudent alternatives to the proposed action be explored and that measures to minimize harm to the historic property be implemented. The proposal to replace the bridge must therefore be presented coterminous with a comprehensive plan to restore the existing bridge and subsequently maintain the historic integrity of the National Register designation. Such a plan should focus on preserving the bridge's historic fabric while ensuring it meets current safety standards and respect the input and wishes of all community members, not just a select few. This approach not only aligns with the legal obligations under Section 106 of the NHPA but also honors the community's commitment to preserving our shared heritage.

The Stuyvesant Falls Bridge is more than just a means of crossing the Kinderhook Creek; it is a vital link to our region's history and an irreplaceable element of the Mill District's unique character. Replacing it with a modern structure, without a clear plan to preserve the existing bridge, would be a grave disservice to the community and a violation of the protections afforded to historic properties under federal law.

I urge you to reconsider the current proposal and work towards a solution that balances the need for safe infrastructure with the imperative to protect our historical assets. I am confident that with thoughtful planning and collaboration, we can find a path forward that preserves the historic Stuyvesant Falls Bridge for future generations.

Thank you for your attention to this critical matter.

Sincerely,

Greg Pettyjohn

--

Greg Pettyjohn
+1 518-567-5902 mobile



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Kelcey Otten <kelcey.otten@gmail.com>

Thu, Aug 22, 2024 at 10:32 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: *Kelcey Otten*

ADDRESS: [8 Hudson Avenue Stuyvesant Falls NY 12174](#)

CITY: Stuyvesant

STATE: NY

ZIP: 12174

COMMENTS: The Stuyvesant Falls Bridge is a beautiful bridge, and losing it would detract from the historical nature of the community in Stuyvesant Falls. Replacing the bridge with a multi lane bridge would also increase traffic volume and speeds down CR 25A, which is just outside my front door. There are already many cars that speed through Stuyvesant Falls, and a multi lane bridge would make it that much easier for more cars to speed through the hamlet, which is a safety issue. We need to preserve the historical nature of our county, please save the bridge.

Kelcey
917-969-3905



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

1 message

Thu, Aug 22, 2024 at 10:35 PM

Amparo Hofmann <ampbru@gmail.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, hinchey@nyenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com, Amparo Hofmann-Pinilla <amparo.hofmann@gmail.com>

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: *Bruce Edelstein and Amparo Hofmann-Pinilla*

ADDRESS: [34 Cedar Drive](#)

CITY: Stuyvesant

STATE: NY

ZIP: 12173

Dear Mr Jurkoski,

Through several friends and community members we have learned about the plans regarding the replacement/rehabilitation of the bridge on Route 25 A Over Kinderhook Creek. We understand that the proposed plan was not conceived with the input of the community.

Our understanding is that there are critical problems with both the design scheme and work plan presented on August 8th that can only be addressed by a pause in CHA's consultant work and a re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to take community voices into account.

A large group of community members are calling for the implementation of a community-based bridge design process that gives serious thought to alternative design options. The bridge design process has not taken into consideration the unique needs of our community and the historical character of the bridge and its significance for the community and our town.

The residents of Stuyvesant are broadly calling for and deserve a community-based bridge design process that gives serious consideration to alternatives including: A) bridge repair and rehabilitation, and B) alternatives that include single-lane bridge replacement that matches the aesthetic qualities and historic character of the existing bridge. Moreover, the project needs to take into account how to prevent irreparable damage to the historic and cultural fabric of our town.

Given the importance of this project and the impact that would cause to our community we also recommend the current process should be paused and replaced with an approach that gives the community adequate agency in decision-making about the future of the bridge. Our community should be part of the decision-making process about the future of our bridge.

Sincerely,

Bruce Edelstein and Amparo Hofmann

Residents of Stuyvesant



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Ironwork Bridge Replacement/Rehabilitation Project

1 message

Thu, Aug 22, 2024 at 10:42 PM

Laura Cannamela <lauracanna@gmail.com>

To: raymond.jurkowski@columbiacountyny.com

Cc: supervisor@stuyvesantny.us, historicstuyvesantny@gmail.com, hinchey@nysenate.gov, bendetts@nyassembly.gov

I am a Columbia County resident who has biked and birdwatched along the Empire State Trail in Stuyvesant Falls, I have enjoyed taking the short detour to enjoy the beautiful ironwork bridge which spans the creek. I am writing to you to implore you to reconsider any plans to tear this bridge down. Instead please keep this bridge intact while exploring alternative ways to repair and rehabilitate the bridge to solve weight load bearing problems.

In the 1980's, a terrible design decision was made in the Village of Valatie for a concrete two-lane bridge on Route 203 over the Kinderhook Creek. Both the historic covered bridges that originally spanned the creek and the concrete bridges that were built in the 1920's and the 1950's to replace them were built to be pedestrian friendly and to afford beautiful views of the falls. The current bridge blocks the view of the falls from the road and has a sidewalk only its west side which is the opposite side from the falls. Sadly, this bridge design was made ignoring the request of the public, and is now very poorly maintained and unattractive, and not very pedestrian-friendly or car-friendly.

I urge you to halt consideration of the proposed replacement for the historic ironwork bridge in Stuyvesant Falls and to implement a community-based bridge design process.

Sincerely,

Laura Cannamela
4006 Chatham Street
Valatie, NY 12184



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

1 message

Fri, Aug 23, 2024 at 12:00 AM

Dilley, Nancy J <Nancy.Dilley@my.smsu.edu>

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

Cc: "Supervisor@stuyvesantny.us" <Supervisor@stuyvesantny.us>, "hinchy@nysenate.gov" <hinchy@nysenate.gov>, "bendetts@nyassembly.gov" <bendetts@nyassembly.gov>

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Nancy J Dilley

ADDRESS: [1801 US Route 9](#)

CITY: Stuyvesant

STATE: NY

ZIP: 12173

ORGANIZATION: The Save Our Bridge Working Group of Historic Stuyvesant

COMMENTS:

I am a resident and property owner in the village of Stuyvesant Falls. I am unhappy with the August 8th proposed plan for the replacement of our iconic bridge over Kinderhook Creek. The 1899 bridge is a symbol of our community and part of the Stuyvesant Falls Historic Mill District. A two-lane bridge is unnecessary. I drive over the bridge frequently and rarely encounter another vehicle trying to cross at the same time in the opposite direction. When it does occur, drivers politely await their turn.

The community has not been involved enough in the planning process. I want to see a new proposal that reflects a one lane bridge option with the strength to support emergency vehicles and farm equipment and not impact the the character of our village.



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

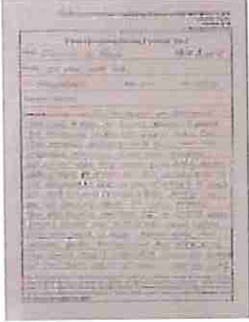
CR25A ov K-hook Crk Brdg, Mtg No.1 Comment

1 message

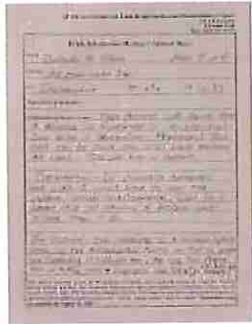
Doug Park <prego316.dp@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Fri, Aug 23, 2024 at 12:32 AM

2 attachments



20240823_002321.jpg
2831K



20240823_002405.jpg
3067K

Public Information Meeting Comment Sheet

Name: DOUGLAS B. PARK PAGE 1 OF 2

Address: 32 OAK LEAF DR.

City: STUYVESANT State: NY Zip 12173

Organization (if applicable):

Comments (please print or type): IN THE SPIRIT OF PRESERVING THE LOOK & FEEL OF AN OLD BRIDGE. I PROPOSE THE FOLLOWING (ALBET NOT A NEW IDEA). CUT THE EXISTING BRIDGE IN HALF, ROLL OFF THE STRUCTURAL SKELETON, INSERT NEW GIRDERS, USE NYS DOT STD. 9'12" DECK WITH EPOXY REINF BAR. (MAYBE ~~OFFER~~ OFFER AN ADD ALTERNATE TO USE GALVANIZED BAR IN LIEU OF EPOXY). I WOULD USE THE (1) LANE (11-0WD) + BIKE LANE (5-0WD) FOR THE DRIVING AREA. IT WILL AFFORD THE AG PEOPLE ANOTHER 12" IN WIDTH WHILE SAVING MONEY FOR A REDUCED DECK WIDTH. ONCE THE DECK IS DONE - BRING BACK THE ORIGINAL BRIDGE EXOSKELETON AND ATTACH TO THE DECK. THE (1) SIDEWALK COULD BE OUTSIDE OF THE TRUSS AS IT IS NOW. "CONT ON 2 OF 2"

This form is provided to you for the purpose of making your comments known to Columbia County. Please indicate the date, your name and address and state your comments on the form. Please fold as shown on back, tape, affix necessary postage, and mail. Comments or questions can also be e-mailed to: raymond.jurkowski@columbiacountyny.com. Please include project name in emails. Comments must be received by August 22, 2024.

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project

Columbia County
5 Sunset Drive
Stuyvesant, NY 12173

Public Information Meeting Comment Sheet

Name: DOUGLAS B. PARK PAGE 1 OF 2

Address: 32 OAK LEAF DR.

City: STUYVESANT State: NY Zip 12173

Organization (if applicable):

Comments (please print or type): THIS PROCESS WAS DONE FOR A BRIDGE IN SCHAONHAIRE CO. - RICHMONVILLE. THE ENGR IS GREENMAN - PEDERSEN. THIS IDEA CAN BE DONE FOR A (2) LANE BRIDGE AS WELL. THIS WAS DONE IN VERMONT.

CONSIDERATION - IF CONCRETE BARRIERS ARE USED I WOULD LIKE TO SEE THE VERTICAL FACED (TEXAS) BARRIER. THEY DO A GREAT JOB OF MAKING A BRIDGE LOOK OLDER THAN IT IS.

IN CLOSING - THE TAKAWAY IS A SINGLE LANE DECK W/ THE EXOSKELETON PLACED ON TOP IS WHAT THE COMMUNITY IS LOOKING FOR. FOR THE DOT PEOPLE PUT IN A BIKE LANE & SIDEWALK FOR SAFETY. WE ARE ALL HAPPY!

This form is provided to you for the purpose of making your comments known to Columbia County. Please indicate the date, your name and address and state your comments on the form. Please fold as shown on back, tape, affix necessary postage, and mail. Comments or questions can also be e-mailed to: raymond.jurkowski@columbiacountyny.com. Please include project name in emails. Comments must be received by August 22, 2024.



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Save our Bridge

1 message

donnajordan@fairpoint.net <donnajordan@fairpoint.net>
To: raymond.jurkowski@columbiacountyny.com
Cc: supervisor@stuyvesantny.us, historicstuyvesantny@gmail.com

Fri, Aug 23, 2024 at 7:38 AM

Donna Jordan
214 Wallace Rd.
Valatie, n.y. 12184

As a Columbia County resident who walks the Sunnyside Road trail to Stuyvesant Falls weekly, it is obvious how special and historically important the ironwork bridge is to the setting.

It is one to be saved!!

I understand the bridge must be re-fortified to handle the farm traffic, but please don't tear it down.

The village of Valatie made a terrible design decision of a concrete slab bridge / rt 203 over the Kinderhook Creek. It is barely pedestrian-friendly and blocks the view of the waterfalls. Other village bridges over the Kinderhook Creek - Malden Bridge, Riders Mills, have retained some charm. Let's keep Stuyvesant Falls historically accurate.

Sincerely,

Donna Jordan



Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Historic Bridge

2 messages

Thu, Aug 22, 2024 at 10:29 PM

Betsy Merritt <emerritt@savingplaces.org>


To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>
Cc: David Clarke <david.clarke@dot.gov>, "kaylie.kramer@dot.gov" <kaylie.kramer@dot.gov>, Rachel Mangum <rmangum@achp.gov>, Daniel MacKay <daniel.mackay@parks.ny.gov>, "JDilorenzo@preservenys.org" <jdilorenzo@preservenys.org>

Please see the attached comments from the National Trust for Historic Preservation.

Sincerely,
Betsy Merritt

Elizabeth S. Merritt, Deputy General Counsel
National Trust for Historic Preservation
600 14th St. NW, Suite 500
Washington, DC 20005
(202) 297-4133 (mobile)
emerritt@savingplaces.org



 **National Trust comments on Stuyvesant Falls Historic Bridge Aug 22 2024.pdf**
124K

Fri, Aug 23, 2024 at 9:26 AM

Mackay, Daniel (PARKS) <Daniel.Mackay@parks.ny.gov>

To: Betsy Merritt <emerritt@savingplaces.org>, "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>
Cc: David Clarke <david.clarke@dot.gov>, "(kaylie.kramer@dot.gov)" <kaylie.kramer@dot.gov>, Rachel Mangum <rmangum@achp.gov>, "jdilorenzo@preservenys.org" <jdilorenzo@preservenys.org>

In receipt.

We have not yet received a submission for a project here at DHP/SHPO. The structure is a contributing feature to the S/NRL Stuyvesant Mills Historic District.

We are recently aware of local community organizing in support of retaining the bridge.

Daniel

R. Daniel Mackay (He/Him/His)

Deputy Commissioner for Historic Preservation

Deputy State Historic Preservation Officer

New York State Office of Parks Recreation and Historic Preservation

Division of Historic Preservation

518-237-8643 (office)

<https://www.parks.ny.gov/shpo/contact/>



We'll see you out there

From: Betsy Merritt <emerritt@savingplaces.org>
Sent: Thursday, August 22, 2024 10:30 PM
To: raymond.jurkowski@columbiacountyny.com
Cc: David Clarke <david.clarke@dot.gov>; (kaylie.kramer@dot.gov) <kaylie.kramer@dot.gov>; Rachel Mangum <rmangum@achp.gov>; Mackay, Daniel (PARKS) <Daniel.Mackay@parks.ny.gov>; jdilorenzo@preservenys.org
Subject: Stuyvesant Falls Historic Bridge

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

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National Trust for
Historic Preservation*

August 22, 2024

Ray Jurkowski, P.E., Commissioner
Columbia County Public Works Department
5 Sunset Drive
Stuyvesant, NY 12173

Via email to: raymond.jurkowski@columbiacountyny.com

Re: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project
Stuyvesant Falls Historic Bridge

Dear Mr. Jurkowski,

On behalf of the National Trust for Historic Preservation,¹ I am writing regarding the proposed demolition and replacement of the highly significant Stuyvesant Falls Historic Bridge: <https://stuyvesantny.us/2024/08/stuyvesant-falls-bridge>

Although the powerpoint presentation dated August 8, 2024 confirms that this project will seek 80% of its funding from the Federal Highway Administration (FHWA), neither the presentation nor any other information on the website makes any reference to the stringent requirements of federal historic preservation laws, which must be satisfied as a prerequisite to eligibility for federal funds, and must be completed “prior to” a decision on the project. See 54 U.S.C. § 306108.

Most importantly, Section 4(f) of the Department of Transportation Act, 23 U.S.C. § 138(a)(3), prohibits the “use” of historic properties (which includes demolition) for transportation projects unless there is “no feasible and prudent alternative” to doing so, and the project includes “all possible planning to minimize harm” to the historic property. *Id.* This stringent, substantive mandate requires preservation, unless it can be demonstrated that preservation would involve “cost or community disruption” that reaches “extraordinary

¹ The National Trust for Historic Preservation in the United States is a private nonprofit organization chartered by Congress in 1949 to “facilitate public participation” in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. 54 U.S.C. § 312102(a). With more than one million members and supporters around the country, the National Trust works to protect significant historic sites and to advocate historic preservation as a fundamental value in programs and policies at all levels of government. The National Trust has also been designated by Congress as a member of the Advisory Council on Historic Preservation, which is responsible for working with federal agencies to implement compliance with Section 106 of the National Historic Preservation Act. *Id.* §§ 304101(8), 304108(a). We also have extensive experience enforcing compliance with Section 4(f) of the Department of Transportation Act, 23 U.S.C. § 138(a)(3).

magnitudes.” *Citizens to Preserve Overton Park v. Volpe*, 401 U.S. 402, 413 (1971); see 23 C.F.R. § 774.17. We see no evidence that any effort has been initiated to comply with this strict preservation mandate in the development of plans for the bridge replacement project.

In addition, Section 106 of the National Historic Preservation Act, 54 U.S.C. § 306108, 36 C.F.R. Part 800, requires the FHWA to “take into account” the adverse effects of the proposed project on historic properties through a consultation process that calls for the agency to “develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties.” 36 C.F.R. § 800.6(a). That consultation process calls for the direct involvement of the State Historic Preservation Office, and typically results in the development of a negotiated memorandum of agreement, which is legally binding, and incorporates the agencies’ commitments for avoiding, minimizing, and mitigating the effects. Again, there is no evidence that this compliance process has even been initiated.

Finally, the FHWA is also required to comply with the National Environmental Policy Act (NEPA), 40 U.S.C. § 4332(2)(C), by preparing an environmental impact document for the project and seeking public comment on the proposed action.

None of these three federal laws are even referenced in the materials on the website, and no action has apparently been taken to initiate compliance with *any* of these mandatory requirements. We urge the County to suspend its demolition plans, and work with the FHWA to develop a revised proposal that would be consistent with the preservation requirements of Section 4(f), Section 106, and NEPA.

Sincerely,



Elizabeth S. Merritt
Deputy General Counsel

cc: David Clarke, Federal Preservation Officer, FHWA
Kaylie Kramer, NY Division Office, FHWA
Rachel Mangum, ACHP
Daniel Mackay, NY SHPO
Jay DiLorenzo, Preservation League of New York State



COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

County Route 25 bridge project

1 message

bwebster@nycap.rr.com <bwebster@nycap.rr.com>

Fri, Aug 23, 2024 at 1:27 PM

Reply-To: bwebster@nycap.rr.com

To: "raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>


Good afternoon Ray,

I apologize for the lateness of my comments. While they may be too late for inclusion in the review, I felt it important to file them with you. I had to create a second page because the font size would not auto format and I ran out of room... I would be happy to discuss such with you should you have any questions. Thank you in advance,

Benjamin Webster

2 attachments

 25 bridge comment 1.pdf
16K

 25 bridge comment 2.pdf
16K

Public Information Meeting Comment Sheet

Name:

Address:

City: State: Zip

Organization (if applicable):

Comments (please print or type):

As a 55 year resident of the hamlet, a 36 year member, past Chief and currently Assistant Chief, I am compelled to add my comments regarding the bridge project:

1. The bridge, being derated to 12 ton, cuts our Fire District in half when it comes to fire protection. Our Engine and Tanker carry 1,000 and 2,000 gallons of firefighting water, respectively which cause both vehicles to be grossly over the current 12 ton weight limit. Until such time that the bridge has repairs or replacement to remove the 12 ton limit, our response to the other side of the bridge requires us to go up 9H and around through the Village of Kinderhook or down CR 25 to CR 25B. Both routes easily add 10 minutes or more to our response. When fire doubles in size every minute and modern furnishings creating total flashover quicker (realistically, you now only have 3 minutes to leave the structure before it is totally engulfed) the added response time could cause an unnecessary fatality.
2. With the uncertainty of the current bridge, the Fire Company requested a 6" pipe run under the walkway of the bridge to allow us to pump water from the milk pond (fire district water source) to the hamlet side of the bridge. Regardless of renovation or replacement of the current bridge, I suggest discussions and consideration of our request to allow more efficient water movement, regardless of the bridge situation in the future.

*This form is provided to you for the purpose of making your comments known to Columbia County. Please indicate the date, your name and address and state your comments on the form. Please fold as shown on back, tape, affix necessary postage, and mail. Comments or questions can also be e-mailed to: raymond.jurkowski@columbiacountyny.com. Please include project name in emails. **Comments must be received by August 22, 2024.***

fold here

AFFIX
POSTAGE



RETURN TO: RAY JURKOWSKI, PE
COMMISSIONER OF PUBLIC WORKS
COLUMBIA COUNTY DPW
P.O. BOX 324
HUDSON, NEW YORK 12534

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Public Information Meeting Comment Sheet

Name:

Address:

City: State: Zip

Organization (if applicable):

Comments (please print or type):

Continued:

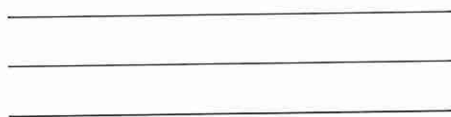
3. I am opposed to the design criteria of a 2 lane bridge for safety reasons; vehicle traffic speed past my house every day (in front of the playground) and don't begin to brake until past Firehouse lane. The same happens down Lindenwald Ave. Should the bridge NOT have the choke point that it currently has, traffic not only will continue to speed over the bridge (despite limited sight distances) but the 2 lane bridge will invite even more traffic to cut over between 9 & 9H at high rates of speed, endangering the safety and lives of persons and pets. To paraphrase: build it and they WILL come...

4. The volume of traffic over the bridge was an argument why DOT requires us to have the proposed 2 lane bridge, however, the data collected is faulty; while the counter was placed recently, there was a motor vehicle crash on 9H and we detoured car and light truck traffic down 25 and over the bridge to Rte 9 - this surely caused an increase in the raw traffic count.

*This form is provided to you for the purpose of making your comments known to Columbia County. Please indicate the date, your name and address and state your comments on the form. Please fold as shown on back, tape, affix necessary postage, and mail. Comments or questions can also be e-mailed to: raymond.jurkowski@columbiacountyny.com. Please include project name in emails. **Comments must be received by August 22, 2024.***

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HUDSON, NEW YORK 12534

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COLUMBIA
COUNTY
NEW YORK

Jurkowski, Raymond <raymond.jurkowski@columbiacountyny.com>

Stuyvesant Falls Bridge

1 message

Michelle Kopec <michellekopec12174@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Sat, Aug 24, 2024 at 11:08 AM

Hello,

I am very sad to hear of the Columbia County's proposal to replace our beloved historical Stuyvesant Falls bridge. I have lived in Columbia County for 35 years and Stuyvesant Falls for 19 years. Please consider the aesthetic of this area and how special it is to have such historic structures beautifying our county.

I hope you consider saving our bridge and doing the necessary repairs to keep it safe.

Kind regards,

Michelle Kopec
Sent from my iPhone

From: [Kelsey Barrett](#)
To: [Kocijanski, Katie \(DOT\)](#)
Subject: Correspondence [Richards, Jessica] #1270199P
Date: Friday, August 23, 2024 11:34:29 AM

*** Please Do Not Reply to this e-mail Message.***
*** Any questions regarding this correspondence should be directed to the staff person listed below as the 'Please Respond To' contact. ***

Mrs. Jessica Richards
31 Falls Road
Ghent, New York 12075
Phone 5187559660
jessica.richards005@gmail.com
County _Other New York
Addressed to: Governor

Email Subject: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project,
August 8, 2024 Public Information Meeting Comment

Issue 1 78001 Dept. of Transportation

Correspondence Number: 1270199P
Date Of Correspondence: 08/22/2024
Date Received: 08/22/2024
Date Entered: 08/22/2024
Referred To: DOT
Date Referred:

Routing History:

08/23/2024 11:34 AM (Routed By --> Kelsey Barrett) (Routed Via Outside Agency Email to -> DOT) This correspondence has been acknowledged and is being forwarded for further action from yo ur agency.
Please provide a copy of response or notation of any other action recommended or taken. --
Please respond to Kelsey Barrett

Incoming Correspondence:

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project,
August 8, 2024 Public Information Meeting Comment

NAME: Joshua & Jessica Richards

ADDRESS: 31 Falls Road

CITY: Ghent

STATE: NY

ZIP: 12075

COMMENTS:

I am writing to you regarding the Stuyvesant Falls Bridge, located in Stuyvesant Falls, NY. The 125-year-old bridge is an iconic cultural and aesthetic feature in our community and one of the few publicly owned assets that falls within the Stuyvesant Falls Historic Mill District, which was placed on the National Register of Historic Places in 1976. In the words of the National Register of Historic Places "The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation." Our bridge is worth the preservation not destruction.

With the proposed two-lane bridge comes new issues for our residents.

1. The physical design of the proposed August 8th bridge and road alignments falls short of meeting the contextual and traffic safety needs of our community. Residents want a safe bridge that provides adequate load capacity for emergency and farm vehicles. The proposed alignment straightens the road significantly and will increase vehicle speeds on 25A in both directions causing the current road to become more dangerous to our residents as well as the public using the rail trail.

2. Destruction of a National Historic Bridge. You will be destroying a piece of Stuyvesant Falls history. We would be showing our youth history doesn't matter and that it can be destroyed. Preservation of our town's history is so important. To know where we came from and how far we have come. Demolition of the existing bridge and abutments would cause irreparable damage to the historic and cultural fabric of our town and is a decision that runs counter to the priorities in our Town's Comprehensive Plan (1999).

3. The project's proposed construction limit diagram encroaches on the public green space at the Empire State Trail Stuyvesant Falls Trailhead. Town residents and local Boy Scouts worked tirelessly in years past to provide this frequently used park overlooking the falls the care it needed. Are we saying all their hard work to beautify our town was a waste? The August 8th plan provided no clear guidelines for its protection or enhancement. Any plan for the Stuyvesant Falls Bridge must consider this valuable public space resource.

No public pre-design meetings or workshops were held prior to August 8, 2024, despite the considerable community interest in this bridge project. We deserve a safe bridge plan that calms traffic, provides much-needed emergency vehicle access, and respects the character of our historic area.

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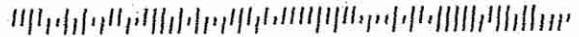
CCHS
P.O. Box 311
Kinderhook, NY 12106

ALBANY NY 120
22 AUG 2024 PM 2 L



RETURN TO: RAY JURKOWSKI, PE
COMMISSIONER OF PUBLIC WORKS
COLUMBIA COUNTY DPW
P.O. BOX 324
HUDSON, NEW YORK 12534

12534-032424



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COLUMBIA COUNTY HISTORICAL SOCIETY

Lisa Weilbacker <lisa@cchsny.org>

CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Projec

1 message

Lisa Weilbacker <lisa@cchsny.org>

Wed, Aug 21, 2024 at 5:05 PM

To: raymond.jurkowski@columbiacountyny.com

Cc: Ron Knott <supervisor@stuyvesantny.us>, hinchey@nysenate.gov, bendetts@nyassembly.gov, historicstuyvesantny@gmail.com

Bcc: Greg Pettyjohn <greg@cchsny.org>

SUBJECT: CR 25A over Kinderhook Creek Bridge Replacement/Rehabilitation Project, August 8, 2024 Public Information Meeting Comment

NAME: Lisa Weilbacker

ADDRESS: 5 Albany Ave. P.O. Box 311

CITY: Kinderhook

STATE: NY

ZIP: 12106

ORGANIZATION: Columbia County Historical Society

COMMENTS:

Columbia County Historical Society Stuyvesant Falls Mill District

The Stuyvesant Falls Mill District is a national historic district which includes 6 contributing buildings, 5 contributing sites and 2 contributing structures, which collectively survive as an extant example of a 19th century industrial site and its surrounding community along the Kinderhook Creek. The one lane truss bridge, built in 1899 by the Berlin Iron Bridge Co. to replace an earlier timber covered bridge, stands today as the longest metal truss bridge in Columbia County.

This historic district is a tangible link to the past and brings meaning to history and to people's lives. It preserves the original character of the built environment namely buildings and streets as well as the surrounding natural landscape. It is a living, active record of the Stuyvesant Falls community and its residents.

CCHS strongly encourages the Town of Stuyvesant to preserve the existing Stuyvesant Falls Bridge by adhering to the recommendations proposed and urged by Ryan-Biggs Associates ten years ago in 2014 within their report entitled, *Existing Conditions Inspection and Alternatives Assessment Report*. To demolish this extant historical bridge would be a blatant effort to destroy the historic character of this nationally recognized historic district and is an unnecessary and radical response to something that can be rehabilitated and maintained.

CCHS strongly encourages Columbia County, the NYDOT and the FHA adhere to legislation set forth in sections 106 and 4F wherein adverse effects that result from the County's proposed plan be minimized through an alternative plan to preserve the bridge and maintain the integrity of the historic district.

Lisa Weilbacker
Executive Director
Columbia County Historical Society
5 Albany Avenue
PO Box 311
Kinderhook, NY 12106
518-758-9265

www.cchsny.org

www.Facebook.com/CCHSNY

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Waits

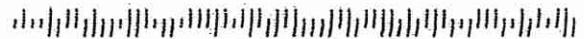
12 Clow Ln.
Stuyvesant, NY 12173

ALBANY NY 120
21 AUG 2024 PM 1 1



RETURN TO: RAY JURKOWSKI, PE
COMMISSIONER OF PUBLIC WORKS
COLUMBIA COUNTY DPW.
P.O. BOX 324
HUDSON, NEW YORK 12534

12534-032424



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Public Information Meeting Comment Sheet

Name:

Address:

City: State: Zip:

Organization (if applicable):

Comments (please print or type):

I was surprised not to see train tracks on the proposed bridge plan considering how it is being railroaded over those who live in Stuyvesant. Sarcastic comments aside, I do have serious concerns that the process seems to intentionally exclude community involvement. The first public meeting was held 08AUG2024 and the deadlines for comments is only 14 days later. Additionally, only one plan was presented and that plan did not adequately address any of the points which had been frequently raised by several community members.

Based on the single plan which was shared, the result looks like a significant increase in commercial traffic...and at higher speeds. That sounds like the opposite of what is needed. A structural safe, single lane bridge that is in keeping with the architectural and historical nature of the neighborhood seems more in line with community desires as well as community benefit. It is in a picturesque setting with a scenic overview and the plan looks like a freeway bridge.

As a member of the community that frequently uses the Electric Trail to bike past the bridge, I see critical problems with the design and likely impact of the proposed bridge and ask that the you pause the CHA's consultant work and begin a re-evaluation of process by NYSDOT, SHPO, and Columbia County DPW to INCLUDE community voices.

*This form is provided to you for the purpose of making your comments known to Columbia County. Please indicate the date, your name and address and state your comments on the form. Please fold as shown on back, tape, affix necessary postage, and mail. Comments or questions can also be e-mailed to: raymond.jurkowski@columbiacountyny.com. Please include project name in emails. **Comments must be received by August 22, 2024.***

Attachment L. Stuyvesant Town Bridge Committee comment memo.

Stuyvesant Town Bridge Committee Comment Memo - November 14, 2024

ATTN: Commissioner Raymond Jurkowski
178 Route 23B, Hudson, NY 12534

FROM: Stuyvesant Town Bridge Committee
5 Sunset Dr, Stuyvesant, NY 12173

Town Supervisor: Ron Knott
Town Clerk: Melissa Naegeli
Bridge Committee Members: Cody Williams, Bill Vick, Tim Trowbridge, Bill Schneider,
Keegan Oneal, Steve Montie, Doug Mayer, Kristina Kwacz,
Peter Donahoe, Justine Daum
Meeting Dates: #1: 9/3/2024, #2: 9/26/2024, #3: 10/24/2024

August 8th Public Comment Analysis

The Bridge Committee reviewed and discussed the public meeting comments received by Raymond Jurkowski following the August 8th public design presentation. Comment responses capture many of the concerns and priorities voiced about the project from within the community.

The following is an analysis of the 96 submitted comments by the August 22, 2024 deadline. Nine of the letters were signed by two people, often husband and wife teams:

- 68 responses (71%) came from residents of Stuyvesant or Stuyvesant Falls, and 19 (20%) were from people in nearby communities in Columbia County including Kinderhook, Valatie, Ghent, Hudson, or Chatham. Six comments were received from outside the county or provided no address.
- Many authors mentioned connections to the bridge other than living nearby, including walking and cycling on the nearby Albany-Hudson Electric Trail, birdwatching, swimming nearby and an interest in the history and scenery of the area.
- 67 (70%) writers voiced disappointment in the level of public engagement on the project.
- A majority of letters, 71 (74%), wanted more information on alternatives to bridge replacement, including options for rehabilitation.
- 64 (67%) had concerns about increased traffic, traffic speeds, and safety.
- 58 (60%) called for a pause in the project to allow time for the community to discuss alternative design options.
- 59 letters (61%) explicitly expressed a preference for a one lane bridge over a two lane.
- 37 (39%) acknowledged the need for a bridge capable of accommodating heavy vehicles such as fire trucks.
- 74 (77%) noted the value of the bridge to the Mill Historic District.
- 62 (65%) expressed concerns about the impact of the August 8th design on local parks, the environment, and the quality of life in the Falls.
- 3 (3%) letters expressed a preference for the county to move forward with their August 8, 2024 bridge replacement proposal.

General Comments

- The Bridge Committee agrees that any proposed bridge design should accommodate the full weight and safe passage of Fire Engines, School Buses, and Farm Equipment.
- On August 8th the County and CHA presented a timeline and project structure that includes minimal public engagement for a bridge design project. No pre-design meetings with the community were held prior to August 8th, despite the great willingness, high interest, and diverse project concerns from Stuyvesant and area residents. Although three Stuyvesant Bridge Committee meetings have been helpful to obtain more information about the project from the County, the Committee is wary to claim that our comments here comprehensively represent our neighbors' comments, concerns, and aspirations for the bridge project. To this end, we have recommended that the county implement a revised bridge design process that better involves the community and project stakeholders prior to Draft Design Report (DDR) submission. This proposal is articulated in the attached "Public Participation - Proposed Process" and "Design Charrette Workshop Draft Proposed Invitee List" documents.
 - By 1) collaboratively establishing project goals and objectives in light of community priorities, 2) engaging key historic resource and infrastructure agency stakeholders, 3) developing design alternatives based on a design charrette that includes community feedback and polling from a public survey, and 4) addressing community traffic safety concerns in advance of DDR submission, the county's financial resources will be better leveraged in the long-term and the project at lower risk of delays and required revisions.
 - A Charrette Workshop with key agency and nonprofit representatives would also allow the County to explore joint funding opportunities that have not yet been considered (e.g. private/nonprofit funding, joint grants, alternative contracting methods to design/bid/build). This could be particularly helpful to support project elements related to historic preservation.

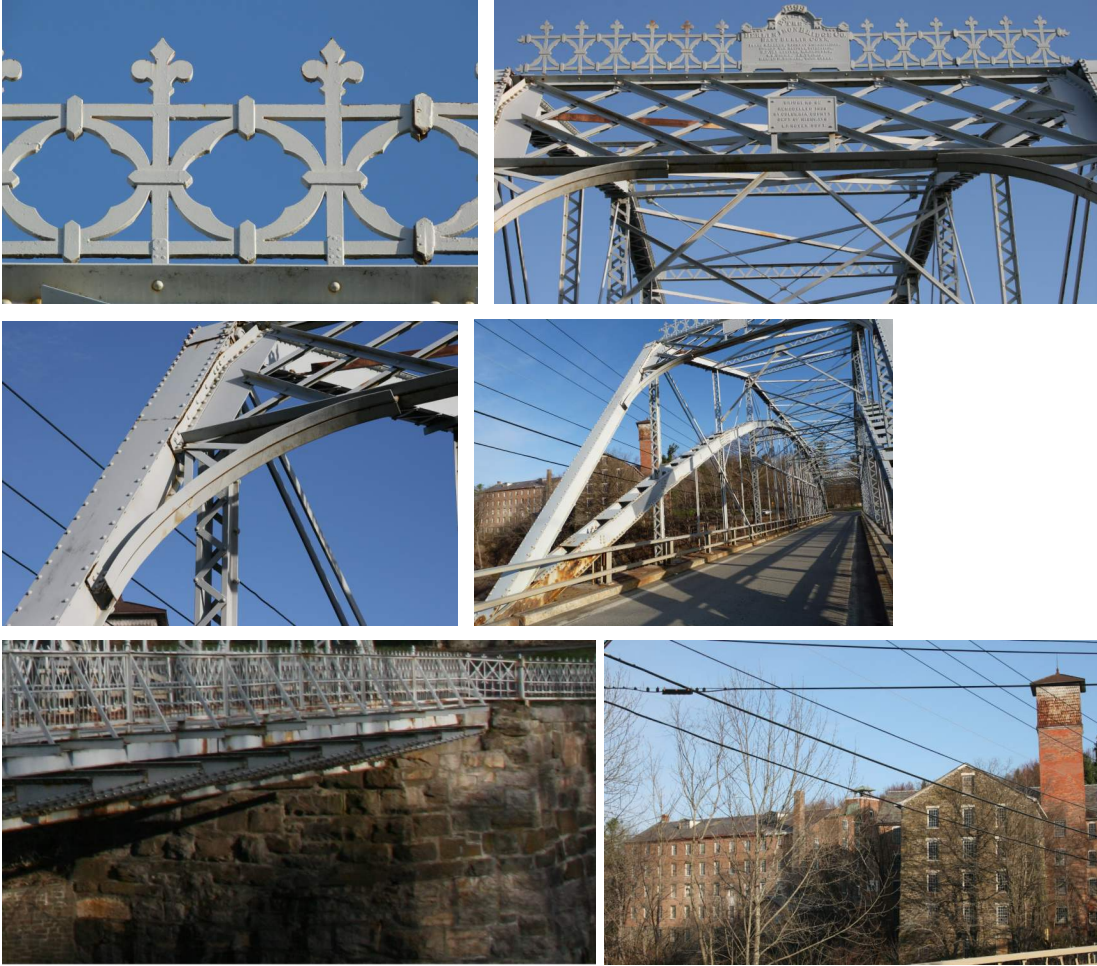
Regarding the August 8th CHA Design Presentation and Physical Bridge Characteristics

- CHA and the County have not effectively addressed traffic safety and traffic calming measures to the satisfaction of the Bridge Committee
 - There is currently an "S" curve in the roadway approaching the existing bridge. Many residents appreciate that this existing bridge-centerline to roadway-centerline relationship acts as a built-in traffic calming element, causing vehicles to slow before approaching the single-lane bridge. The proposed 8/8 design (and all proposed Alternatives #3-#6 in the Matrix) would straighten the Eastern approach to the bridge by 200 feet and the western roadway approach would be straightened by 100 feet. With the proposed 215' bridge length included, this means the length of **straight, line-of-sight roadway is increasing from 202' at the existing bridge to 515' in the proposed plan**. The community and bridge committee are seriously concerned that this roadway straightening will increase vehicle speeds on the approach to 25A.
 - Community members are concerned that the proposed bridge **design is overbuilt** and is needlessly wide. The widened bridge, combined with proposed

roadway straightening, will be both unnecessarily expensive and would likely induce higher vehicle speeds. A shared lane facility for bicycles may be more appropriate for the context than designated bicycle lanes.

- Community members are concerned that increased vehicle speeds resulting from the August 8 design will make unsafe road conditions for local and visiting pedestrians and cyclists accessing the nearby Albany-Hudson Electric Trail.
- Further to the 59 comment responses in favor of a single-lane bridge, many community members continue to voice that they want the **County to include a design alternative for single lane bridge replacement in the DDR**. As of November 13, 2024, 258 individuals have signed a petition calling for the rehabilitation of the single-lane bridge. Arguments in favor of a single-lane design alternative can be made using the subjective considerations (historic, cultural) articulated in NYSDOT’s own bridge design manual.
- The committee acknowledges that there are some within the community who may agree with the 3 written comments in favor of the August 8th two-lane bridge replacement. Said comments cite economic, traffic flow, and fiscal responsibility concerns. A revised public process that includes a survey and additional community meetings (as proposed in the attached “Public Participation - Proposed Process” document) would provide an opportunity for these arguments to be heard and discussed.
- The community has had a mixed but generally negative response to the aesthetic elements presented August 8th. The precedent bridge design that was presented (Frank D. Bell Memorial Tri-States Bridge in Port Jervis) is a generic design with characteristics that do not suit the Stuyvesant Falls bridge’s existing appearance nor its location within a NRHP-registered historic district. Design elements presented such as stone parapets and lamp posts do not adequately integrate with the prevailing design elements and materials in the Mill District. Any new aesthetic elements should acknowledge the material language and appearance of 19th century industrial remnants in the NRHP district.
 - Some residents have expressed that metalwork decorative railing elements that repurpose or recreate the existing railings would be more appropriate. Stone veneer could be used on any new abutment faces to mimic the attractive existing stone abutments.
 - Relevant imagery to convey existing bridge and district design elements:





- The County has included two accidents and police incident reports as part of its “Traffic Memo” issued for Bridge Committee review. One of these accidents was a single-vehicle crash with an impaired driver that did not occur on the bridge. The driver was making a right-hand turn from 25A onto Lindenwald and was not making an attempt to cross the bridge. The Bridge Committee reviewed this issue and, being familiar with the area and intersections, have recommended that this be removed from the Bridge traffic memo and the study area offset limited to the extents of the bridge itself.

Regarding Alternatives Matrix (October 16, 2024)

The County put forward two documents produced by CHA for review by the Town Bridge Committee: “CR 25A over Kinderhook Alternatives Matrix.xlsx” and “Matrix Assumptions.docx”

General Comments

- The proposed alternatives #3-#6 all embody the August 8th roadway design. They do not adequately address resident concerns regarding **traffic safety** (see notes above on August 8 design).

- Fulfillment of 8 “Project Objectives” is used as an evaluation metric between options. **The Stuyvesant community was not involved in setting project objectives, nor the subjective standards by which a specific objective is determined to be “fulfilled”.** The county-provided objectives are very general and leave much room for subjective interpretation. Several of the determinations made by the County in the Matrix regarding objective fulfillment could be argued as in conflict with NYSDOT’s own “Context Sensitive Solutions” guidelines and bridge design manual parameters for subjective consideration of historic and cultural factors. For an iconic bridge and historic asset such as the Stuyvesant Falls Bridge, the community and other project stakeholders should be involved in setting both the project objectives and their evaluative criteria.
- **The alternatives provided in the Matrix were not specific design scenarios requested by the Stuyvesant community.** The alternatives were essentially listed in the scope of work description for the CHA consultant team, and the Bridge Committee simply requested that this information be provided. A pre-design workshop or charrette with key stakeholders would be standard practice to develop an initial set of suitable alternatives for detailed consideration. For example, no option for construction of a new/replica single-lane truss was given. Only the large 2-lane design was considered, and each of alternatives #3-6 include extensive road straightening and widening that residents are concerned will increase vehicle speeds.
- **Many community members have asked that a single lane replacement option be presented by the county, but this was not included as a matrix Alternative.** A single-lane replacement that combines the adaptive reuse approach in Alternative 5 could be a viable replacement option that satisfies both community concerns and historic preservation guidelines.
 - The Bridge Committee understands that single lane replacement would require a variance from NYSDOT based on subjective historical, cultural, and contextual factors. This has been done for other historic truss bridges in the state such as the recent rehabilitation project in Brockport, NY.
 - The entire existing truss and railing components could be dismantled, cleaned and hot dip galvanized for reassembly on top of a single-lane multi-girder bridge (similar to Alternative 5). The original truss components would not be relied on to carry any vehicle load, therefore, should be durable for 100 years. Some heavily deteriorated components may need to be replaced in kind.
 - If a decorative truss is reconstructed, the Bridge Committee agrees that it should embody the original historic design without the 1990’s reinforced arch.
 - The community would be interested in a **visual depiction** or artist’s rendering of what this option would look like.
- A specific **breakdown of maintenance costs** (baked into life cycle costs) would be helpful to weigh considerations between options. No detailed breakdown is provided for these items listed in the Matrix Assumptions document, therefore it is difficult for anyone reading the documents to evaluate the maintenance burden between options.
- The matrix should state that the **initial capital cost** includes all pertinent expenses confirmed by Mr. Jurkowski on 10/24, such as: design, inspection, load rating, construction, inspection and permitting.

- In the opinion of the Bridge Committee, project information the county has presented to-date **does not adequately mitigate the adverse impacts on the Nationally Registered Stuyvesant Falls Mill Historic District**. Complete demolition of the bridge—the most significant publicly-owned contributing factor to the district—would have a profound negative impact on the historic and aesthetic integrity of the area. Any of the community’s and SHPO’s concerns on elimination of this historic structure should be addressed in a face-to-face meeting before the DDR is submitted.
- The nearby Mill buildings, also in the historic district, could be a desirable long-term development opportunity and economic generator for the area. Demolition of the bridge may render the area less desirable to potential investment.

Alternative 2

- The price for a replacement multi-girder bridge was included in the life-cycle cost for this option, which precludes the Committee from properly comparing it to other alternatives. This option should be evaluated on its own merit and the 75-year life cycle assessment detached from any assumption regarding replacement. The 25-year interval appears to be the estimate for when the next round of extensive repairs would be needed. The bridge can continue being repaired and maintained beyond that 25-year outlook.
- Alternative contractual approaches for this rehabilitation option could help manage cost, and these have not been pursued by CHA as an avenue for cost savings. For example, a contractor could be selected based on qualifications very early in the design process, and the consultant and contractor work together to come up with the most cost-effective approach to reach the desired level of rehabilitation. FHWA supports this alternative type of contract for unique projects such as this one.
- Committee members have received independent confirmation from a qualified engineering professional that this options should not be flagged as having “high annual maintenance” if the rehabilitation is done correctly. Annual bridge washing, and proactive spot painting should suffice.

Alternative 3

- No substantive comments regarding a new two-lane truss bridge, other than to note that community members would be interested in seeing photos of a comparable precedent project.
- Community members have expressed interest in understanding the cost for a replica/comparable single-lane girder bridge to match the existing. Existing historic abutments and existing roadway alignment could be utilized to manage cost.

Alternative 4

- This alternative was confirmed by Mr. Jurkowski as identical to the August 8th design (see relevant comments above).
- The August 8th fact sheet listed the Alternative 4 project cost as \$5.1M, whereas the updated matrix includes a higher price of \$11.2M. A clearer articulation for the jump in projected cost should be provided.

Alternatives 5+ 6

- The options could be viable and meet community support, particularly if developed as single lane (see general comments above).
- Committee agrees with Supervisor Knott's letter regarding the need for the County/CHA to present similar precedent projects and a visual design rendering to describe the appearance of this option.

Alternative 7

- Not considered a desirable outcome at this time.

—END—

Attachment M. County resolution in support of replacement with a two-lane, multi girder structure



Resolution
Board of Supervisors
County of Columbia
New York

Resolution No. 484-2024

AUTHORIZATION FOR THE COMMISSIONER OF PUBLIC WORKS AND THE COLUMBIA COUNTY ENGINEERING DEPARTMENT, AND ITS CONSULTANTS CHA TO SUBMIT TO THE NYS DEPARTMENT OF TRANSPORTATION A PROJECT SUBMITTAL PACKAGE FOR THE COMPLETE REPLACEMENT OF THE EXISTING STUYVESANT FALLS BRIDGE WITH A NEW TWO LANE, MULTI-GIRDER SUPERSTRUCTURE AND NEW ABUTMENTS AS THE COUNTY'S PREFERRED DESIGN OPTION

UPON, recommendation of the Public Works Committee, at a meeting held on the 20th day of November, 2024; and of the Finance Committee, at a meeting held on the 26th day of November, 2024;

WHEREAS, Columbia County has jurisdictional responsibility of the Stuyvesant Falls Bridge (BIN 334250) carrying Columbia County Route 25A over the Kinderhook Creek; and

WHEREAS, the County, as the project sponsor, has received funding through NYSDOT and the project has been listed on the NYSDOT State Transportation Improvement Plan (STIP) as project PIN#8761.43; and

WHEREAS, the County held an initial public informational meeting on August 8th, 2024 to introduce the project to the public that included but was not limited to the project objectives, proposed scope, cost and anticipated schedule; and

WHEREAS, the County accepted written comments for a period extending two weeks (2) after the after the informational meeting; and

WHEREAS, at the request of the Town of Stuyvesant, the County Engineering department delayed submission of the preliminary design report allowing the Stuyvesant Falls Bridge Committee, a local municipal advisory committee to convene to review the County's project, to provide additional comments; and

WHEREAS, the County Engineering department attended a pair of meetings with the Stuyvesant Falls Bridge Committee, to discuss the project; finding from a previous conditions and alternatives engineers report prepared by Ryan Biggs, dated May 14, 2014; provide traffic and accident data; share information regarding the NYSDOT bridge design manual regarding limitations of single lane bridges; and prepared an alternative analysis and comparison table; and

WHEREAS, the alternative analysis included, but was not limited to, evaluating right of way impacts, State Historic Preservation Office Considerations (SHPO), existing penstock impacts, construction timeline, initial capital cost, fifty (50) year life cycle cost, ability to meet project objectives, anticipated service life, and level of future maintenance; and

WHEREAS, on October 24th, 2024 the County Engineering Department received a request from the Town of Stuyvesant Historic Bridge Committee to consider a modified public participation process; and

WHEREAS, the Columbia County Public Works Committee was provided a copy of the alternative analysis and comparison table, and said table was reviewed and discussed during their regularly schedule monthly meeting on October 16th; and

WHEREAS, the County Engineering Department received correspondence from the Town of Stuyvesant Town Board dated October 24, 2024 as well written comments from the Town's Stuyvesant Falls Bridge Committee dated November 14, 2024; and

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WHEREAS, the Columbia County Public Works Committee received, reviewed the considered correspondence received by the Town of Stuyvesant Town Board and the Town's Stuyvesant Falls Bridge Committee; and

WHEREAS, at its normally scheduled, November 20th, 2024 meeting members of the Public were allowed to speak on the issue of the Stuyvesant Falls Bridge project; and

WHEREAS, the County recognizes that the project is required to undergo a Section 106 and 4(f) review involving the assessment of adverse effects and use of historic properties; and

WHEREAS, in consideration of the above;

NOW, THEREFORE BE IT

RESOLVED, that authorization is given to the Commissioner of Public Works and the Columbia County Engineering Department, and its Consultants CHA to submit to the New York State Department of Transportation (NYSDOT) project submittal package (PSP) for the complete replacement of the existing Stuyvesant Falls Bridge (BIN 334250) with a new two lane, multi-girder superstructure and new abutments as the County's preferred design option; and be it further

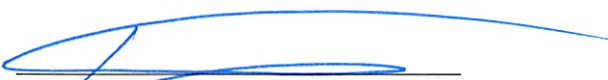
RESOLVED, that the project incorporate some historic elements of the original bridge, to the extent practical, and that an interpretive display be created to provide historic information regarding the original bridge structure; and be it further

RESOLVED, that the design package submitted to the NYSDOT include comments received from the public, the Town of Stuyvesant Town Board, and the Stuyvesant Falls Bridge Committee; and be it further

RESOLVED, that this contract is subject to the review and approval of the County Attorney's office; and be it further

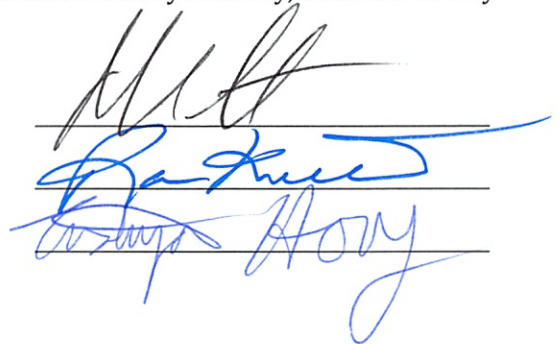
RESOLVED, that certified copies of this resolution be forwarded to the Columbia County Attorney, Columbia County Treasurer, and posted to the Board of Supervisors website.

Approved:



Robert J. Fitzsimmons, County Attorney

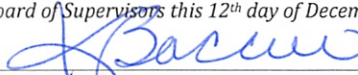
Resolution
Committee



STATE OF NEW YORK
COUNTY OF COLUMBIA} ss:

This is to certify that I, undersigned Clerk of the Board of Supervisors of the County of Columbia, have compared the foregoing resolution with the original resolution, now on file in the office of said clerk, and which was adopted by said Board of Supervisors on the 11th day of December, 2024 and that the same is true and correct transcript of such original resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Board of Supervisors this 12th day of December, 2024.


Kelly S. Bacaro, Clerk of the Board

Date: 12/11/24

**Simple Majority
Vote
2024**

Regular: _____
 Special: _____
 Resolution #: 484-2024

Supervisor	S. Maj.	#AYE	#NAYE	#Abstain	#AYE	#NAYE	#Abstain	Town
MacArthur	5	✓			0	0	0	Ancram
Weigelt	20	✓			0	0	0	Claverack
Ooms	26	✓			0	0	0	Kinderhook
Simmons	17	✓			0	0	0	Ghent
Staats	7	✓			0	0	0	Clermont
Adams	5	✓			0	0	0	Canaan
Wolf	11	✓			0	0	0	Copake
Collins	13	✓			0	0	0	Chatham
Reilly	5		✓		0	0	0	Gallatin
Eldridge	15	✓			0	0	0	Greenport
Helsley	7	✓			0	0	0	Germantown
Dvorchak	6	✓			0	0	0	Hillsdale
Lagonia	5	✓			0	0	0	Austerlitz
Cousin	3.8		✓		0	0	0	Hudson 1st
Miah	3.8	✓			0	0	0	Hudson 2nd
Chameides	3.8		✓		0	0	0	Hudson 3rd
Mussmann	3.8		✓		0	0	0	Hudson 4th
Scalera	3.8	✓			0	0	0	Hudson 5th
Guzzi	12	✓			0	0	0	Livingston
Houghtling	8	✓			0	0	0	New Lebanon
Murell	9	✓			0	0	0	Stockport
Knott	6	✓			0	0	0	Stuyvesant
Skoda	4	✓			0	0	0	Taghkanic
Total	200	183.6	16.4		0	0	0	

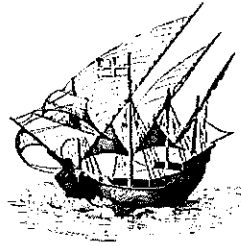
Simple Majority 183.6
 101 Adoption/Quorum


 Kelly S Baccaro
 Clerk of the Board

Attachment N. Letter from the Town of Stuyvesant board supporting a new two lane bridge

Supervisor
Ronald Knott

Council Members
Charles Stiffler
Brian Chittenden
David Quinn
Kelley Williams



Highway Superintendent
Joe Scrum

Town Clerk/Tax Collector
Melissa A. Naegeli

Town Attorney
Tal Rappleyea

TOWN OF STUYVESANT

5 SUNSET DRIVE
STUYVESANT, NY 12173
PHONE: 518-758-6248
FAX: 518-758-8077

October 24, 2024

Ray/Tony;

The town has appointed a “Bridge Committee” to provide input on the proposed Stuyvesant Falls Bridge and they will have an official comment letter, but I also wanted share some thoughts we hear from residents. While it is always difficult in these situations to inform the general public of the facts behind proposed capital projects, you have both done a good providing requested information to date.

I can say that although we continue to hear from residents that they would like to see the original bridge maintained for a while longer, I realize that may not be possible, as history and engineering have told us the current bridge may be at the end of its life cycle. The town board members are united in wanting to see a new two lane bridge that will effectively serve the community for decades ahead as we have seen much of the past 35 years with limited use of this important bridge and the community needs this creek crossing.

Although the written comments focused on maintaining the current bridge, I continue to hear verbally from residents that there is support for a new bridge, what that looks like, we are hopeful that the community can provide vision to the process. I will share some verbal comments that I have heard that may be taken in consideration.

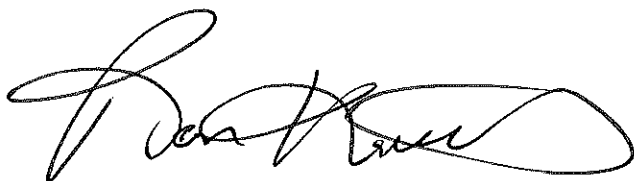
The general area of this bridge provides some wonderful views and any project should respect that, we continue to hear how important this area is to all. The 1st proposal attempted to provide some aesthetics by providing a decorative stone barrier wall and antique street lights. Some were okay with that, but generally it appears the lighting is not required, and the stone wall would restrict ones view when driving over the bridge to see the creek, perhaps an open rail similar to what we have today would be better? The concept of two 5’ wide bike lanes seems like overkill, while it may please NYSDOT standards, it may not be needed. We do want to increase safety for pedestrians and bike cyclers, but I think this could be eliminated or reduced, narrowing the bridge would reduce the overall impact to the area and of course any reduction in size is a reduction of costs.

While on traffic safety we have heard concerns from residents on traffic flow and safety concerns if a new bridge is constructed. I think most us can agree this bridge currently poses some traffic safety concerns. While I understand engineers would naturally attempt to increase sight distances and travel lanes to move traffic safely, I do think we can design this new bridge with some traffic

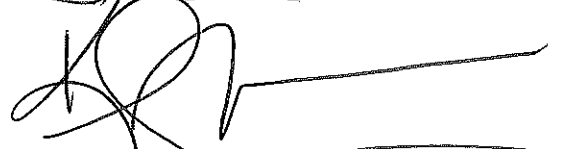
control elements to provide residents of the area with a safe environment, both in a vehicle and pedestrian traffic as well. We currently have four lanes of traffic on either side, even with a new two lane bridge , how we merge that traffic can effect safety in the area. I would challenge the traffic engineers to develop a community orientated design.

I think the sidewalk improvements are a good idea leading to parklands on either side of the bridge. A commented idea I heard from a resident would be to for the sidewalk of the bridge to include a bump out that perhaps could contain a viewing binocular like the coin operated ones, where residents could view the area or just stand out of the way for photo's . Having an improved sidewalk has been requested by local dog walkers as the open mesh currently existing is not dog friendly. Another idea was in regards to new abutments, that they could be cast with fieldstone impressions to mimic the historic abutments that exist today maintaining a visual from the creek area. I do believe there is fair amount of support for constructing a new safe bridge meeting current standards but has aesthetics that match todays historic bridge as in a replica of the original 1899 bridge frame attached to concrete bride, which is what was provided in option 6 of the matrix. While costs are always going to be an important guiding factor, I feel this option should be further explored as in providing a basic artist rendition of this proposal . I am not completely convinced that attempting to mimic the original framework of the bridge would satisfy residents or Historic element requirements from SHIPO, or be worth the added expense.

I do think there is still value in attempting reuse the end frames of the current bridge as was suggested in August 8th presentation, but currently I do not see a plan for where we could effectively relocate one of them to preserve the history, perhaps the community will come up with a potential reuse as we work through design phases.



Ron Knott
Town Supervisor
Town of Stuyvesant



Attachment O. Responses to Comments Received from The Town of Stuyvesant and/or the Stuyvesant Town Bridge Committee Subsequent to the 8/8/24 Public Informational Meeting

Responses To Comments Received from The Town of Stuyvesant and/or the Stuyvesant Town Bridge Committee Subsequent to the 8/8/24 Public Informational Meeting

1. **Comment:** Provide more information on alternatives to bridge replacement including options for rehabilitation.

Response: Based on the comment, seven alternatives were developed and evaluated and the Alternatives Analysis and Comparison table was developed and provided to the committee.

2. **Comment:** 61% of the comments received expressed a preference for a one-lane bridge over a two-lane bridge.

Response: Replacement of the existing one-lane bridge by another one-lane bridge would not meet all the requirements listed in the NYSDOT One-Lane Bridge Policy (Appendix 2B of the NYSDOT Bridge Manual). The first requirement not met is there needs to be less than 300 vehicles per day currently using the bridge and also that it is predicted that in 20 years, less than 500 vehicles per day will be using the bridge. Recent traffic counts and standard forecasting procedures show that neither of these are met.

The second requirement that is not met stipulates that an analysis over the latest three-year crash history shall reveal no more than one reported crash; with no crash being reported as being directly attributable to the narrowness of the existing one lane bridge. The analysis completed for this project revealed two crashes in the project area with one being attributable to the narrowness of the existing one lane bridge during that period.

Additionally, the policy lists several “desirable conditions” which should be met but are not absolute requirements. One condition is that local authorities should have no substantive objection to a one lane bridge. In fact, both the Columbia County Board of Supervisors and the Town of Stuyvesant Town Board have documented support a two lane bridge (see Attachments M and N).

Another desirable condition is that the existing two way approach roadway should be one lane wide and operating as a one lane road. The existing approach roadway is two lanes wide and operating as a two lane road.

Additionally, both the attached County Resolution No. 484-2024 and the October 24th, 2024 letter from the Town of Stuyvesant indicate the preference for a new two-lane bridge.

3. **Comment:** Traffic safety and traffic calming measures have not been effectively addressed to the satisfaction of the bridge committee.

Response: The intersection on the west approach of the bridge will be converted from a Y intersection to a T intersection thereby facilitating vehicles on Woods Lane Coming to a complete stop before turning onto the bridge.

Additionally ground mounted speed limit signs as well as solar powered radar speed signs will be installed.

4. **Comment:** The proposed bridge design is needlessly wide as it provides for designated bicycle lanes.

Response: The 5 foot wide shoulders presented in the public meeting will be reduced to 3 foot wide.

5. **Comment:** Design elements presented in the public meeting, such as stone parapets and lamp posts, do not adequately integrate with the prevailing design elements and materials in the Mill district any new aesthetic elements should acknowledge the material language and appearance of 19th century industrial remnants in the historic district.

Specifically, some residents have expressed that metal work decorative railing elements that repurpose or recreate the existing railings would be more appropriate and stone veneer could be used on any new abutment phases to mimic the attractive existing stone abutments. Additionally, relevant imagery to convey existing bridge and district design elements should be included.

Response: The proposed design will be modified to delete the stone parapets and lamp posts on the bridge and utilize railing meeting current design standards to allow views of the falls upstream. Decorative railing elements that repurpose and/or recreate the existing railings will be incorporated behind the bridge railing. The new abutments will include stone facing and relevant imagery will be incorporated as presented in the public meeting.

6. **Comment:** The August 8th fact sheet listed the Alternative 4 project cost as \$5.1 million whereas the updated matrix includes a higher price of \$11.2 million. A clearer articulation for the jump in projected cost should be provided.

Response: The figure presented in the fact sheet for the public information meeting on August 8th was an error. The bridge length used for the estimate was incorrect. When the correct length is used the estimate is approximately \$11 million.

7. **Comment:** Provide a bump-out from the sidewalk on the upstream side to provide a viewing area for the falls.

Response:

This will be considered and will likely be included.

8. **Comment:** Provide an artist's rendering of the proposed bridge and aesthetic/historic treatments.

Response:

This will be considered.