

Highways Widened, Curves Eliminated by New Bridges In Eastern Orange County

Four Miles of Route Forty-five Between Vails Gate and Washingtonville Resurfaced; Hazardous Railroad Crossing Spanned

WIDENING of one underpass on Route Thirty-two between Vails Gate and Central Valley, resurfacing of Route Forty-five from Washingtonville to Vails Gate and construction of two bridges in connection with those projects comprised the main features of highway programs in eastern Orange County during the past year. Work also was begun on the West Point-Cornwall section of the Storm King bypass part one and erection of a new two-lane span on the upstream side of the old span over Popolopen Creek. An overpass at Rock Tavern on the Little Britain road was relocated during the year.

Approximately four miles of route forty-five between Vails Gate and Washingtonville was resurfaced at a cost of \$175,772. The route now is an improved two-lane highway from Newburgh City line to Chester with the exception of two small sections, one at Bethlehem and the other at Craigville. The Bethlehem

section which will include a new underpass at the Erie Railroad and removal of hazardous curves probably will be completed during the Summer.

Crossing Eliminated
In connection with the work a new overpass was constructed as a grade crossing elimination at Meadowbrook over the Ontario and Western Railroad. The work was done under a separate contract and eliminated a dangerous grade, curve and crossing. It was opened to traffic a few weeks ago. The bridge is of plate girder type with a seventy foot span and was constructed at a cost of \$104,415. The project was 31 mile long. Top soil was placed on the new slopes of the viaduct and the slopes were seeded by the highway department.

The underpass on Route Thirty-two, under the Newburgh and Newark railroad, a branch of the Erie, was straightened and widened by a relocation of the railroad piers and the reconstruction of 43 mile of highway. The project resulted in elimination of one of the most dangerous sections of highway in eastern Orange County. Cost of \$147,430 included a seventy-three foot span plate girder.

Bypass Started
Work was started during the year on the West Point-Cornwall section of the Storm King bypass, part one, from the intersection of Route Nine-W and Route 293 at the United States Military Academy Reservation to the Angola Road in Cornwall. The contract calls for rough grading and drainage structures on the 5.28 miles of road at an estimated cost of \$1,116,380. Work was started on the southern end. This part of the work will be completed by July first, 1938.

One-half mile of rough grading has been completed on the southern end of the bypass. The contract was let January eighteenth of this year. The bypass will carry Route Nine-W over Cornwall Mountain. Part two will take the highway around upper Cornwall and connect with the present Nine-W at Modena bridge. The second section has not yet been fully approved. The entire project is scheduled for completion by 1940.

Another improvement on Route Nine-W was the erection of an entirely new two-lane span on the side of the old bridge over Popolopen Creek. When completed there will be a four-lane bridge. The project is the first step in the reconstruction of Nine-W from the Bear Mountain Bridge north, including Highland Falls and carrying the highway to the southern end of the Cornwall bypass on an overpass.

The two-lane structure has been completed and is in use and con-

tractors now are wrecking the slab on the old bridge preparatory to resurfacing it with the same type of decking used on the new bridge. When that work is done the width of the bridge will be about doubled. The new part is 605 1/2 feet long and is built of the cantilever type with a steel and concrete armored deck of a new type which is much lighter and stronger than that used previously in bridges of its type.

Overpass Relocated
Contract also includes erection of a three-arch span with beam approaches over the Dock Road at Fort Montgomery, work on which is rapidly nearing completion. The contract was let November twenty-sixth, 1935 and \$431,546 was the contractor's figure. Resurfacing and widening of the highway from the southern end of the Popolopen bridge to the traffic circle at Bear Mountain Bridge, including access drives of routes U. S. Six, U. S. 202 and Nine-W also are included.

Another bridge job completed during the last twelve months was the relocation of an overpass at Rock Tavern on the Little Britain road. The work included grading and construction of almost half a mile of new highway as well as relocation of the overpass. The bridge is of through plate girder type with a span of 100 feet. Contract was let July third, 1936, and work was completed at a cost of \$69,225.

Concrete now is being laid on the North Flank Road from the Newburgh city line to Holt's Corners on Route Thirty-two for a distance of 3.2 miles. Two lanes, each ten feet wide, will be constructed according to a contract let in August, 1936.

le!

\$1095

GET IT, TOO!

in gasoline costs at all...
to service costs, you'll...
prise, for being a Cadillac...
does a great job keeping...
station!

any new car, you can prob...
a Saab A-B.

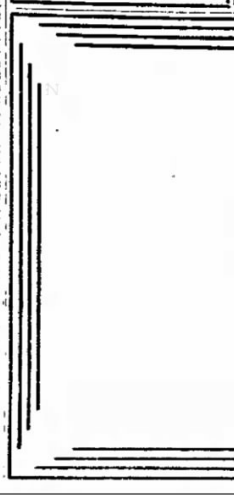
today and look at LaSalle?
without noise. Model illus...
all standard accessories...
and Equipment - Extra.

Inc.
Middletown

A Barber Shop
For the Whole Family!

THE
CENTRAL
BARBER SHOP

65 EAST MAIN ST.
MIDDLETOWN, N. Y.
FRANK GUERRERA



Highways Widened, Curves Eliminated by New Bridges In Eastern Orange County

Four Miles of Route Forty-five Between Vails Gate and Washingtonville Resurfaced; Hazardous Railroad Crossing Spanned

WIDENING of one underpass on Route Thirty-two between Vails Gate and Central Valley, resurfacing of Route Forty-five from Washingtonville to Vails Gate and construction of two bridges, in connection with those projects comprised the main features of highway programs in eastern Orange County during the past year. Work also was begun on the West Point-Cornwall section of the Storm King bypass part one and erection of a new two-lane span on the upstream side of the old span over Popolopen Creek. An overpass at Rock Tavern on the Little Britain road was relocated during the year.

Approximately four miles of route forty-five between Vails Gate and Washingtonville was resurfaced at a cost of \$175,772. The route now is an improved two-lane highway from Newburgh City line to Chester with the exception of two small sections, one at Bethlehem and the other at Craigville. The Bethlehem

section which will include a new underpass at the Erie Railroad and removal of hazardous curves, probably will be completed during the Summer.

Crossing Eliminated

In connection with the work a new overpass was constructed as a grade crossing elimination at Meadowbrook over the Ontario and Western Railroad. The work was done under a separate contract and eliminated a dangerous grade, curve and crossing. It was opened to traffic a few weeks ago. The bridge is of plate girder type with a seventy foot span and was constructed at a cost of \$104,415. The project was 31 mile long. Top soil was placed on the raw slopes of the viaduct and the slopes were seeded by the highway department.

The underpass on Route Thirty-two, under the Newburgh and Newark railroad, a branch of the Erie, was straightened and widened by a relocation of the railroad piers and the reconstruction of 43 mile of highway. The project resulted in elimination of one of the most dangerous sections of highway in eastern Orange County. Cost of \$147,419 included a seventy-three foot span plate girder.

Bypass Started

Work was started during the year on the West Point-Cornwall section of the Storm King bypass, part one, from the intersection of Route Nine-W and Route 293 at the United States Military Academy Reservation to the Angola Road in Cornwall. The contract calls for rough grading and drainage structures on the 5.28 miles of road at an estimated cost of \$1,116,380. Work was started on the southern end. This part of the work will be completed by July first, 1938.

One-half mile of rough grading has been completed on the southern end of the bypass. The contract was let January eighteenth of this year. The bypass will carry Route Nine-W over Cornwall Mountain. Part two will take the highway around upper Cornwall and connect with the present Nine-W at Moodna bridge. The second section has not yet been fully approved. The entire project is scheduled for completion by 1940.

Another improvement on Route Nine-W was the erection of an entirely new two-lane span on the side of the old bridge over Popolopen Creek. When completed there will be a four-lane bridge. The project is the first step in the reconstruction of Nine-W from the Bear Mountain Bridge north, bypassing Highland Falls and carrying the highway to the southernly end of the Cornwall bypass on an easy grade.

The two-lane structure has been completed and is in use and con-

tractors now are wrecking the slab on the old bridge preparatory to resurfacing it with the same type of decking used on the new bridge. When that work is done the width of the bridge will be about doubled. The new part is 605 1/2 feet long and is built of the cantilever type with a steel and concrete armored deck of a new type which is much lighter and stronger than that used previously in bridges of its type.

Overpass Relocated

Contract also includes erection of a three-arch span with beam approaches over the Dock Road at Fort Montgomery, work on which is rapidly nearing completion. The contract was let November twenty-sixth, 1935 and \$481,546 was the contractor's figure. Resurfacing and widening of the highway from the southern end of the Popolopen bridge to the traffic circle at Bear Mountain Bridge, including access drives of routes U. S. Six, U. S. 202 and Nine-W also are included.

Another bridge job completed during the last twelve months was the relocation of an overpass at Rock Tavern on the Little Britain road. The work included grading and construction of almost half a mile of new highway as well as relocation of the overpass. The bridge is of through plate girder type with a span of 100 feet. Contract was let July third, 1936, and work was completed at a cost of \$69,225.

Concrete now is being laid on the North Plank Road from the Newburgh city line to Holt's Corners on Route Thirty-two for a distance of 3.2 miles. Two lanes, each ten feet wide, will be constructed according to a contract let in August, 1936.

A Barber Shop For the Whole Family! THE CENTRAL BARBER SHOP

65 EAST MAIN ST.
MIDDLETOWN, N. Y.
FRANK GUERRERA

Me!

\$1095

GET IT, TOO!

in gasoline costs at all. To service costs, you'll surprise, for being a Cadillac does a great job keeping station!

any new car, you can probably find a LaSalle V-8.

today and look at LaSalle?

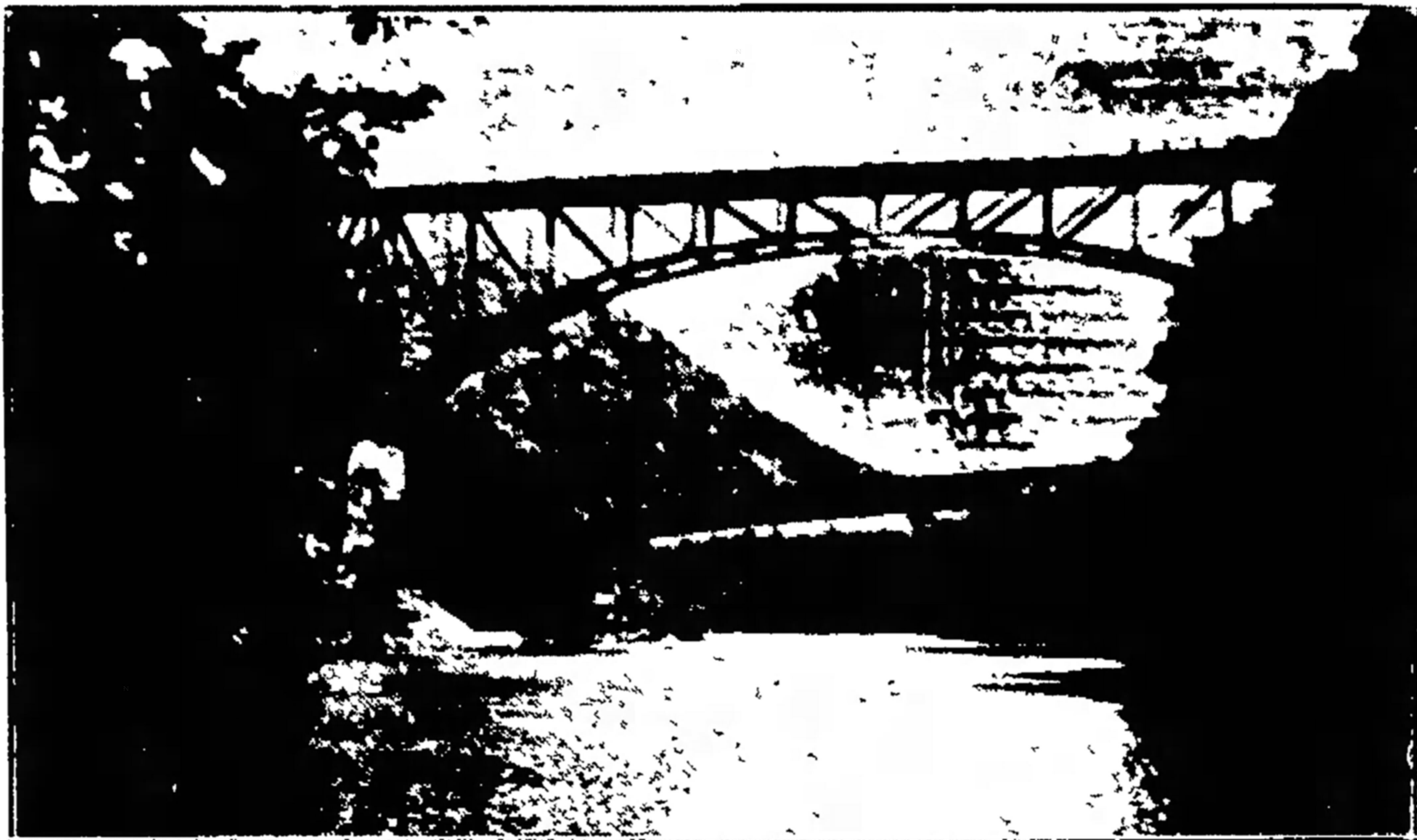
without notice. Model illustrates all standard accessories and Equipment - Extra.

Inc.
Middletown



Work is progressing to join this twenty-one-year-old span over Popolopen Creek at Fort Montgomery with new six-hundred-foot cantilever bridge to double width of Route 9W highway as it crosses historic gorge. In above view one sees Bear Mountain bridge in background through arch of present structure which is 138 feet high. The new Popolopen span is one of two bridges and nearly a mile of highway being constructed by Bronx Water Works Corporation under \$478,955 contract. Second structure, 491 feet long of triple arch design, will cross nearby ravine and cableway of Forest of Dean Iron Mine company. At Bear Mountain end of this highway bridge project a traffic circle, reported largest in seven counties, is being constructed.

New Bridge Joining This Span



Work is progressing to join this twenty-one-year-old span over Popolopen Creek at Fort Montgomery with new six-hundred-foot cantilever bridge to double width of Route 9W highway as it crosses historic gorge. In above view one sees Bear Mountain bridge in background through arch of present structure which is 138 feet high. The new Popolopen span is one of two bridges and nearly a mile of highway being constructed by Bronx Water Works Corporation under \$478,955 contract. Second structure, 491 feet long of triple arch design, will cross nearby ravine and cableway of Forest of Dean Iron Mine company. At Bear Mountain end of this highway bridge project a traffic circle, reported largest in seven counties, is being constructed.

OPEN COSTLY BRIDGE; 'HELL HOLE' NO MORE

Formal Exercises Are Held on Saturday

Highland Falls, July 18—"Hell Hole" is no more. It is only a memory. Instead of the rickety old wooden bridge spanning the gorge of Popolopen creek just below the dam, there stands a magnificent steel and concrete cantilever bridge, 600 feet and one inch in length, and 163 feet above the tide water. The new bridge is higher than the famous Brooklyn bridge. Instead of the dangerous curves and steep dip down to the old bridge, on one side the sheer mountain, on the other the yawning precipice, guided only by a broken down wooden fence, there is a straight-away boulevard, commanding one of the finest views along the Hudson river.

The new bridge was formally opened at noon Saturday, when George W. Perkins, President of the Palisades Park Commission, who has been instrumental in having the bridge built, John Biddle, Superintendent of the United States Military Academy and Captain Carter, Adjutant of West Point, rode across from the south side of the bridge, while the U. S. M. A. band played "The Spirit of Old West Point." Mr. Perkins was accompanied by other members of the commission. It had been expected that Governor Whitman would be present, but at the last moment he found it inconvenient to do so. Mrs. Harriman, who had given to the state much of the land which now com-

prises Bear Mountain Park, was also absent, although up to the last moment it was believed that she would be present.

After arriving at the north end of the bridge, the members of the commission turned their automobiles and preceded by the West Point Band drove south over the bridge again and continued until they had reached the Inn at Bear Mountain, where lunch was served.

In the procession that passed over the bridge behind the automobiles bearing the members of the commission were nearly one hundred flag decorated automobiles, and not a few horse vehicles, besides numerous men and women on foot.

Besides doing away with the dangerous curve at "Hell Hole," the new bridge shortens the route to West Point by about two miles. It spans the creek at a point about two hundred and fifty yards from its mouth. At this point the creek is about three hundred feet wide. The bridge connects the sites of old Forts Montgomery and Clinton, famous during the Revolutionary war.

The dimensions of the bridge as given are: Length, 600 feet, one inch; width between the guard rails, 20 feet; sidewalk, 5 feet on each side; roadway, 29 feet; height above tide water, 163 feet; guard rails, 5 feet; length of main span, 430 feet; type, cantilever; material, steel and concrete.



Clipped By:

nathan579

Thu, Jan 6, 2022