

DRAFT

INDIVIDUAL SECTION 4(f) EVALUATION

PIN 8761.43
County Route 7A Reconstruction and Rehabilitation
Town of Copake
Columbia County

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
and
New York State Department of Transportation
and
Columbia County, NY

Submitted pursuant to 49 U.S.C. § 303(c), 23 U.S.C. § 138(a)(3), and 23 CFR § 774.7(d).. This assessment was prepared in consultation with FHWA and has been reviewed for scope and content and is released for comment.

Date

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Date

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Town of Copake, Columbia County, New York
NYSDOT PIN 8761.43**

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1) INTRODUCTION

The project review and approval requirements of Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (now codified at 23 USC Section 138 and 49 USC Section 303) apply only to agencies within the USDOT, such as the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Section 4(f) prohibits the Secretary of Transportation from approving any program or project that requires the use of a Section 4(f) resource unless there is no feasible and prudent alternative to the use of such land and all possible planning has been undertaken to minimize harm to the Section 4(f) resource. Section 4(f) resources include publicly owned parks and recreational areas, wildlife and waterfowl refuges, and historic sites (sites listed on or determined eligible for listing on the National Register of Historic Places [NRHP]). This evaluation was prepared in accordance with Section 4(f) of the USDOT Act 1966 as well as the FHWA implementing regulations for Section 4(f) at 23 CFR Part 774, and the FHWA's Section 4(f) Policy Paper, dated July 20, 2012.

This Draft Individual Section 4(f) Evaluation has been prepared because the proposed project has more than a *de minimis* impact on a historic site and a Programmatic Evaluation is not applicable.

2) PROPOSED ACTION

Columbia County proposes the federally funded, locally administered County Route 7A Reconstruction and Rehabilitation Project (PIN 8761.43; hereafter "the Project"), which will consist of roadway reconstruction and resurfacing along 1.75 miles of County Route 7A from Center Hill Road to NYS Route 22 North and South in the Town of Copake, Columbia County, New York. The Project will also include intersection reconfigurations, accommodate pedestrians and bicyclists, address drainage deficiencies, and perform other safety improvements. A map of the Project limits and surrounding area is included in Appendix A. This Section 4(f) evaluation focuses on the Copake Memorial Clock within the existing County Route 7A/Empire Road intersection.

a) Project Need

The project area extends for 1.75 miles along County Route 7A (CR7A). The western limit of the project is Center Hill Road and extends approximately 0.3 miles to Main Street and from NYS Route 22 (NY 22) North to South for roughly 1.45 miles. Throughout the project area, County Route 7A (CR7A) is a two-lane rural major collector with suburban and urban characteristics. The existing pavement surface condition is poor with alligator cracking, spalling, and wheel rutting. Widespread ponding due to the flat topography of the area, finite outlet opportunities, and limited formalized drainage along CR7A has contributed to the pavement deformation. Historically, there have been issues with severe ponding in commercial frontages near the

intersection of Church Street/Main Street/Empire Road/CR7A, which has led to significant pavement and sidewalk deterioration and icing.

Several existing features in the corridor contribute toward safety deficiencies throughout the corridor. These features include deficient intersection geometry, non-continuous sidewalk that does not meet ADA standards for pedestrians, narrow shoulders that do not accommodate bicyclists, and parking patterns that violate NYS Vehicle and Traffic Law and local codes.

Existing pedestrian facilities within the project area consist of non-continuous segments of aging sidewalk that do not meet ADA standards or provide connectivity in areas of frequent travel. The existing crosswalk locations are non-existent or insufficient for the number and location of pedestrian generators within the Hamlet Business District. In areas where sidewalks do not exist, the existing shoulders are not suitable for pedestrian travel as they are non-standard in width and cross-slope. The non-continuous sidewalks and variability in shoulder width results in inconsistent pedestrian and bicycle travel patterns, which decreases safety as vehicles may come upon pedestrians and bicyclists where they would not expect them.

The current parking configuration within the Hamlet Business District consists of large, undefined paved commercial and residential property frontages that accommodate parking, pedestrians, and vehicular access to properties. This parking configuration and undefined frontage frequently lead to conflicts among users and violations of NYS Vehicle and Traffic Laws and local codes. Vehicles parking within and adjacent to the Church Street/Main Street/Empire Road/CR7A intersection often violate NYS Vehicle and Traffic Law by parking within the intersection, within 30 feet of a stop sign, and/or within 20 feet of a crosswalk. The perpendicular pull-in parking within the business frontages leads to vehicles unsafely backing onto CR7A, which accounted for 83% of the multivehicle crashes within the corridor during a 3-year period and demonstrates a clear crash pattern. Furthermore, parking within the business frontages also impact the usage of adjacent facilities as vehicles consistently park within the County right-of-way and on the sidewalks.

Within the project area, there are three intersections with deficient geometry: Church Street/Main Street/Empire Road/CR7A, Main Street/Farm Road, and CR7A/NY 22 South. All three intersections have at least one approach that is more than 30° from perpendicular. These skewed angles contribute to operational and safety concerns, including allowing entering vehicles to maintain a similar trajectory and therefore speed through the intersections and is demonstrated within the corridor speed data. Currently, the 85th percentile speed is 40 mph while the posted speed limit is 30 mph. Additionally, the skew of the intersections minimizes the visibility and effectiveness of traffic control devices and contributes to errors, especially among older and younger drivers , which compromises safety for all users. Local officials and residents have also expressed concerns

with vehicles consistently rolling through stop signs at these intersections, another side effect of the skewed geometry. Furthermore, the layout of these intersections is sprawling and spans the majority of available space within the County right-of-way, which has limited the development of pedestrian and bicycle accommodations and public-use spaces.

A review of NYSDOT's Total for Potential for Safety Improvement (PSI_{total}) factors further demonstrates the need for safety improvements within the project area. PSI_{total} prioritizes sites based on the need for safety improvements, where a factor value greater than zero (0) representing a location with a higher-than-average crash rates indicating which may indicate a need for safety improvements. There are several segments and intersection within the project area that have a PSI_{total} greater than zero, indicating the need for safety improvements. A summary of these can be found in the following table

Exhibit 2.1 Potential for Safety Improvement (PSI) Summary		
Type	Location Description	PSI _{total}
Intersection	Church Street/Main Street/Empire Road/CR7A	0.057
Intersection	CR7A/Center Hill Road	0.105
Segment	CR7A from Center Hill Rd to Main Street	0.336
Segment	CR7A from NYS Route 22(N) to NYS Route 22(S)	0.471

Further complicating matters, the buildings adjacent to the Church Street/Main Street/Empire Road/CR7A intersection are located in close proximity to the roadway, with the edge of the travel lanes being only 7 feet-3 inches to 22 feet-5 inches from building face. This further limits the potential solutions to resolving these issues surrounding the intersections without significantly realigning the intersection's approaches.

As mentioned above, the geometry and the close proximity to existing buildings of the Church Street/Main Street/Empire Road/CR7A intersection has limited the number of feasible options to address the deficient infrastructure, limited connectivity, safety concerns, and economic development of the Hamlet Business District. Additionally, within the center of the island at the intersection of Church Street/Main Street/Empire Road/CR7A and at the heart of the Copake Hamlet is the NRHP listed Copake Memorial Clock. This clock and surrounding island are described as "the preeminent public property memorializing the sacrifices of local veterans, serving as backdrop for countless Memorial Day parades and other civic events."

The Copake Memorial Clock is an important aspect of many yearly and historic Town of Copake events, including the Town's recent bicentennial. The clock's position at the center of the intersection in combination with the geometry of the intersection puts the clock at risk for damage from errant vehicles. Currently there are no sidewalks or crosswalks for pedestrians or bicyclists to safely access the clock and adjacent monuments. The existing location of the clock and relatively small size of the island do not provide adequate space for the community to gather without standing in the roadway and interfering with traffic operations within the intersection. This demonstrates the need for a community space to allow residents and tourists to gather and celebrate the Town of Copake's history. Detouring traffic around the clock is a not feasible solution due to the absence of a suitable westbound detour for the 6% truck traffic and larger vehicles accessing the three campgrounds around the project area. The detour would displace large trucks on local residential roadways whose pavement and geometry were designed for single-unit (SU) trucks, leading to accelerated deterioration and damage. A detour would not address the safety and access needs for individuals who wish to visit and observe the clock outside of a special event. In 2011, the Town of Copake developed the Comprehensive Plan to guide decision-making and set priorities for the community. The plan was shaped by extensive public engagement, including focus groups, surveys, visioning sessions, and public workshops. The following goals, outlined in the Comprehensive Plan, are directly aligned with the needs of this project:

- Well Maintained Infrastructure
- Thriving Economy
- Attractive Community with Character

Many of the previously discussed existing conditions conflict with the goals stated above. Pavement deterioration and runoff ponding are indicative of the flat topography and limited formalized drainage. The current parking configurations, uncontrolled business frontages, lack of pedestrian and bicyclist connectivity, and sprawling intersections contribute to an environment that is unwelcoming to locals and tourists wishing to visit and shop within the hamlet business district.

b) Project Purpose

The primary purpose of the project is to improve longevity, rideability, connectivity, accessibility, and safety along CR7A, from Center Hill Road to Main Street and from NYS Route 22 North and South, for all users while upholding the character of the hamlet center.

c) Project Objectives

- Restore pavement to good condition using cost effective pavement treatments.
- Provide pedestrian and bicycle connectivity through continuous sidewalks, defined crossing locations, and standard shoulder widths.
- Improve, expand, and formalize the drainage system to reduce ponding and extend infrastructure longevity.
- Correct parking configurations to provide dedicated on-street parking.
- Reconfigure and modernize intersections to optimize the use of public right-of-way to better provide multimodal accommodations and serviceable green space.

3) SECTION 4(F) PROPERTY

A Section 4(f) property is a publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of National, State, or local significance, or land of a historic site of National, State, or local significance. Historic sites are not limited to those on publicly owned land and include those on private property as well. This proposed undertaking includes one Section 4(f) property, the Copake Memorial Clock.

Copake Memorial Clock

The Section 4(f) historic site was identified as part of the Section 106 process (36 CFR Part 800). Review of the New York State Historic Preservation Office (NYSHPO) Cultural Resources Information System (CRIS) for the Section 106 Project Submittal Package noted the presence of the Copake Memorial Clock within the Project Area of Potential Effect (APE). The Copake Memorial Clock (11NR06212/USN 02107.000062) has been listed on the NRHP in February 2012 under Criterion A in the area of social history, Criterion C in the area of architecture for retaining its essential exterior character-defining features, as well as Criteria Consideration F as a commemorative property which has achieved its own significance in the period since its dedication in 1944.

Description of the Copake Memorial Clock:

- Detailed Map:* The project is located in the Town of Copake in Columbia County on County Route 7A, a location map is provided in Appendix A. Existing condition photos of the clock, grass island, and memorial monuments are in Appendix B. Figures C-1 and C-2 in Appendix C show the clock is located on a small, circular island at the intersection of Columbia County Route 7A, Church Street, and Empire Road in the hamlet of Copake.
- Size and Location:* The clock is four-sided with a base, plinth, and support column, and is constructed largely of metal. The clock stage includes copper and stained and clear glass elements, topped by a pressed copper hipped roof and spherical ornament. All four sides of the clock plinth include commemorative plaques that list the names of 168 servicemen from Copake who served in World War I and World War II. The clock was manufactured

by clockmaker, the O.C. McClintock Company of Minneapolis, Minnesota, and was dedicated in October 1944.

The setting for the Copake Memorial Clock includes the surrounding grass island, approximately 940 square feet in area. The island is raised above the road level and surrounded with granite curbing and is partially enclosed with metal bollards and connecting chain-link (Appendix B, Figure B-1). Two cut marble memorial monuments (Appendix B, Figures B-2 and B-3) were installed in 1994, but per the NRHP nomination they are noncontributing elements to the significance of the clock. The clock and island are largely bordered by commercial properties dating to the nineteenth century and are centrally located at the primary crossroads of the hamlet.

- c) *Ownership and Type*: The clock is owned by the Town of Copake. However, the land on which the clock is located is owned by Columbia County.
- d) *Function*: Landscape: street furniture/object
- e) Description and location of all existing and planned facilities: Not Applicable
- f) *Access*: The clock can be accessed by pedestrians in the center of an intersection.
- g) Relation to other similarly used land: Not Applicable
- h) Applicable Clauses to Ownership: Not Applicable
- i) Unusual characteristics of the Section 4(f) property (flooding problems, terrain conditions, or other features) that either reduce or enhance the value of all or part of the property: The clock has undergone multiple repair campaigns in recent decades, including replacement of the original mechanicals and installation of a new master control and chime instrument in 1987, and extensive repairs to the clock's body, pedestal, plaque, stained glass windows, and internal works in 2011, which required removing and sending the clock to Kansas. The rehabilitated clock was rededicated in June 2011. The clock remains in general good repair with some notable patina on the body due to exposure to the elements.

4) USE AND IMPACTS ON THE SECTION 4(F) PROPERTY

There are seven project alternatives under consideration:

- No Build Alternative
- Roundabout Alternative
- Uncurbed Central Island Alternative
- Curbed Central Island Alternative
- T-Intersection with Clock Relocation Alternative
- T-Intersection Alternative
- Detour Alternative

Of the alternatives considered, three will result in use of a Section 4(f) property, the Curbed Central Island Alternative, T-Intersection with Clock Relocation Alternative, and T-Intersection Alternative. Four alternatives avoid the use of a Section 4(f) property, the No Build Alternative, Detour Alternative, Roundabout Alternative, and Uncurbed Central Island Alternative. The following

alternatives were selected for initial consideration based on their merits for minimizing impacts to the Copake Memorial Clock and meeting the project goals and objectives.

a) Curbed Central Island Alternative

The Curbed Central Island Alternative is an alternative that proposes a modification to the existing intersection configuration while retaining the three closely spaced stop-controlled intersections. This alternative expands and formalizes the central island footprint by introducing curbing to define the island edge, prohibiting parking, and providing pedestrian and bicyclist accommodation. This alternative will incorporate the existing circular island surrounding the clock tower into the new curbed island by removing the existing curb and grass area to raise the central island and provide sidewalk. This incorporation of the existing circular island into the proposed central island will result in a use of the Copake Memorial Clock historic site, as the existing island sits upon land that is considered part of the historic site. The land where the Copake Memorial Clock is currently located is not a public park.

The existing intersection is shown in Appendix C, Figure C-1 and Figure C-2, and the proposed intersection configuration is shown in Appendix C, Figure C-3. There is an avoidance version of this alternative in Section 5, which utilizes an uncurbed central island and avoids the use of the existing central island surrounding the Copake Memorial Clock.

The existing circular island is approximately 940 square feet with a 6-inch reveal granite curb. Under this alternative, the central island would be expanded to approximately 3,900 square feet and incorporate the existing grass island. The additional area of the central island will be used to provide sidewalks through the island. By providing a four-foot snow storage area between the curb and sidewalk, to reduce the potential for snow accumulation adjacent to the clock, the sidewalk uses a portion of the current island. The additional space for pedestrians on the expanded island around the clock would also change the visual setting around the clock. As the central island provides limited public gathering space, the proposed island would not be considered a public park, and the land would continue to be owned by Columbia County as transportation infrastructure.

This alternative would continue the proposed roadway section around the central island, two 10-foot travel lanes and two 4-foot shoulders, which will allow bicyclists to continue to use the shoulders around the island. To prohibit vehicles from parking on the shoulder and encroaching on the central island and sidewalks, the proposed island would be fully curbed. This intersection configuration maximizes the space available between the buildings in close proximity to the

roadway, shown in Appendix C, Figure C-4. The back of sidewalk is within six inches of the Copake General Store, Sunoco Gas Station, 170 Main Street, 168 Main Street, and 636 Empire Road.

The signage needed to clarify the complex intersection would be significant and may cause confusion for those navigating through the intersection. Further signage would be required for the midblock crosswalks to bring attention to the closely spaced crossings. The number of signs needed in a confined space would violate the minimum 100 feet between signs recommended by the Manual of Uniform Traffic Devices (MUTCD) 11th Edition (August 29, 2025) for drivers obtaining sign information. The added signage would block the visual aesthetics of the clock and its setting, as shown in Appendix C, Figure C-19, making it more difficult to view the historic clock that is a public symbol for Copake. The signage and expansion of the island would substantially change the visual character around the central island and the clock that was noted in the NRHP registration form. In a December 12, 2022, meeting, NYSHPO noted changes to the visual setting would constitute an adverse effect on the Copake Memorial Clock.

The existing and proposed intersections are closer than the recommended 660 feet for a rural town collector. The three intersections are 100 to 160 feet from centerline to centerline of intersecting roadway. The proximity of the three intersections inhibits the acceleration and deceleration rates that maintain safe intersection operations.

The traffic control would remain the same as the existing intersections with stop control on the minor legs. The traffic control configuration only allows for mid-block crosswalks to access the clock tower island and cross the different legs of the intersections. Mid-block crosswalks are a safe way for pedestrians to cross the road but historically have more pedestrian crashes than crosswalks at intersections and mid-block crashes have a higher fatality rate¹. If all-way stops were indicated for these closely spaced intersections, the proximity of the stops would result in additional safety concerns. Unnecessary stop sign placements have been shown in studies to result in more rear-end collisions from the unexpected traffic control usage, drivers ignoring stop signs they've deemed inappropriate, and the production of additional air emissions².

The intersection geometry would largely keep the existing configuration, which retains the following existing safety concerns:

- Undefined asphalt area that contributed to crashes with numerous conflict points,

¹ <https://www.phoenix.gov/streetssite/Documents/2019%20Citywide%20Pedestrian%20Summary%20-%20Final.pdf>

² <https://www.eastgrmi.gov/DocumentCenter/View/2006/Multi-way-Stops-The-Research-Shows-the-MUTCD-is-Correct-W-Martin-Bretherton-Jr-PE>

- Poor sight distance at the intersection at popular parking locations,
- Unclear intersection geometry and traffic control,
- Pedestrian safety and traffic operation issues from closely spaced unsignalized intersections.

Additionally, the geometry of the triangular intersection allows vehicles to maintain travelling speed through the intersection on the major legs. The anticipated travelling speed on major legs through the intersection would be the posted speed limit of 30 mph. The minimal control would support faster speeds through the intersection and on average 50% of pedestrian-motor vehicle crashes at 30 mph result in severe injury. These speeds are concerning with the proposed mid-block crosswalks in close succession, increasing the likelihood of a severe pedestrian crash. The proposed concrete sidewalk around the clock would provide designated pedestrian accommodations but cannot accommodate a large gathering surrounding the clock in a safe manner. Event attendees would extend into the roadway and cause conflicts between vehicular traffic and gathered individuals, which could result in severe injury crashes.

The non-traditional intersection configuration is made more complex to navigate by providing accommodations for all users. The intersection layout of three closely spaced intersections requires vehicles, pedestrians, and bicyclists to look at multiple points for oncoming traffic. Intersection users that do not frequent this intersection may find it confusing about where to look for and anticipate incoming traffic, which could lead to poorly timed movements and increased crashes. Crossing the roadway where vehicles could be coming from many directions would be difficult for pedestrians to cross safely. The proximity of the buildings to the roadway restricts sight distance, especially at Empire Road, which could lead to conflicts between users.

The Curbed Central Island Alternative will meet many of the needs of the project. However, the pedestrian, bicyclist, and motorist movements within the proposed intersection configuration would create unclear conflict points, leading to an unsafe final condition. Therefore, this project will not provide safe pedestrian and bicyclist accommodations, and the intersection geometry will remain deficient. This alternative would alter the visual character of the clock viewshed with the required signage to the extent that it would constitute an adverse effect.

The Curbed Central Island Alternative would result in the use of the Copake Memorial Clock historic site and would adversely affect the visual character of the resource. In addition, the alternative introduces significant safety and operational concerns that unreasonably compromise the purpose and need of the project. Sound engineering judgement indicates the uncurbed central island does not seem feasible.

The construction cost of the intersection improvements for the central island is \$2.3M. This alternative would make the overall construction cost approximately \$8.2M.

b) T-Intersection with Clock Relocation Alternative

The T-Intersection with Clock Relocation Alternative reconfigures the existing intersection to a three-way intersection of Church Street/Main Street/County Route 7A with another three-way intersection of County Route 7A/Empire Road 100 feet to the south. This configuration simplifies the intersection as seen in Appendix C, Figure C-5.

The proposed Church Street/Main Street/County Route 7A intersection is all-way stop controlled. The all-way stop does not meet MUTCD all-way stop control warrants. But due to the central business district nature of the area and pedestrian crossings, engineering judgement dictates making this an all-way stop. This intersection alternative would route Church Street north of the Copake Memorial Clock historic site, which includes the clock tower, monuments, and existing circular island. Church Street would then intersect Main Street/County Route 7A at a 90-degree angle. The County Route 7A/Empire Road is stop-controlled on Empire Road. This alternative reduces the overall amount of asphalt and impervious material by 15 percent in the intersection area and creates a large green space in front of the Clock Tower Pub & Grill that can be used as a community space. The reduction of asphalt area around the intersection, installation of parallel parking, and the relocation of the clock outside the intersection could reduce the amount of illegal parking that occurs within or around the intersection.

SHPO commented on the T-intersection alternative in a November 18, 2022 letter, "...the clock's setting within the intersection is a significant component of the clock's historic character. In addition, the small circular traffic island on which the clock is located is a historic feature of the resource. As such, it is our opinion that relocating the Memorial Clock constitutes an Adverse Effect to historic resources." In a meeting on December 21, 2022, SHPO stated regardless of clock relocation or not, the T-intersection alternative changed the setting of the clock and would be an adverse effect to the feature. Therefore, the reconfiguration of the intersection along with the demolition and recreation of the small circular island and the relocation of the clock change the setting and would be an adverse effect to the clock's historic character. The existing clock and circular island are located at the center of this main hamlet intersection. Although this feature is currently the centerpiece of community events, the land where the Copake Memorial Clock is currently located is not a public park.

While the T-Intersection Alternative would move the clock, it would also recreate the circular parcel with plantings and marble monuments. The public has expressed the desire to move the clock, so it is more accessible to view in-person versus driving by or standing within an

intersection. In the new location, the clock would act as a centerpiece to Memorial Day parades and local events where the community can safely gather. The VFW Post 7752 of Hillsdale, NY supports moving the clock from the current location to a community space that makes the clock more accessible to residents and visitors to view the clock and monuments that memorialize local servicemembers, refer to Appendix F for letter. The T-Intersection Alternative proposes to move the Copake Memorial Clock to a large green community space 37 feet southwest of the current location as shown in Appendix C, Figure C-6. This simplistic intersection configuration alternative provides a protected location for the community to gather around the memorial clock while providing acceptable safety and operations for all users and meets the purpose and needs of the project. This alternative will use Copake Memorial Clock historic site by relocating the clock tower from the existing location to the new green community space adjacent to the intersection. The area of the proposed community space is owned by Columbia County. After the project is complete, Columbia County will transfer ownership of the community space to the Town of Copake. This area around the clock will be designated as a park by the Town of Copake.

While this alternative results in the use of the Copake Memorial Clock, this alternative meets the project need and purpose and seems to be the most feasible alternative.

The construction cost of the intersection improvements for the T-intersection is \$1.9M. This alternative would make the overall construction cost approximately \$7.8M.

c) T-Intersection Alternative

The initial version of the T-Intersection Alternative was a t-intersection configuration that retained the clock in the existing location, which would be within the space between the proposed curb and sidewalk. While the clock tower is considered a 4(f) resource because it is a historic site, it is not currently a public park. This version of the intersection configuration was presented at the Public Information Meeting in April 2022, as seen in Appendix C, Figure C-8 and Appendix F.

At the meeting, the public and emergency service providers voiced concerns regarding turning vehicles striking the clock if it were to remain at the southwest corner of the intersection. Attendees stated there is a history of inexperienced drivers towing trailers that make wide turn movements at intersections; there are three campgrounds within 2 miles of the project limits, as seen in Appendix C, Figure C-7. Based on the inexperienced drivers from the surrounding campgrounds and turning radii of gas tankers, it was suggested the clock be moved to protect it from future damage as shown in Appendix C, Figure C-9. Public comments received verbally during the meeting and via email following are documented in Appendix F. As seen in Appendix

C, Figure C-8, there is little space around the clock tower if it were to remain in its original location. Therefore, this area will not be designated as a public park.

If bollards were installed to protect the clock from turning vehicles, the bollard would deflect errant vehicles by an estimated 3.3 feet. The edge of the clock tower is 2.5 feet from the proposed edge of pavement. Therefore, the bollards would not sufficiently protect the clock and over tracking turns would result in irreparable damage to the clock. The Copake General Store, 168 Main Street, and 170 Main Street are less than 25 feet to the edge of the travel lane as shown in Appendix C, Figure C-4. The intersection cannot be realigned to provide additional space for the necessary bollard deflection. An evaluation of potential intersection configurations to eliminate conflicts with turning vehicles found that accommodating necessary turning movements would result in multiple adverse impacts to adjacent properties, including the structure at 168 Main Street, eliminating parking for 168 Main Street, impacts to both sets of stairs at 170 Main Street, impacts to stairs for the Copake General Store, and relocation of a utility pole with a new guy wire adjacent to the clock, to avoid aerial trespass, as shown in Appendix C, Figure C-10.

This alternative will result in an adverse effect to and use of the historic site because the circular island around the clock would be removed to realign the intersection, which would change the setting of the clock. As the clock would be situated between the curb and sidewalk, it would not be within a future designated public park. Retaining the clock in the existing location with the T-intersection configuration would result in unacceptable safety and operational problems. Sound engineering judgment indicates the T-intersection with the clock in the current location does not seem feasible.

The construction cost of the intersection improvements for the T-intersection is \$1.9M. This alternative would make the overall construction cost approximately \$7.8M.

5) AVOIDANCE ALTERNATIVES

The following alternatives avoid any use of Section 4(f) properties:

a) No Build (Null) Alternative

In the No Build Alternative, the County Route 7A/Empire Road intersection would remain, as shown in Appendix C, Figure C-1 and Figure C-2, with continued County and Town maintenance. No improvements to the intersection geometry or traffic control would be included. The following existing intersection geometrics and safety deficiencies would not be corrected:

- Undefined asphalt area that contributed to crashes with numerous conflict points,
- Poor sight distance at the intersection at popular parking and pedestrian crossing locations,
- No dedicated pedestrian crossings at the intersection or to the clock tower,
- Unclear intersection geometry and traffic control,
- Pedestrian safety and traffic operation issues from closely spaced unsignalized intersections.

This alternative would not address the fair pavement condition and drainage deficiencies, which would lead to continued degradation of the roadway structure. The pavement would continue to worsen, impacting the safety and mobility for all users. The intersection geometry, signage, guiderail, and parking would not be addressed and brought up to current standards, which could impact all users' ability to safely navigate the facility. The existing historic site is not designated as a public park. The No Build Alternative does not meet the purpose and needs of the project. Sound engineering judgement indicates the No Build Alternative does not seem feasible.

b) Detour Alternative

The Detour Alternative is a variation of the No Build Alternative that incorporates a formalized truck detour route during events where the community is gathered around the Copake Memorial Clock. Under this alternative, the County Route 7A/Empire Road intersection would remain, as shown in Appendix C, Figure C-1 and Figure C-2, with continued County and Town maintenance.

As described in the Project Need, community events centered on the Copake Memorial Clock regularly exceed the capacity of the existing grassed central island, resulting in attendees encroaching into the roadway and interfering with normal traffic operations. One potential approach to addressing this condition would be to temporarily detour traffic during these events.

Local passenger vehicles can detour using local roadways. However, the project corridor has 6% truck traffic. The detour route for trucks would be required to use county and state roads of comparable functional classification and capacity. As a result, the truck detour would be

substantially longer than passenger vehicle detours. For northern destinations, trucks would utilize CR7A, NYS Route 23, and NYS Route 22, which would result in a 15.4-mile (20 minute) detour as shown in Appendix C, Figure C-11. For southern destinations, trucks would utilize CR7A, County Route 7, NYS Route 82, County Route 8, County Route 60, NYS Route 199, US Route 44, and NYS Route 22, which would result in a 34.1-mile (45 minute) detour as shown in Appendix C, Figure C-12.

In addition to the retained safety, drainage, and pavement deficiencies identified in the No Build (Null) Alternative, this detour would divert traffic away from the hamlet business district during community events. This diversion would reduce visibility and access to local businesses and would not support the project need to create a welcoming environment for residents and visitors to promote a thriving local economy.

Based on the substantial detour lengths for truck traffic, the continued operational and safety deficiencies at the project location, and the adverse effects on the hamlet business district, the Detour Alternative does not meet the purpose and need of the project and does not seem feasible.

c) Roundabout Alternative

The roundabout alternative proposes a circular reconfiguration of the existing intersection geometry while maintaining the historic grass island and clock, as shown in Appendix C, Figure C-13. Empire Road would be incorporated into the roundabout through a dedicated right-turn. This access to Empire Road must be maintained as this would disconnect the residential area and National Register Listed Copake Grange Hall from direct access to the hamlet business district. The detours for Empire Road are significant as shown in Appendix C, Figure C-14. The Clock Tower Pub & Grill driveway must directly connect to the roundabout to provide access to parking on the west side of the building. The AADT of County Route 7A is less than the 100 vehicles per hour maximum per leg; therefore, a single-lane roundabout is acceptable for traffic operations.

To provide pedestrian and bicyclist accommodations, the maximum roundabout diameter that could be accommodated is 100 feet. The Sunoco Gas Station, Clock Tower Pub & Grill, 1679 County Route 7A, Copake General Store, 168 Main Street, 170 Main Street, and 636 Empire Road are less than 25 feet to the edge of the travel lane as shown in Appendix C, Figure C-4. Due to the proximity of these buildings, the remaining space to provide pedestrian facilities and accommodate bicycles is limited.

The confined geometry of the roundabout due to the adjacent businesses limits the traffic approach deflections. The maximum entering speed based on the fastest path of 20 to 25 mph is

recommended. The northbound movement from County Route 7A to Main Street allows for little deflection due to site constraints and allows vehicles to travel through the roundabout at 30 mph, which is over the allowable entering speed. The limited deflections would lead to higher entry and exit speeds. These higher speeds would put pedestrians and bicyclists at risk and could lead to increased vehicular crashes within the roundabout.

The density and proximity of the minor commercial businesses and driveways restrict the installation of the traditional raised splitter islands. The splitter islands must be flush with the roadway elevation to allow turning movements into the Copake General Store, 170 Main Street, Sunoco Gas Station, 1682 County Route 7A, 160 County Route 7A, and Empire Road. Raised islands would eliminate access for gas tankers, snowplow operations, and emergency vehicles as shown in Appendix C, Figures C-15 through C-17. Even with flush islands, gas tankers may not be able to maneuver from CR7A southbound to the gas station without causing damage to the adjacent structures as evidenced in Appendix C, Figure C-15 in blue.

The distance between the existing buildings also requires the islands to be narrow, ranging from 3- to 5-feet wide versus the minimum 6 feet width and approximately 40-foot length versus the minimum 100-foot length. The narrow, flush splitter islands do not provide the pedestrian refuge or traffic calming the curbed islands afford, severely undermining pedestrian safety. Per the *FHWA Roundabouts: An Informational Guide Second Edition*, pedestrians shall not cross the circulatory roadway to the central island. Therefore, access to the clock within the central island would be prohibited.

The roundabout alternative preserves the clock in its original setting but eliminates the community's access to the clock. The existing historic site is not designated as a public park and with the removal of access to the central island and clock the proposed condition would not receive a public park designation. The roundabout central island is needed for safe circulation but would modify the historic character of the curbed island, on which the clock is located. The clock could sustain vehicular damage as the clock would be within the roundabout central island.

This alternative does not meet the purpose and need of the project. This alternative does not provide safe pedestrian accommodations. The flush splitter islands may result in unsafe conditions for pedestrians by providing little protection from adjacent traffic and potential conflicts with large vehicles that must track over the flush splitter islands. This alternative has deficient intersection geometry as it restricts movements of gas tankers, snowplow operations, and emergency vehicles. Lastly, the roundabout does not allow public access and does not slow travel speeds to allow the travelling public to appreciate the clock tower and monuments. Due to the pedestrian safety

concerns, restriction of tanker truck, snowplow, and emergency vehicle travel, and loss of access to the clock, the Roundabout Alternative unreasonably compromises the purpose and need of the project. Sound engineering judgement indicates the roundabout does not seem feasible.

The construction cost of the intersection improvements for the roundabout is \$3.1M. This alternative would make the overall construction cost approximately \$7.1M.

d) Uncurbed Central Island Alternative

The Uncurbed Central Island Alternative is an avoidance alternative that proposes a modification of the existing intersection configuration that retains the three closely spaced stop-controlled intersections, while increasing the central island size and narrowing travel lanes to accommodate pedestrians. The existing intersection is shown in Appendix C, Figure C-1 and Figure C-2, and the proposed intersection configuration is shown in Appendix C, Figure C-18.

This version of the Central Island Alternative increases the central island area to 4,500 square feet. The historic circular island would remain as-is; however, a grass area with concrete sidewalks would be added to provide pedestrian accommodations around the clock. There is a version of this alternative in Section 4, which utilizes a curbed central island and results in the use of the historic site containing the Copake Memorial Clock. The land where the Copake Memorial Clock is currently located is not a public park.

The grass and sidewalk areas would be flush to maintain the existing granite curb of the historic circular island with a 6-inch curb reveal to avoid use of the historic property. The additional space for pedestrians on the expanded island around the clock would change the visual setting around the clock. As the central island provides limited public gathering space, the proposed island would not be considered a public park, and the land would continue to be owned by Columbia County as transportation infrastructure.

As noted in the Curbed Central Island Alternative, significant signage would be needed to clarify the complex intersection and may cause confusion for those navigating through the intersection. The signage and expansion of the island would substantially change the visual character around the central island and the clock that was noted in the NRHP registration form, see Appendix C, Figure C-19. In a December 12, 2022, meeting, NYSHPO noted changes to the visual setting would constitute an adverse effect on the Copake Memorial Clock.

The safety concerns regarding the proximity of the existing and proposed intersections and density of mid-block crosswalks remain between the two versions of the Central Island Alternative. See “Curbed Central Island Alternative” in Section 4 for more detailed discussions on these topics.

The Uncurbed Central Island Alternative reduces the width of the legs around the central island to 20 feet total, consisting of two 10-foot travel lanes. The narrow width would define the existing open asphalt area and delineate the space. The narrower width would also act to dissuade prohibited parking within the intersection, especially during events surrounding the clock. This reduced travel way provides the width needed for sidewalks with a minimum 5-foot separation to the roadway within the larger central island, which is ideal for the uncurbed island. The reduction of the travel way without shoulders would require bicyclists to be in-lane.

The narrower width of the roadway around the island would cause conflicts between snowplow operations and other vehicles. The reduced roadway width is 20 feet while the County’s snowplows are 14 feet wide. Therefore, plows and vehicles cannot use the roadway at the same time. This would require a snowplow to wait for the leg of the island to be clear of vehicles before plowing that section of roadway. In some instances, snowplows or vehicles may be required to reverse down the road to allow the others to pass, this is unsafe and violates New York State Vehicle and Traffic Law.

The intersection geometry would largely keep the existing configuration, which retains the following existing safety concerns:

- Undefined asphalt area that contributed to crashes with numerous conflict points,
- Poor sight distance at the intersection at popular parking locations,
- Unclear intersection geometry and traffic control,
- Pedestrian safety and traffic operation issues from closely spaced unsignalized intersections.

As with the curbed version of this alternative, the geometry of the triangular intersection allows vehicles to maintain travelling speed through the intersection on the major legs, increasing the possibility for severe injury crashes. This version also has the same sight distance concerns, which could result in additional conflicts between users. See “Curbed Central Island Alternative” in Section 4 for more detailed discussions on these topics.

The Uncurbed Central Island Alternative will meet many of the needs of the project. However, the narrow roadway would cause snowplows to encroach on the adjacent lane, causing unacceptable conflicts between snowplows and oncoming vehicles. Pedestrian, bicyclist, and motorist movements within the proposed intersection configuration would create unclear conflict points,

leading to an unsafe final condition. Therefore, this project will not provide safe pedestrian and bicyclist accommodations, and the intersection geometry will remain deficient. Lastly, this alternative would alter the visual character of the clock viewshed with the required signage to the extent that it would constitute an adverse effect.

This alternative would result in an adverse effect to the visual character of the historic site but will not result in the use of the historic site. Based on the conflict between snowplows and oncoming vehicles, the Uncurbed Central Island Alternative results in unacceptable safety and operational problems. Therefore, unreasonably compromising the purpose and need of the project. Sound engineering judgement indicates the uncurbed central island does not seem feasible.

The construction cost of the intersection improvements for the central island is \$2.2M. This alternative would make the overall construction cost approximately \$8.1M.

6) LEAST OVERALL HARM ANALYSIS

If the avoidance analysis concludes there is no feasible and prudent avoidance alternative, then FHWA may approve, from among the remaining alternatives that use the Section 4(f) property, only the alternative that causes the least overall harm in light of the statute's preservation purpose. The least overall harm to Section 4(f) property is determined by balancing the following factors set forth in 23 CFR 774.3(c)(1)):

- i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- iii. The relative significance of each Section 4(f) property;
- iv. The views of the official(s) with jurisdiction over each Section 4(f) property;
- v. The degree to which each alternative meets the purpose and need for the project.
- vi. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- vii. Substantial differences in costs among the alternatives.

By balancing the seven factors, four of which concern the degree of harm to Section 4(f) properties, FHWA will be able to consider all relevant concerns to determine which alternative would cause the least overall harm in light of the statute's preservation purpose.

Table 6-1 is a Least Overall Harm Analysis table, which assesses the Project alternatives.

Table 6-1. Least Overall Harm Analysis

Alternative	Relative significance of each Section 4(f) property	Ability to mitigate adverse impacts to 4(f) property	Severity of harm after mitigation	View of the Official with Jurisdiction (NYSHPO)	View of the Owner(s)	Degree to which purpose and need are met	Magnitude of adverse impacts to non 4(f) resources	Estimated cost of intersection improvements (March 2026)	Estimated project construction cost (March 2026)
A – Curbed Central Island	Copake Memorial Clock - O.C. McClintock clocks are found in towns and cities across the United States, as two-dial or four-dial post- or bracket-mounted clocks most associated with commercial and banking institutions. The company primarily manufactured clocks and burglar alarm systems for banks. While McClintock clocks themselves are not uncommon, post-mounted examples that were specifically installed as memorials appear to be rare. Few McClintock post clocks are known to remain in New York State, and even fewer were erected to commemorate individuals or events, which enhances the historical significance of the Copake Memorial Clock. One example of a similar memorial clock in New York State is the Cobleskill World Wars Memorial Clock. The Copake Memorial Clock is currently in good repair, having undergone extensive repairs and restoration work in 2011.	Low – Retaining clock in existing location minimize adverse effect to setting. Signage would add new visual elements that would adversely impact the setting. Difficult to mitigate the adverse effects to clock setting caused by signage. Retains risk of vehicular damage to clock. Existing condition would be documented to mitigate changes to setting.	Medium - While there is an Adverse Effect on the setting of the clock, the aesthetic and historic character of the Copake Memorial Clock is maintained.	Adverse Impact to setting of the clock (circular area around the clock) per 12/21/2022 meeting with SHPO.	Columbia County – Owner of the property, not preferred Town of Copake – Owner of the clock tower and memorial monuments, not preferred	Medium – alternative does not address deficient intersection geometry, creates unsafe pedestrian crossings due to closely spaced unsignalized intersections, and does not slow travel speeds around clock.	Medium –conflicts between snowplows and other vehicles are a considerable safety issue and adverse impact to the travelling public	\$2.2 Million	\$8.1 Million
B – T- Intersection with Clock Relocation		Medium – Removal of clock mitigated by reinstalling clock to side of intersection in circular island with similar visual aesthetic. Existing condition would be documented to mitigate changes to setting. Reinstalled location of clock would significantly reduce the risk of vehicular damage and provide a safe place for the community around clock. Mitigation would be agreed upon by SHPO and with documentation	Medium – While there is an Adverse Effect on the setting of the clock, the aesthetic, and historic character of the Copake Memorial Clock is maintained.	Adverse impact to integrity of the location, design, setting, and materials of the clock property.	Columbia County – Owner of the property, preferred Town of Copake – Owner of the clock tower and memorial monuments, preferred	High –alternative meets purpose and needs	Low – there are no adverse impacts to non 4(f) resources	\$ 1.9 Million	\$7.8 Million
C – T- Intersection		Low – While the clock is retained in the current location, the circular island is removed. The existing circular island cannot be recreated in a similar setting and aesthetic because of the limited space between the curb and sidewalk where the clock would be located. Existing conditions would be documented to mitigate changes to setting. The risk of vehicular damage from turning vehicles remains.	Medium – While there is an Adverse Effect on the setting of the clock including the removal of the aesthetic and historic character of the setting. The Copake Memorial Clock location is maintained within the new configuration. However, the curbed island will no longer exist.	Adverse impact to integrity of the location, design, setting, and materials of the clock property (circular area around the clock) per 12/21/2022 meeting with SHPO.	Columbia County – Owner of the property, not preferred Town of Copake – Owner of the clock tower and memorial monuments, not preferred	Medium –alternative does not protect the Copake Memorial Clock and leaves the possibility for a turning vehicle to strike to the clock and result in irreparable damage.	High – there are direct impacts to	\$ 1.9 Million	\$7.8 Million

The least overall harm analysis is required when multiple alternatives that use Section 4(f) property remain under consideration. The three avoidance alternatives, No Build (Null), Roundabout, and Uncurbed Central Island Alternatives, do not seem feasible or prudent.

As indicated in the table on the previous page, Alternative A, Curbed Central Island Alternative, has medium severity of harm to the 4(f) resource. This alternative meets the purpose and needs to a medium degree as it does improve

- poor pavement surface condition,
- widespread ponding, and
- parking that violates NYS Vehicle and Traffic Laws.

But this alternative does not

- correct the intersection geometry
- provide safe pedestrian accommodations, or
- slow travel speeds around the clock.

There is a low ability to mitigate the effects to the clock caused by the signage needed to navigate the intersection and maintaining the location of the clock retains the risk of vehicular damage. This alternative also results in moderate adverse impacts to non-4(f) resources by introducing a significant safety concern, as the narrow-traveled way width creates potential conflicts between snowplows and vehicles around the central island.

Alternative B, T-Intersection with Clock Relocation Alternative, also has medium severity of harm to the 4(f) resource but meets all purpose and needs by

- addressing the poor pavement surface condition
- providing safe pedestrian and bicycle accommodations
- addressing widespread drainage ponding
- eliminating parking that violates Vehicle and Traffic Laws and local codes
- improving intersection geometry, and
- reducing speeds and providing a safe space around the clock.

There is a medium ability to mitigate the effects of removing the clock by reinstalling the clock to the side of the intersection in a circular island with a similar visual aesthetic. The reinstalled location of the clock will significantly reduce the risk of vehicular damage and is supported by the local VFW to increase access to the 4(f) resource, see Appendix F for VFW support letter. The T-Intersection Alternative has a higher ability to mitigate adverse impacts to the 4(f) resource while meeting the purpose and needs of the project and avoiding adverse impacts to non 4(f) resources.

Alternative C, T-Intersection Alternative, also has medium severity of harm to the 4(f) resource. This alternative meets the purpose and needs to a medium degree as it does improve

- poor pavement surface condition,
- providing safe pedestrian and bicycle accommodations

- addressing widespread ponding, and
- parking that violates NYS Vehicle and Traffic Laws.

There is a medium ability to mitigate the effects to the feature as the clock will remain in place. However, the circular island will be removed and there is not adequate space to recreate the circular island, which limits the ability to effectively mitigate this impact. Retaining the clock in place continues to expose it to the risk of vehicular damage. This risk cannot be adequately mitigated through the installation of bollards, as the expected deflection of such systems would not prevent impacts from turning vehicles.

The difference in cost between the Central Island Alternative, T-Intersection with Clock Relocation Alternative, and T-Intersection Alternative is relatively minor.

The final determination of whether there is no feasible and prudent avoidance alternative to the use of land from Section 4(f) properties will be presented in the Final Section 4(f) Evaluation.

7) MEASURES TO MINIMIZE HARM

Measures to minimize and mitigate adverse effects were developed in consultation with the SHPO and FHWA through the Section 106 process. Due to the impacts to the Copake Memorial Clock and circular island, Columbia County proposed the following mitigation measures, which are listed in the Memorandum of Agreement (MOA; described in the Section 8):

- I. To minimize adverse effects to the Copake Memorial Clock, the clock will not be demolished, nor will it be removed from the hamlet center. The Copake Memorial Clock will be moved a new large green space in the same shape and size within similar context as the original circular parcel, within 50 feet of the existing clock location. The clock will continue to be centrally and conspicuously located at a principal crossroads, at the center of commerce, and will be slightly raised above the road.
- II. To mitigate for the design of the new Copake Memorial Clock location, Columbia County and NYSDOT will continue to work with NYSHPO for the design as it relates to the historic design features of the Copake Memorial clock and circular grassed island.
 - A. NYSDOT will upload Advance Detail Plans directly to the Cultural Resource Information System (CRIS).
- III. To mitigate the adverse effect of the relocation of the Copake Memorial Clock:
 - A. A Level III Historic American Landscapes Survey (HALS) will be completed by a Consultant hired by Columbia County who meets the Secretary of the Interior's

Professional Qualification Standards (36 CFR Part 61) Once the report is completed it will be distributed to NYSDOT and NYSHPO.

- IV. An interpretive sign describing the history of the Copake Memorial Clock and memorial monuments will be erected within a new green space. The sign design and content, including photographs and history of the feature, will be coordinated with the Town, County, advisory committee, and NYSHPO, as deemed appropriate.
- V. The installation of a blue and yellow New York State historical marker will be coordinated with the William F. Pomeroy Foundation to provide a visual representation of the importance of the Copake Memorial Clock and ensure the clock is in the statewide sign inventory.

8) COORDINATION

This Draft Individual Section 4(f) evaluation is being provided for coordination and comment to the official with jurisdiction over the Section 4(f) resource and the Department of the Interior (DOI) (23 CFR Section 774.5). The NYSHPO is identified as the Official with Jurisdiction.

Through the Section 106 process, coordination between the NYSDOT, FHWA, and NYSHPO has occurred for the consideration of avoidance alternatives, impacts to the properties, and measures to minimize harm. The MOA between the NYSDOT, FHWA, and SHPO has been signed. The MOA was signed on December 4, 2024 and filed under NYSDOT PIN 8761.43 (NYSHPO project 22PR07819). The MOA will expire if its terms are not carried out within five (5) years from the date of execution. The MOA is included as Appendix D. Correspondence between the various Section 106 consulting parties is included in Appendix E.

In accordance with 23 CFR § 774.5(a), this Draft Individual Section 4(f) Evaluation will be provided to the DOI and SHPO for review and comment for a 45-day period. The evaluation will also be provided for concurrent public review and comment during this 45-day period. Once this Draft Individual Section 4(f) Evaluation has been circulated, any identified issues and further coordination will be addressed in the Final Section 4(f) Evaluation.

APPENDICES

Appendix A. Project Location

Appendix B. Existing Conditions

Appendix C. Alternatives Analysis Figures

Appendix D. Memorandum of Agreement

Appendix E. Section 106 Correspondence

Appendix F. Public Information Meeting Materials and Project Support Letter

APPENDIX A.
Project Location



PIN 8761.43: County Route 7A Reconstruction and Preservation

Area of Potential Effect - Town of Copake, Columbia County, NY



Legend

- ▬ Area of Potential Effect (APE)
- Copake Memorial Clock Location



APPENDIX B.
Existing Conditions

County Route 7A Existing Condition Photos

Copake Memorial Clock



Figure B-1 - Copake Memorial Clock on grassed island, looking north towards the Copake General Store.



Figure B-2 - Close-up photo of clock stage and stained-glass inserts.



Figure B-3 - Close-up photo of clock stage and stained-glass insert reading "FOR THOSE WHO SERVED".

County Route 7A Existing Condition Photos



Figure B-4 - Close up photo of a commemorative plaque of World War II servicemen on a facet of the plinth.



Figure B-5 – Close-up photo of a commemorative plaque of World War I servicemen on a facet of the plinth.



Figure B-6 - Copake Memorial Clock, looking east from Church Street.

County Route 7A Existing Condition Photos



Figure B-7 - Vietnam War memorial marker (installed in 1994) on the grassed island of Copake Memorial Clock.



Figure B-8 - Korean War marble marker (installed in 1994) on the grassed island of Copake Memorial Clock.



Figure B-9 - Close-up photo of granite curb, metal bollard, and connecting chain.



Figure B-10 - Access door to clock mechanics on grassed island.

APPENDIX C.

Alternatives Analysis Figures

PIN 8761.43

County Route 7A Reconstruction and Rehabilitation Project

Figure C-1: Existing Intersection Photo



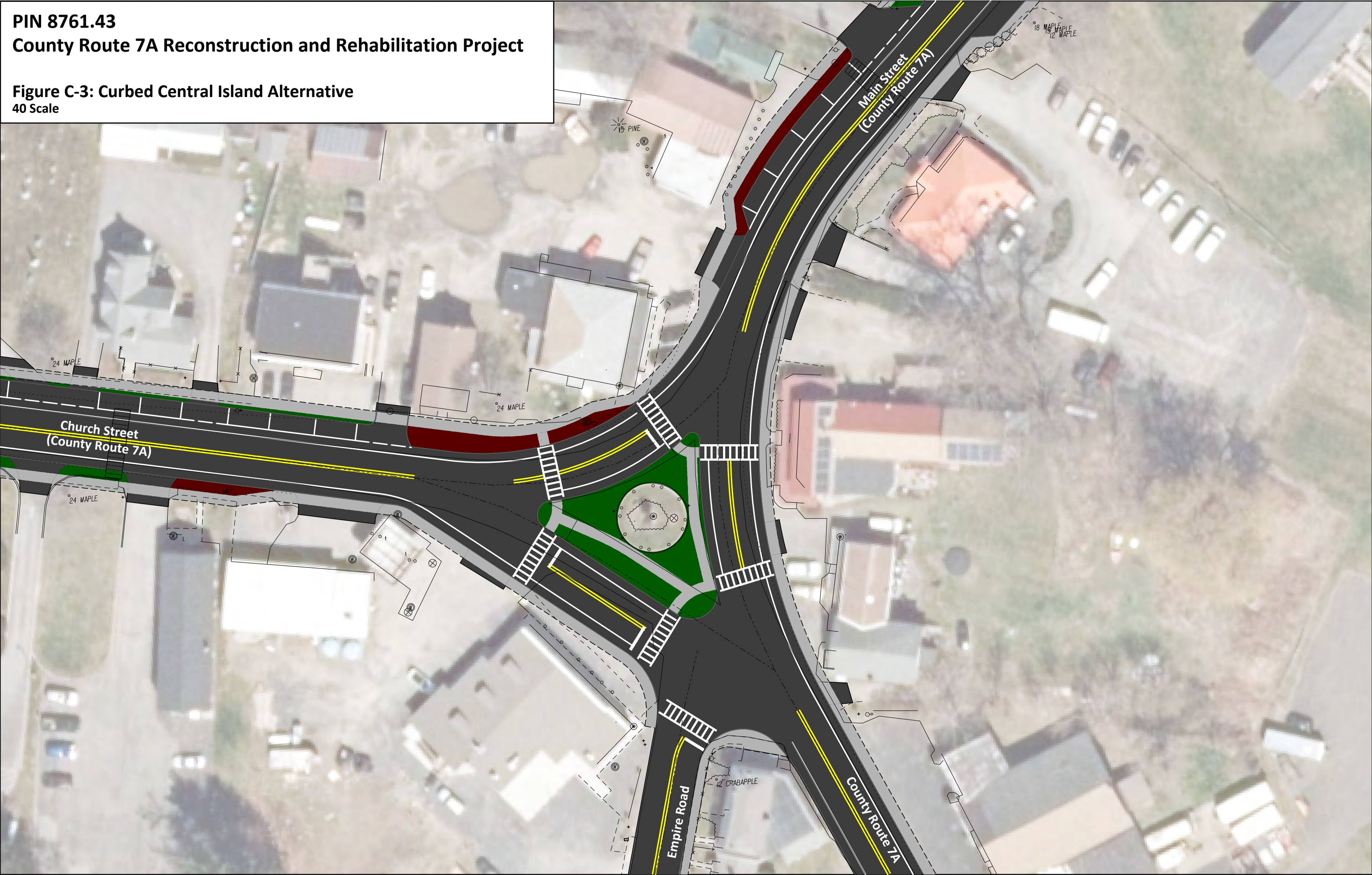
PIN 8761.43
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Figure C-2: Existing Condition/No Build Alternative
40 Scale



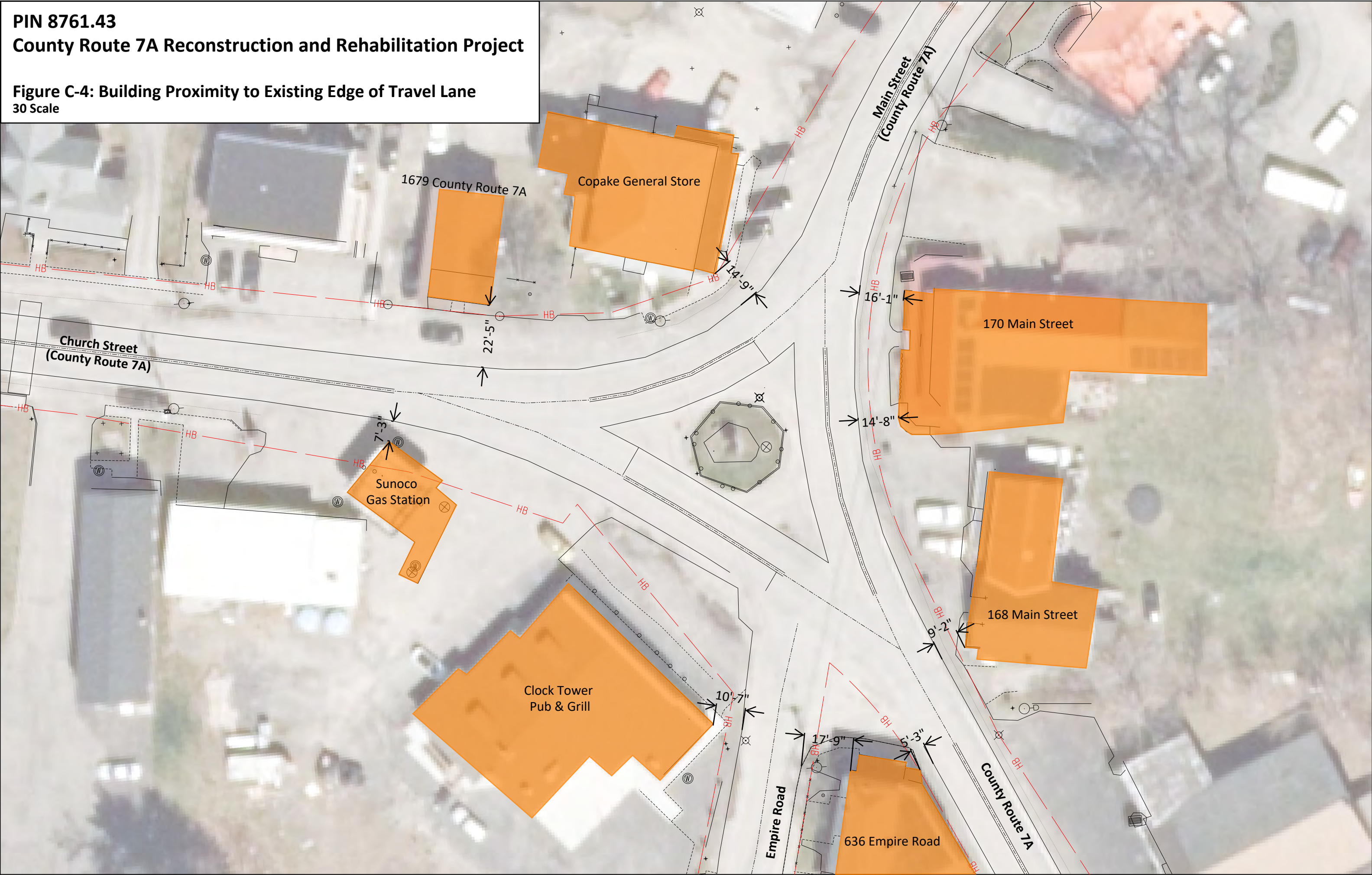
PIN 8761.43
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Figure C-3: Curbed Central Island Alternative
40 Scale



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Figure C-4: Building Proximity to Existing Edge of Travel Lane
30 Scale



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Figure C-5: T-Intersection Alternative with Clock Relocation
(Preferred Alternative)
40 Scale



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County Route 7A Reconstruction and Rehabilitation Project

Figure C-6: T-Intersection with Clock Relocation Alternative Rendering (Preferred Alternative)

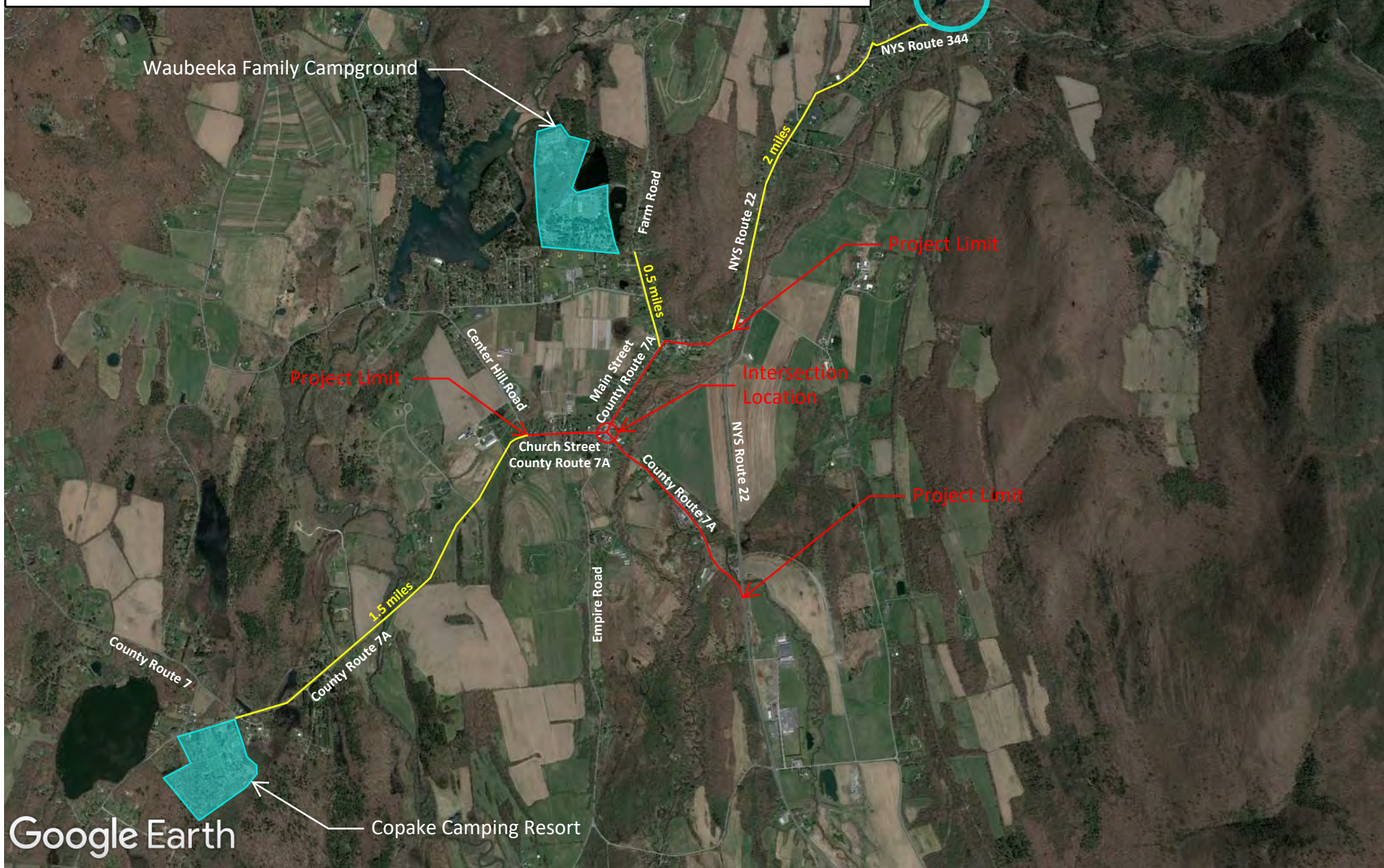


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County Route 7A Reconstruction and Rehabilitation Project

Figure C-7: Campground and State Park Location Overview

Not to Scale



PIN 8761.43

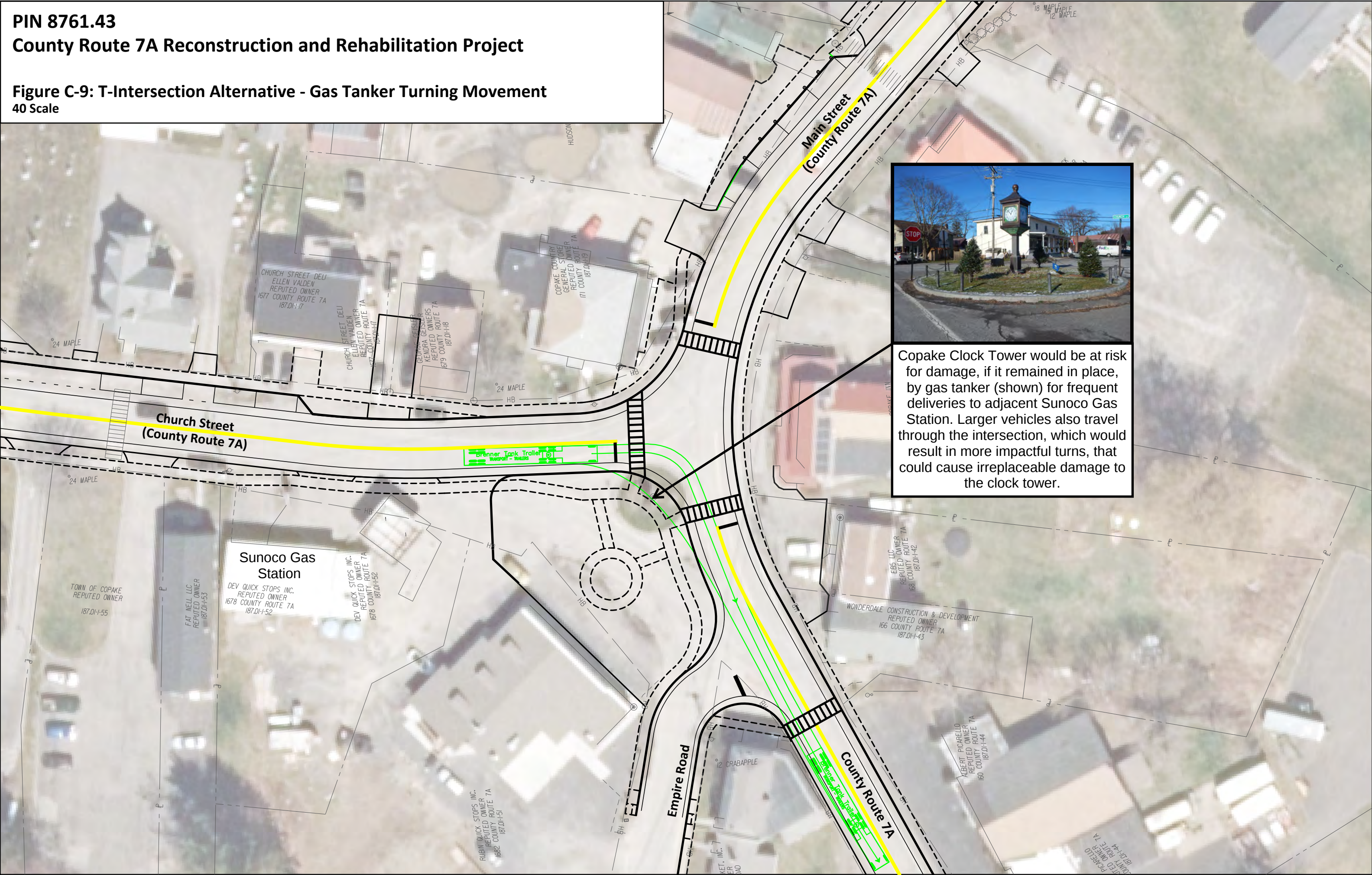
County Route 7A Reconstruction and Rehabilitation Project

Figure C-8: T-Intersection Alternative Rendering



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County Route 7A Reconstruction and Rehabilitation Project

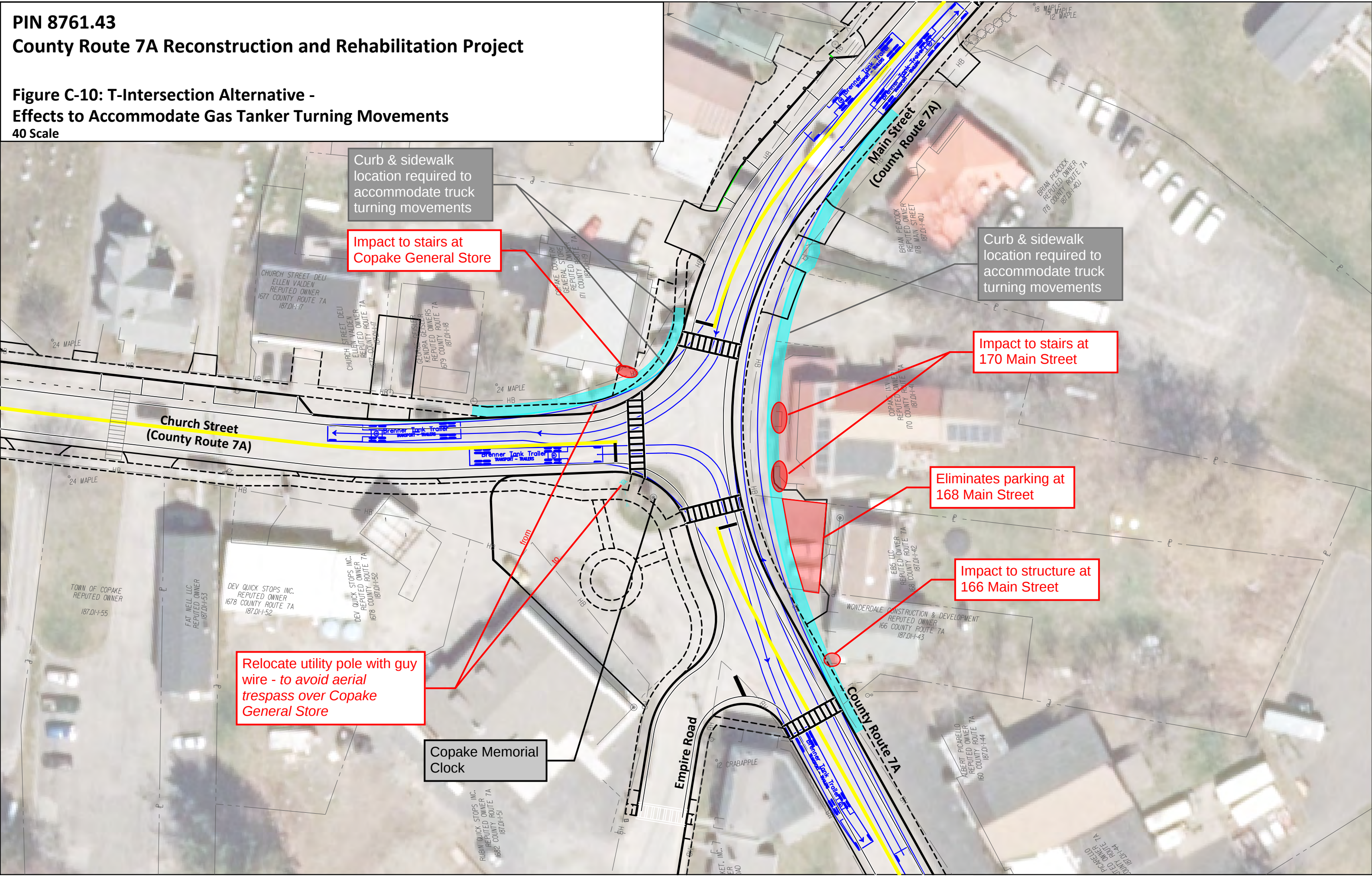
Figure C-9: T-Intersection Alternative - Gas Tanker Turning Movement
40 Scale



Copake Clock Tower would be at risk for damage, if it remained in place, by gas tanker (shown) for frequent deliveries to adjacent Sunoco Gas Station. Larger vehicles also travel through the intersection, which would result in more impactful turns, that could cause irreplaceable damage to the clock tower.

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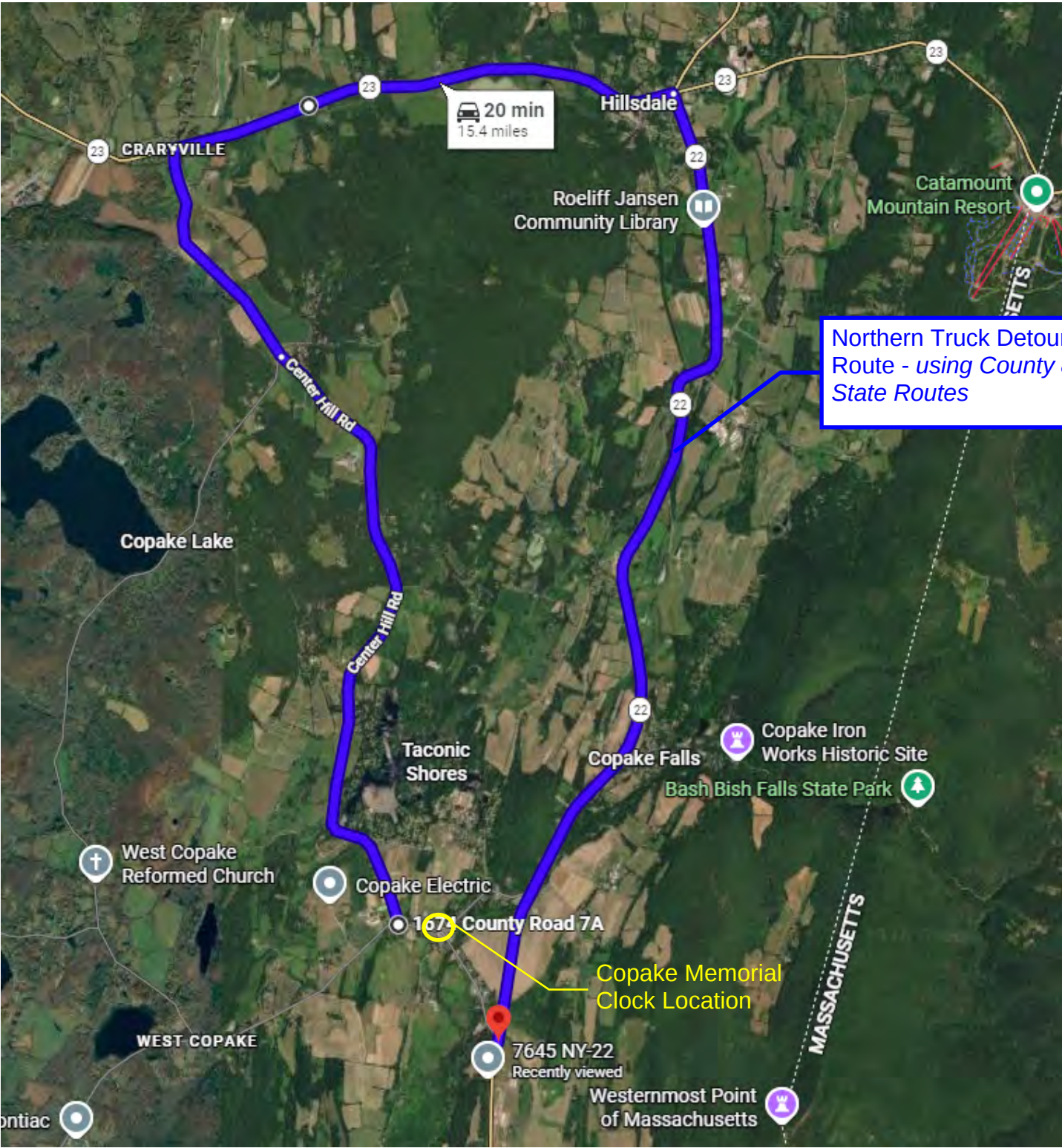
Figure C-10: T-Intersection Alternative -
Effects to Accommodate Gas Tanker Turning Movements
40 Scale



PIN 8761.43

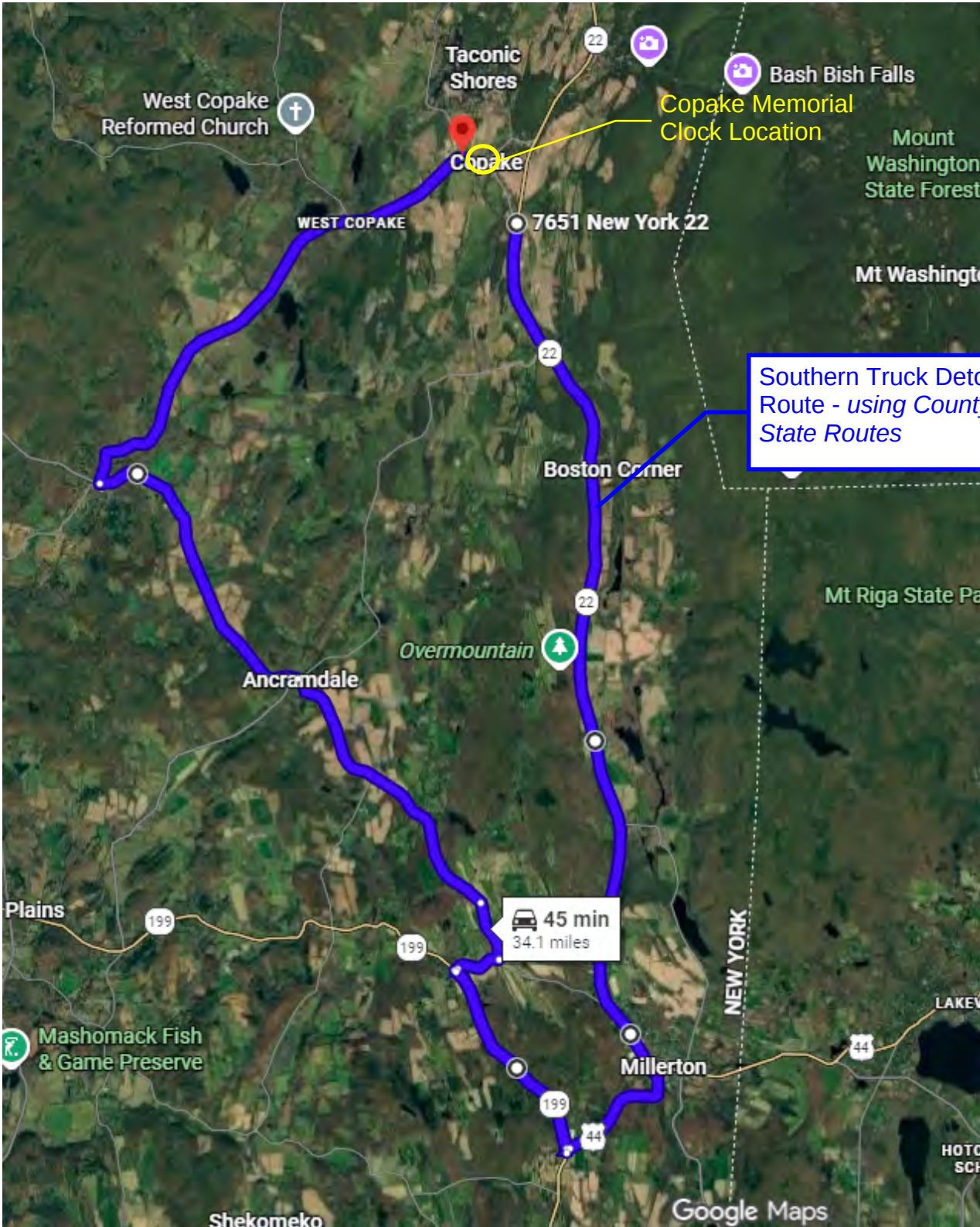
County Route 7A Reconstruction and Rehabilitation Project

Figure C-11: Northern Truck Detour Route



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County Route 7A Reconstruction and Rehabilitation Project

Figure C-12: Southern Truck Detour Route



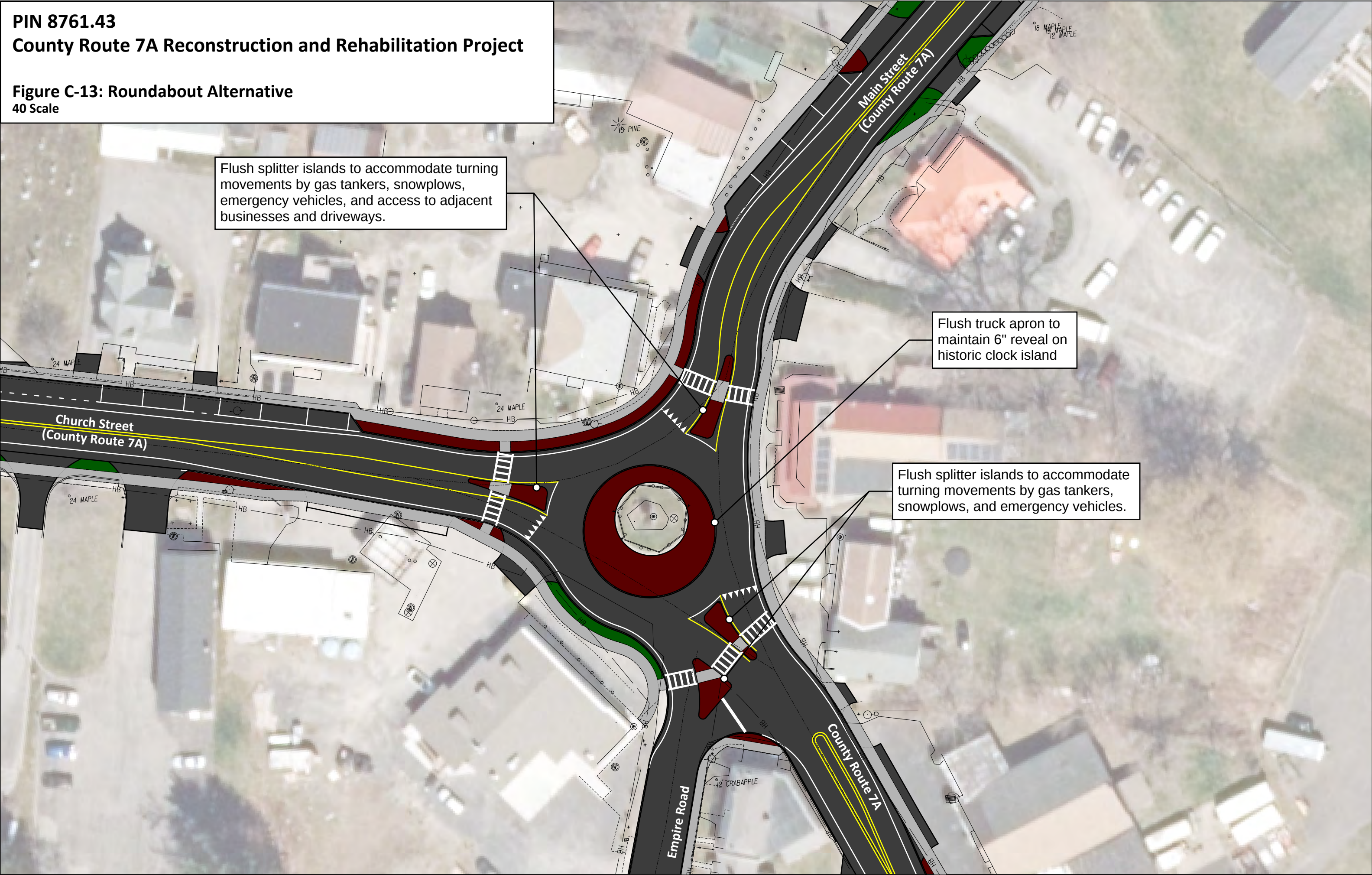
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Figure C-13: Roundabout Alternative
40 Scale

Flush splitter islands to accommodate turning movements by gas tankers, snowplows, emergency vehicles, and access to adjacent businesses and driveways.

Flush truck apron to maintain 6" reveal on historic clock island

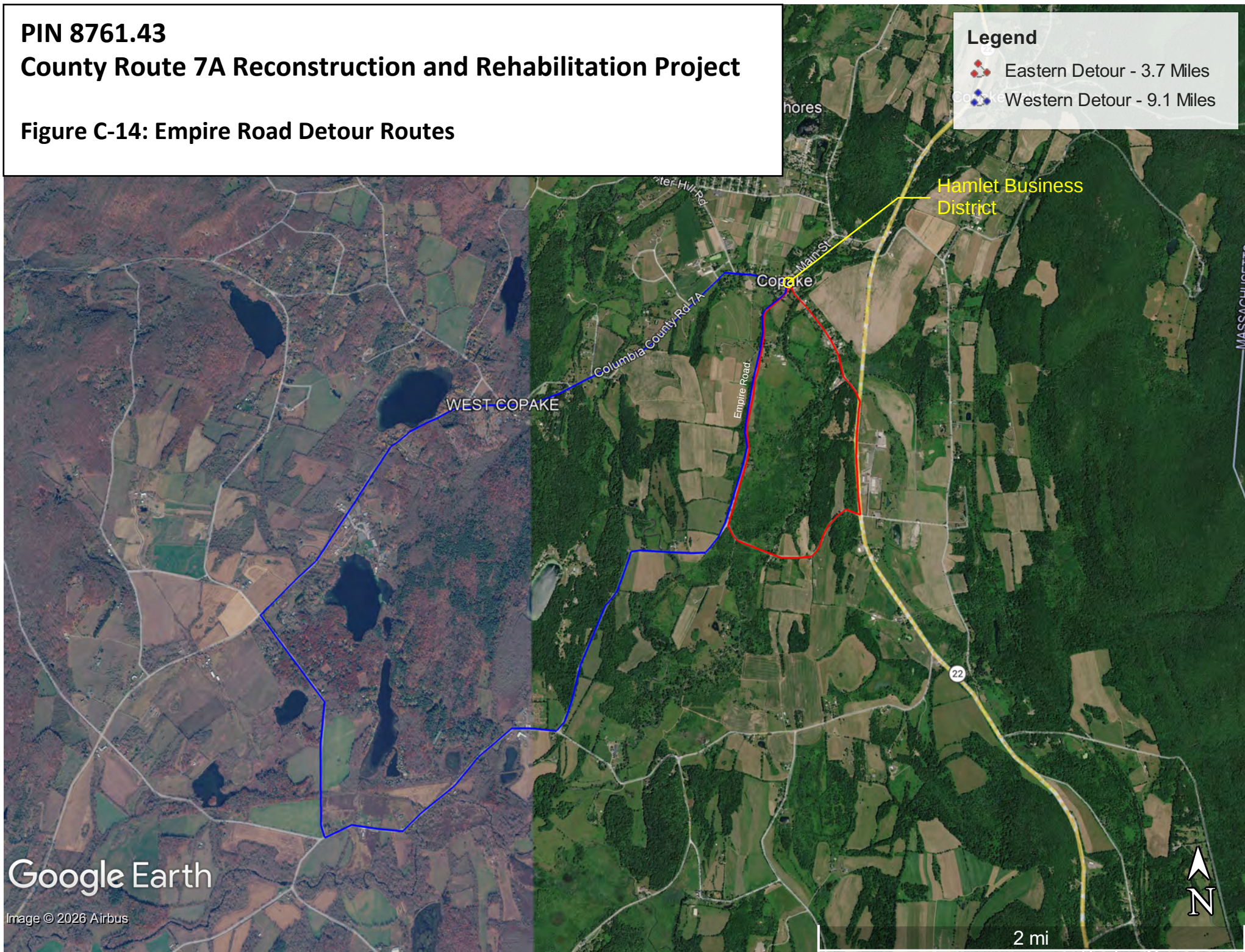
Flush splitter islands to accommodate turning movements by gas tankers, snowplows, and emergency vehicles.



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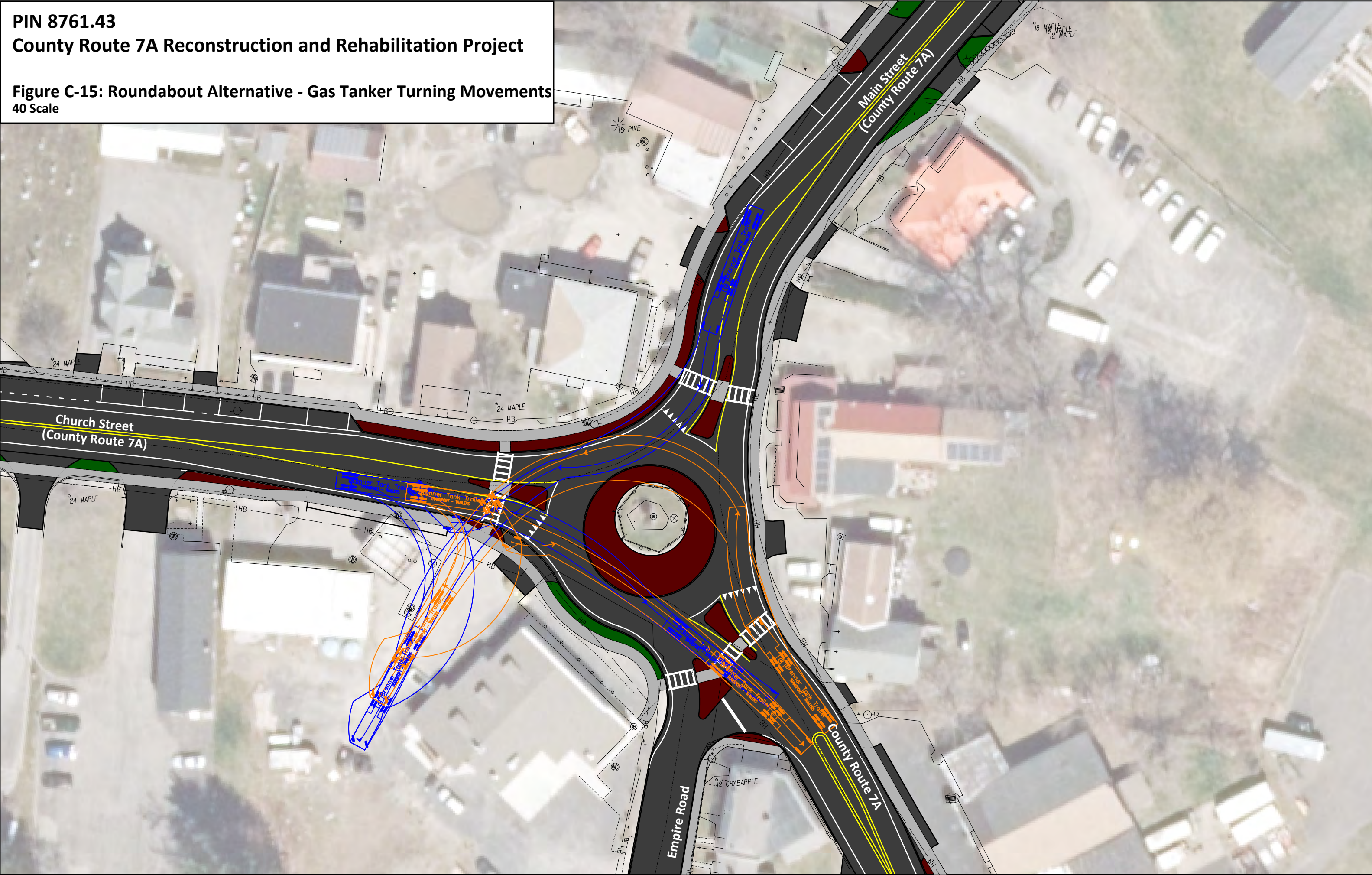
County Route 7A Reconstruction and Rehabilitation Project

Figure C-14: Empire Road Detour Routes



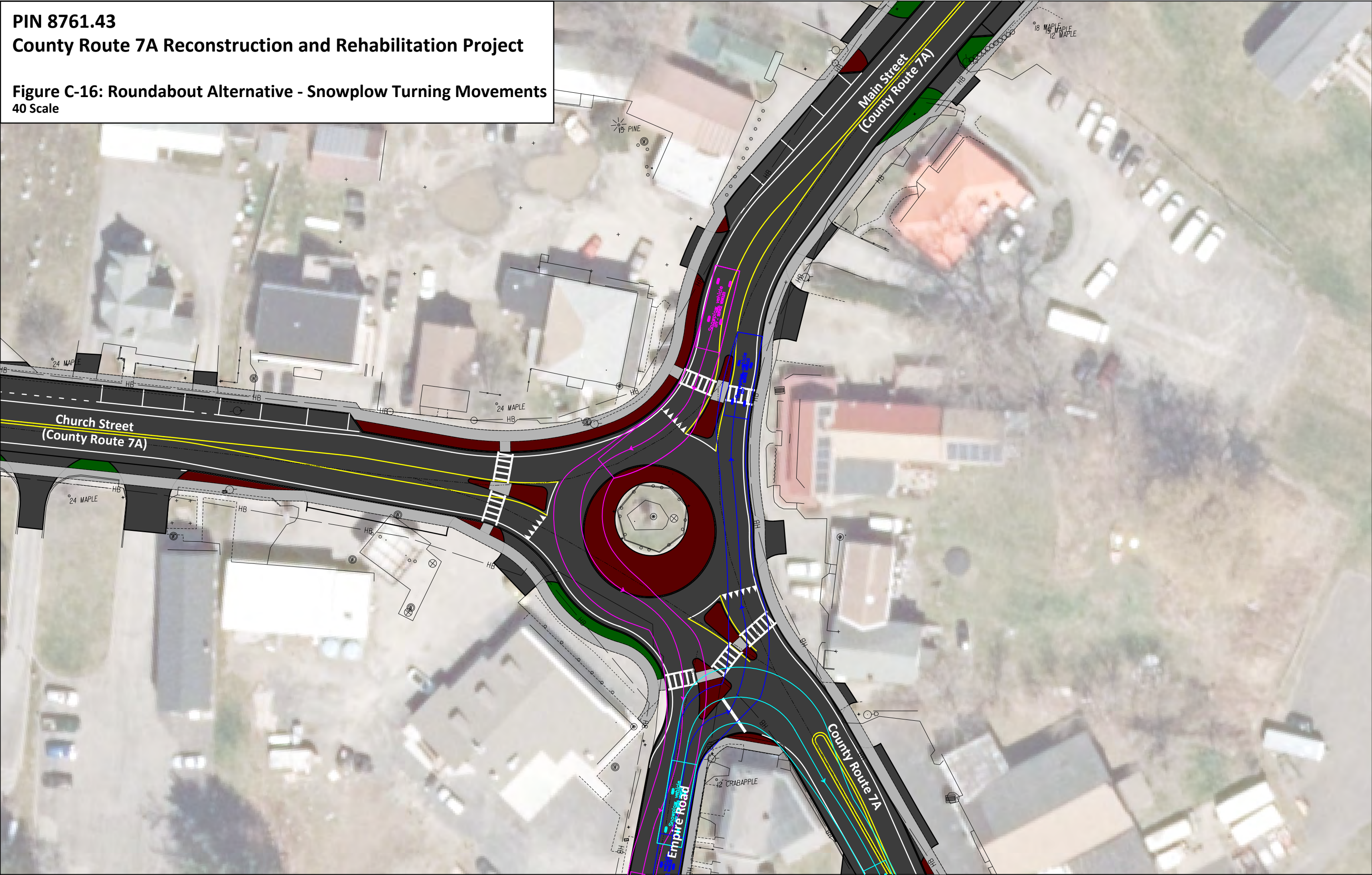
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Figure C-15: Roundabout Alternative - Gas Tanker Turning Movements
40 Scale



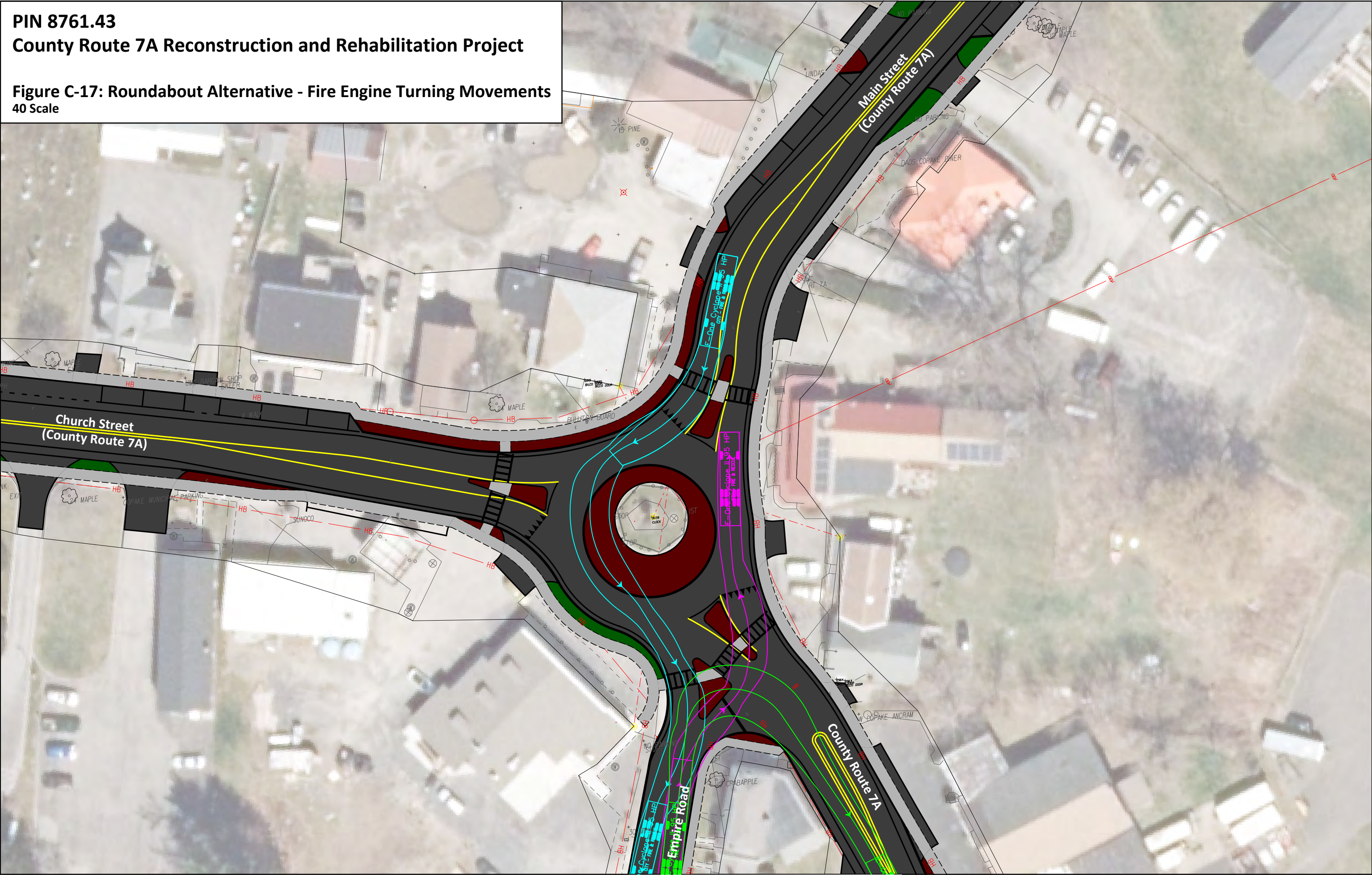
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Figure C-16: Roundabout Alternative - Snowplow Turning Movements
40 Scale



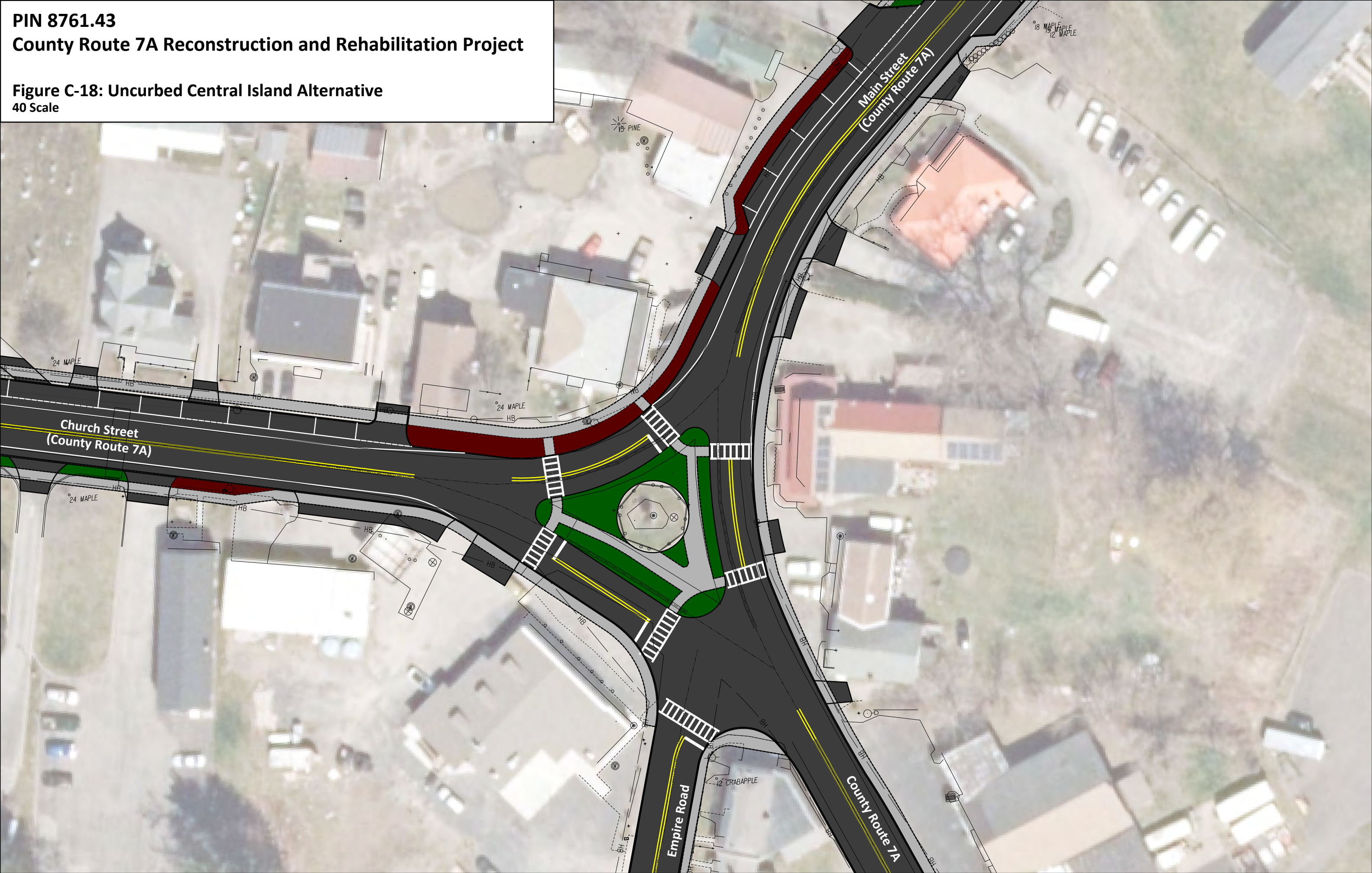
PIN 8761.43
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Figure C-17: Roundabout Alternative - Fire Engine Turning Movements
40 Scale



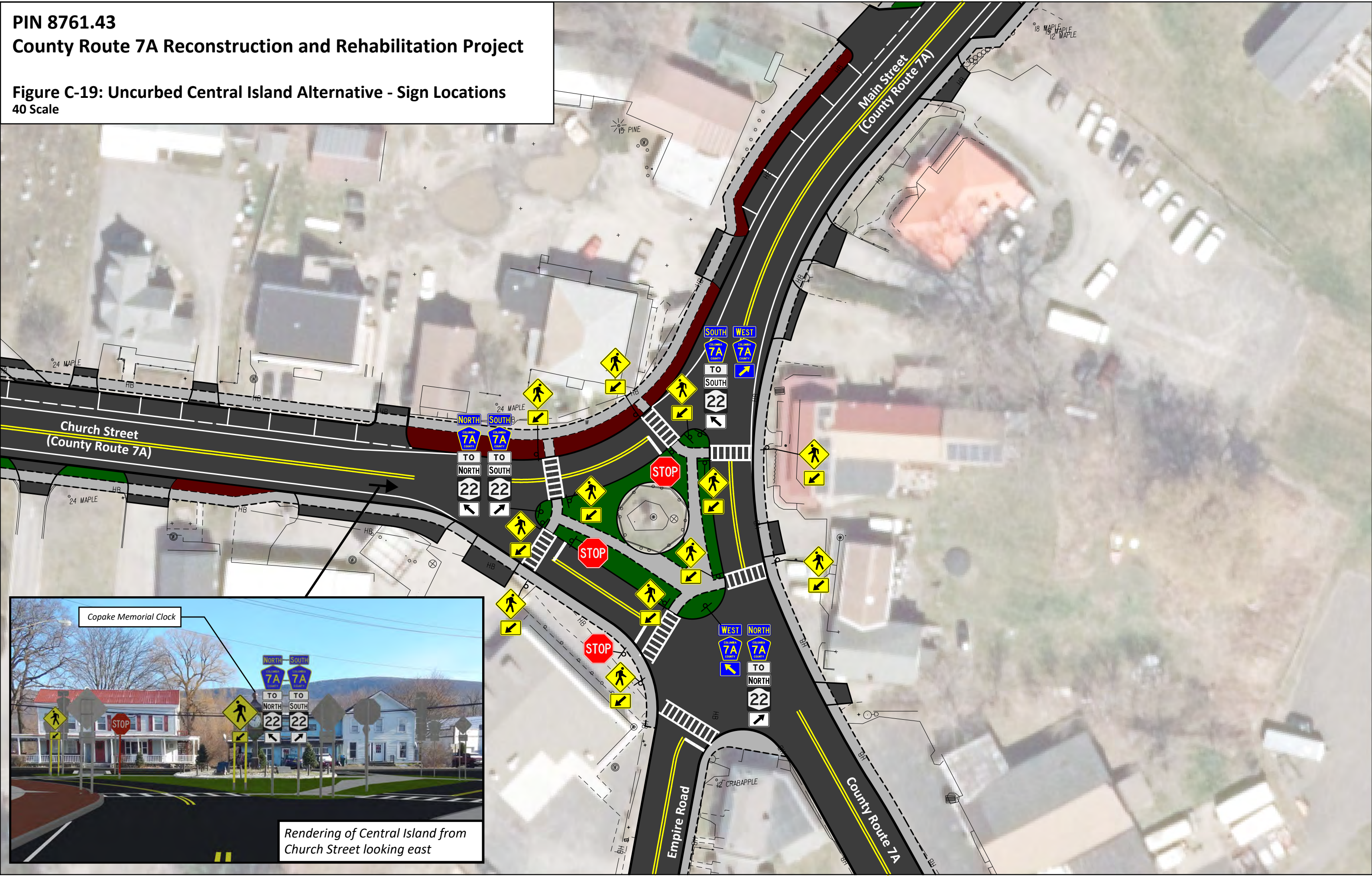
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Figure C-18: Uncurbed Central Island Alternative
40 Scale



PIN 8761.43
County Route 7A Reconstruction and Rehabilitation Project

Figure C-19: Uncurbed Central Island Alternative - Sign Locations
40 Scale



APPENDIX D.

Memorandum of Agreement

Memorandum of Agreement
“County Route 7A Reconstruction and Rehabilitation”
PIN 8761.43

**MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE NEW YORK STATE HISTORIC PRESERVATION
OFFICE, THE NEW YORK STATE DEPARTMENT OF
TRANSPORTATION, AND COLUMBIA COUNTY,
REGARDING THE COUNTY ROUTE 7A
RECONSTRUCTION AND REHABILITATION IN THE
TOWN OF COPAKE, COLUMBIA COUNTY, NEW YORK
NYSDOT PIN 8761.43
NYSOPRHP # 22PR07819**

WHEREAS, the Federal Highway Administration (FHWA) is advancing a federally-funded undertaking in coordination with the New York State Department of Transportation (NYSDOT) and Columbia County, PIN 8761.43 County Route 7A Reconstruction and Rehabilitation in the Town of Copake in Columbia County, NY pursuant to 36 CFR Part 800, the regulation implementing Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 306108); and

WHEREAS, the undertaking consists of roadway reconstruction and resurfacing along 1.75-miles of County Route 7A from Center Hill Road to NYS Route 22, north and south. The project will reconfigure three intersections, to provide safe accommodations for pedestrians and bicyclists, address drainage deficiencies, and perform other safety improvements; and

WHEREAS, the undertaking includes reconfiguration of the County Route 7A/Empire Road intersection, including relocating the Copake Memorial Clock, memorial monuments, and curbing to a proposed dedicated community space 37 feet to the southwest; and

WHEREAS, the FHWA, in coordination with the NYSDOT and Columbia County, and in consultation with the State Historic Preservation Office (SHPO), defined the undertaking’s area of potential effects (APE) as approximately 2,500 linear feet of roadway reconstruction and 8,000 linear feet of partial roadway widening for a total of approximately 268,000 square feet (6.2 acres) in area. Additionally, disturbance is anticipated for approximately 5,500 linear feet of sidewalks. The maximum depth of disturbance will be approximately 19 to 24 inches for pavement and subbase excavation and 10 inches for sidewalk and driveway excavation. Excavation for drainage system improvements will be approximately 5 feet deep; and

WHEREAS, the NYSDOT, in coordination with Columbia County and on behalf of the FHWA, consulted with the SHPO for the identification of historic properties that may be adversely effected by the undertaking, and identified the Copake Memorial Clock (02107.000062/11NR06212), which has been listed on the National Register of Historic Places (NRHP) under Criterion A in the area of social history, Criterion C in the area of architecture for retaining its essential exterior character-defining features, as well as Criteria Consideration F as a commemorative property which has achieved its own significance in the period since its dedication in 1944; and

WHEREAS, the SHPO has stated that the Copake Memorial Clock’s setting within the intersection is a significant component of the clock’s historic character, and the small circular traffic island on which the clock is located is a historic feature of the resource; and

WHEREAS, the FHWA, in coordination with the NYSDOT and Columbia County, has determined the relocation of the Copake Memorial Clock would have an adverse effect on this National Register listed

Memorandum of Agreement
“County Route 7A Reconstruction and Rehabilitation”
PIN 8761.43

property, and has consulted with the SHPO pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f); and

WHEREAS, the Town of Copake, as the owner and maintainer of the Copake Memorial Clock, was invited to participate in Section 106 consultation, supports the proposed relocation of the clock, and was invited to sign this MOA as a concurring party; and

WHEREAS, the NYSDOT, in coordination with the FHWA, identified the Stockbridge-Munsee Community and Delaware Nation as having an interest in the project area, and through consultation with these Nations, no properties of significance to these Nations were identified; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, the FHWA, SHPO, NYSDOT, and Columbia County agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA, in coordination with Columbia County and NYSDOT shall ensure that the following measures are carried out:

I. DESIGN FEATURES

A. Design Measures

1. To minimize adverse effects to the Copake Memorial Clock, the clock will not be demolished, nor will it be removed from the hamlet center. The Copake Memorial Clock will be moved to a new large green space (shown on the attached figure) in the same shape and size within similar context as the original circular parcel, within 50 feet of the existing clock location. The clock will continue to be centrally and conspicuously located at a principal crossroads, at the center of commerce, and will be slightly raised above the road.
2. To mitigate for the design of the new Copake Memorial Clock location, Columbia County and NYSDOT will continue to work with NYSHPO for the design as it relates to the historic design features of the Copake Memorial clock and circular grassed island.
 - NYSDOT will upload Columbia County’s Advance Detail Plans directly to the Cultural Resource Information System (CRIS) once available.
 - SHPO will review the plans and provide comments within 30 days.

B. Interpretive Signage

1. An interpretive sign describing the history of the clock and memorial monuments will be erected within the new green space. The sign design and content, including photos and history of the feature, will be coordinated with the Town, County, and SHPO, as deemed appropriate. The sign details will be in the Advance Detail Plans described above.
2. The installation of an additional, blue and yellow New York State historical marker will be coordinated by the County with the William F. Pomeroy Foundation to provide a visual representation of the importance of the clock and ensure the clock is in the Foundation’s inventory.

II. RECORDATION

Memorandum of Agreement
“County Route 7A Reconstruction and Rehabilitation”
PIN 8761.43

- A. To mitigate for adverse effects due to changes to the setting of the Copake Memorial Clock:
1. Columbia County to direct the documentation of the Copake Memorial Clock property (includes the Copake Memorial Clock and surrounding grass island, approximately 940 square feet in area). The documentation will include description and historical narrative of the clock (including documented alterations and repairs) and its setting, select historic drawings/photographs, and digital photographs (following SHPO Property Documentation guidelines) using a ten (10) megapixel or greater digital SLR camera and TIFF or RAW formatting.
 2. The consultant will meet the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) for architectural history and have demonstrated experience preparing such documentation.
 3. Columbia County will provide the draft report to NYSDOT and NYSDOT will coordinate review with SHPO.
 4. Columbia County’s consultant will address any comments received from coordination with NYSDOT and SHPO on the draft report.
 5. Columbia County will provide the final report to NYSDOT and NYSDOT will coordinate distribution to SHPO.
 6. Columbia County will send the final report to the Columbia County Historical Society and the Town of Copake Historian.

III. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, **FHWA** may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VI below.

IV. MONITORING AND REPORTING

Each twelve (12) months following the execution of this MOA until it expires or is terminated, **NYSDOT** shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in **NYSDOT**’s efforts to carry out the terms of this MOA.

The **NYSDOT** will submit to FHWA annually a written status of each MOA stipulation included herein. The **NYSDOT** will provide a written notification to FHWA for concurrence once all stipulations have been completed. Upon FHWA concurrence, the Section 106 process will be deemed complete.

V. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, **FHWA** shall consult with such party to resolve the objection. If **NYSDOT** determines that such objection cannot be resolved, **NYSDOT** will:

A. Forward all documentation relevant to the dispute, including the **FHWA**’s proposed resolution, to the ACHP. The ACHP shall provide **FHWA** with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, **FHWA** shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. **FHWA** will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time

Memorandum of Agreement
“County Route 7A Reconstruction and Rehabilitation”
PIN 8761.43

period, **FHWA** may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, **FHWA** shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

C. **FHWA**’s responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VI. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VII. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VI, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, **FHWA** must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. **FHWA** shall notify the signatories as to the course of action it will pursue.

ATTACHMENT

- Figure of Preferred Alternative

Memorandum of Agreement
"County Route 7A Reconstruction and Rehabilitation"
PIN 8761.43

Execution of this MOA by the FHWA and SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES

Federal Highway Administration

ROBERT M DAVIES

Digitally signed by ROBERT M DAVIES
Date: 2024.12.04 11:55:57 -05'00'

Date

Robert M. Davies, Director, Office of Statewide Engineering, New York Division

New York State Historic Preservation Officer

R. Daniel Mackay

Date

11/27/24

R. Daniel Mackay, Deputy Commissioner for Historic Preservation

INVITED SIGNATORIES

New York State Department of Transportation

Lance MacMillan

Date

11/15/2024

Lance MacMillan, Regional Director, Region 8

Columbia County

Raymond Jurkowski

Date

11/16/24

Raymond Jurkowski, Commissioner of Public Works

CONCURRING PARTIES

Town of Copake

Richard T Wolf

Date

11/17/24

Richard Wolf, Supervisor

Memorandum of Agreement
“County Route 7A Reconstruction and Rehabilitation”
PIN 8761.43

ATTACHMENT

PIN 8761.43

County Route 7A Reconstruction and Rehabilitation Project

T-Intersection Alternative Rendering (Preferred Alternative)



APPENDIX E.

Section 106 Correspondence

Native American Nation Coordination



Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

LANCE MacMILLAN, P.E.
Regional Director

December 12, 2023

VIA EMAIL ONLY

Jeffrey C. Bendremer Ph.D., RPA
Tribal Historic Preservation Officer
Stockbridge-Munsee Community
Tribal Historic Preservation Extension Office
86 Spring Street
Williamstown, MA 01267
thpo@mohican-nsn.gov

RE: LOCALLY ADMINISTERED PROJECT
PIN 8761.43 / 22PR07819
COUNTY ROUTE 7A RECONSTRUCTION AND PRESERVATION
TOWN OF COPAKE, COLUMBIA COUNTY

Dear Dr. Bendremer:

Within your area of interest, Columbia County is the sponsor of a federally funded transportation project that consists of roadway reconstruction and resurfacing along 1.75-miles of County Route 7A from Center Hill Road to NYS Route 22, north and south of the Town of Copake, Columbia County, NY. Please reference our 10/20/2022 letter to you about this project, and your subsequent response on 11/9/2022.

After this correspondence, coordination with the New York State Historic Preservation Office (SHPO) determined that the project was resulting in an Adverse Effect finding. Therefore, the project sponsor has prepared the enclosed Finding Documentation, which is also being shared with the SHPO. All project work will occur within previously disturbed soils. Most of the work will occur within the existing highway right-of-way, but some work will occur outside of the existing highway right-of-way as described in the documentation. Based on the information provided, the NYSDOT does not believe any cultural resource surveys for architectural or archaeological resources are warranted.

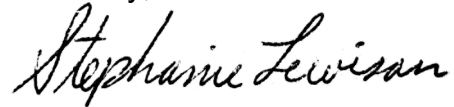
This information is provided to coordinate consultation on behalf of the Federal Highway Administration, under Section 106 of the National Historic Preservation Act (36 CFR Part 800), for this project located within the identified area of interest of the Stockbridge-Munsee Community Band of Mohican Indians. Through early consultation, we hope to incorporate into the Section 106 process the concerns of the Stockbridge-Munsee Community Band of Mohican Indians for properties of religious and cultural significance within the project's area of potential effects.

Based on the previous consultation, NYSDOT finds that this undertaking will result in an "Adverse Effect" finding, however we are awaiting comments from the Stockbridge-Munsee Community Band of Mohican Indians before progressing this finding.

The NYSDOT respectfully requests the Stockbridge-Munsee Community Band of Mohican Indians' input regarding the project. Please send any comments or information you would like to share at this time within the next 30 days. We will continue to send you all Section 106 correspondence and reports unless you indicate that you do not wish to receive it.

If you have any questions, please contact me at Stephanie.Lewison@dot.ny.gov or (845) 431-5823. On behalf of the Federal Highway Administration, in coordination with Columbia County and the NYSDOT, thank you for taking part in the Section 106 consultation for this project.

Sincerely,

A handwritten signature in black ink that reads "Stephanie Lewison". The script is cursive and fluid, with the first name and last name clearly legible.

Stephanie Lewison
Regional Cultural Resource Coordinator, Region 8

Enclosure

ecc: Jared Gross, Senior Area Engineer, Federal Highway Administration
Orietta Trocard / Jodeci Brown, Local Projects Unit, NYSDOT Region 8
Sean Higgins, Cultural Resource Specialist, NYSDOT

Lewison, Stephanie (DOT)

From: thpo <thpo@mohican-nsn.gov>
Sent: Tuesday, December 19, 2023 12:13 PM
To: Lewison, Stephanie (DOT)
Cc: (jared.a.gross@dot.gov); Higgins, Sean P (DOT); Brown, Jodeci T (DOT); Trocard, Orietta V (DOT)
Subject: RE: Section 106 notification for FHWA project in New York State - PIN 8761.43

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Stephanie,

Thank you for the notice regarding the proposed County Route 7A Reconstruction and Preservation project, Town of Copake, Columbia County, NY.

The Stockbridge-Munsee Tribal Historic Preservation Office concurs with the NY SHPO's finding of "*no historic properties affected*" has no issue with the project moving forward with the following standard stipulations:

- If previously undocumented archaeological resources are encountered, please contact me promptly and follow the Inadvertent Discovery Policy on the Stockbridge-Munsee Community website: <https://www.mohican.com/mt-content/uploads/2022/09/smc-inadvertent-discovery-policy.pdf>
- Please give due attention to the incidental or routine movement of heavy machinery both inside and outside the stated area of potential effects (APE) that may cause unintended or inadvertent impacts to cultural resources.
- Should the proposed work be altered to expand beyond the current scope of work and/or APE, we ask to be notified.

Regards,
Jeff

Jeffrey C Bendremer Ph.D., RPA
Tribal Historic Preservation Officer
Stockbridge-Munsee Community
Tribal Historic Preservation Extension Office
86 Spring St.
Williamstown, MA 01267
413-884-6029 (o)
715-881-2254 (c)



From: Lewison, Stephanie (DOT) <Stephanie.Lewison@dot.ny.gov>
Sent: Tuesday, December 12, 2023 1:13 PM
To: thpo <thpo@mohican-nsn.gov>
Cc: (jared.a.gross@dot.gov) <jared.a.gross@dot.gov>; Higgins, Sean P (DOT) <Sean.Higgins@dot.ny.gov>; Brown, Jodeci T (DOT) <Jodeci.Brown@dot.ny.gov>; Trocard, Orietta V (DOT) <Orietta.Trocard@dot.ny.gov>
Subject: Section 106 notification for FHWA project in New York State - PIN 8761.43

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Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see attached letter and Finding Documentation updating you on a transportation project in New York State.

Stephanie Lewison

Regional Cultural Resource Coordinator

Pronouns: she/her/hers

New York State Department of Transportation, Hudson Valley Region

4 Burnett Boulevard, Poughkeepsie, NY 12603

(845) 431-5823 | stephanie.lewison@dot.ny.gov

www.dot.ny.gov





Delaware Nation

Tribal Historic Preservation Department

31064 State Highway 281

Anadarko, OK 73005

Phone (405)247-2448

October 21, 2022

To Whom It May Concern:

The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): FHWA PROJECT IN NEW YORK STATE PIN 8761.43 COUNTY ROUTE 7A
RECONSTRUCTION AND PRESERVATION TOWN OF COPAKE,
COLUMBIA COUNTY NY

Our office is committed to protecting tribal heritage, culture, and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects. The Lenape people occupied and/or interacted in the area indicated in your letter prior to European contact until their eventual removal to our present locations. **We accept your invitation to consult.** Since all work is occurring within existing highway right of way and previously disturbed soils, we concur that proposed project should have **no adverse effect on** any known cultural or religious sites of interest to the Delaware Nation, but there is always the potential for discovery of archaeological resources in this area. Should the scope of the project be amended to include any additional ground-disturbing activity, you will need to reinitiate consultation with our office. **Please continue with the project as planned** keeping in mind during construction should human remains and/or any Native American archaeological resources inadvertently be uncovered, all construction and ground disturbing activities should immediately be halted until the appropriate state agencies, as well as this office, are notified (within 24 hours), and a proper archaeological assessment can be made.

Please note that Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Community are the only Federally Recognized Delaware/Lenape entities in the United States and consultation for Lenape homelands must be made with only the designated staff of these three Nations (and/or other federally recognized tribal nations who may have overlapping areas of interest). We appreciate your cooperation in contacting the Delaware Nation Historic Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.

Katelyn Lucas

Katelyn Lucas
Historic Preservation Assistant
Delaware Nation
405-544-8115
klucas@delawarenation-nsn.gov

From: [thpo](#)
To: [Lewison, Stephanie \(DOT\)](#)
Cc: [\(jared.a.gross@dot.gov\)](#); [Trocard, Orietta V \(DOT\)](#); [Larson, Kaitlin A \(DOT\)](#); [Higgins, Sean P \(DOT\)](#); [Zamierowski, Michael \(DOT\)](#)
Subject: RE: Section 106 notification for FHWA project in NYS (8761.43)
Date: Wednesday, November 9, 2022 5:28:55 PM

Some people who received this message don't often get email from thpo@mohican-nsn.gov. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Stephanie,

Thank you for your notice regarding PIN 8761.43 - County Route 7A Reconstruction and Preservation, Town of Copake, Columbia County.

As it appears from the description of this project, the scope of work will be limited to the existing roadway and limited ground disturbance in previously disturbed soils, the Stockbridge-Munsee Historic Preservation Office has no concern with the aforementioned undertaking going forward, with the following stipulations:

- If previously undocumented archaeological resources are encountered, please contact me promptly and follow the Inadvertent Discovery Policy on the Stockbridge-Munsee Community website: <chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.mohican.com/mt-content/uploads/2020/11/smc-inadvertent-discovery-policy.pdf>.
- Please give due attention to the incidental or routine movement of heavy machinery both inside and outside the stated area of potential effects (APE) that may cause unintended or inadvertent impacts to cultural resources.
- Should the proposed work be altered to expand beyond the current scope of work and/or APE, we ask to be notified.

Thank You,
Jeff

Jeffrey C Bendremer Ph.D., RPA
Tribal Historic Preservation Officer
Stockbridge-Munsee Community
Tribal Historic Preservation Extension Office
86 Spring St.
Williamstown, MA 01267
413-884-6029 (o)
406-544-5269 (c)

From: Lewison, Stephanie (DOT) <Stephanie.Lewison@dot.ny.gov>
Sent: Thursday, October 20, 2022 9:12 AM

To: thpo <thpo@mohican-nsn.gov>

Cc: (jared.a.gross@dot.gov) <jared.a.gross@dot.gov>; Trocard, Orietta V (DOT) <Orietta.Trocard@dot.ny.gov>; Larson, Kaitlin A (DOT) <Kaitlin.Larson@dot.ny.gov>; Higgins, Sean P (DOT) <Sean.Higgins@dot.ny.gov>; Zamierowski, Michael (DOT) <Michael.Zamierowski@dot.ny.gov>

Subject: Section 106 notification for FHWA project in NYS (8761.43)

CAUTION: This email originated from outside the organization.

Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning-

Attached please find information regarding an upcoming transportation project with FHWA funding. The project consists of roadway reconstruction and resurfacing along 1.75-miles of County Route 7A in the Town of Copake, Columbia County, NY. The NYSDOT respectfully requests your input regarding the project, including any concerns about the project and the potential sensitivity of the location. If you would like to participate in the Section 106 consultation for this project, please indicate your interest, including any comments or information you would like to share at this time, by November 21, 2022.

Thank you.

Stephanie Lewison

Regional Cultural Resource Coordinator

Pronouns: she/her/hers

New York State Department of Transportation, Hudson Valley Region

4 Burnett Boulevard, Poughkeepsie, NY 12603

(845) 431-5823 | stephanie.lewison@dot.ny.gov

www.dot.ny.gov



FHWA Section 106 Effect Finding



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

February 12, 2024

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HEA-NY

Ms. Stephanie Lewison
Regional Cultural Resource Coordinator
NYSDOT – Region 8
4 Burnett Boulevard
Poughkeepsie, NY 12603

Subject: PIN 8761.43 – Section 106 Consultation
County Route 7A Reconstruction and Rehabilitation
Town of Copake
Columbia County

Dear Ms. Lewison:

Please reference your January 16 letter requesting our review and confirmation that the requirements of 36 CFR Part 800 have been met for the subject project. You reviewed the supporting material and concluded that the proposed undertaking will have an *Adverse Effect* on historic properties. You notified the State Historic Preservation Office (SHPO) of your recommendation.

The SHPO reviewed the project in accordance with Section 106 of the National Historic Preservation Act and their letter dated January 4 offered an opinion that the project will have an *Adverse Effect* on the National Register (NR) listed Copake Memorial Clock.

We reviewed the scope of the project, the information submitted, and concluded that the proposed project will have an *Adverse Effect* on the NR-listed Copake Memorial Clock.

We notified the Advisory Council on Historic Preservation (ACHP) by letter dated January 18 in which the New York State Department of Transportation (NYSDOT) was carbon copied. We did not receive a response from the ACHP within the 15 business days allowed therefore the ACHP will not participate in the consultation to resolve the adverse effect.

Pursuant to 36 CFR §800.6(b)(1)(iv), the Federal Highway Administration (FHWA) will need to file the final Memorandum of Agreement (MOA), developed by the NYSDOT and local sponsor in consultation with SHPO, FHWA, and any other consulting parties, and related documentation with ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

If you have any questions, please feel free to contact me at (518) 431-8855.

Sincerely,

JARED ANDREW GROSS Digitally signed by JARED ANDREW GROSS
Date: 2024.02.12 11:24:49 -05'00'

Jared A. Gross, P.E.
Senior Area Engineer

cc: N. Herter, Director, Technical Preservation Services Bureau, NYSHPO – 22PR07819
R. Nelson, Director, ACHP
H. Frey, Regional Environmental Unit Supervisor, NYSDOT, Region 8
O. Trocard, Local Projects Unit, NYSDOT, Region 8
J. Brown, Local Projects Unit, NYSDOT, Region 8
S. Higgins, Cultural Resource Specialist, NYSDOT
V. Rose, Environmental Specialist, NYSDOT

**NYSHPO Initial Consultation, NYSDOT
Effect Finding, NYSHPO Effect Finding
Concurrence**



**New York State
Parks, Recreation and
Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

January 4, 2024

Stephanie Lewison
Cultural Resource Coordinator
NYSDOT
4 Burnett Boulevard
Poughkeepsie, NY 12603

Re: FHWA
NYSDOT Local Project PIN 8761.43 - County Route 7A Reconstruction and
Preservation
Town of Copake, Columbia County, NY
22PR07819

Dear Stephanie Lewison:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the effect finding letter, dated December 12, 2023, and alternatives analysis documentation for the proposed project. As noted, the Copake Memorial Clock is listed in the State and National Registers of Historic Places.

Based on this review, our office concurs with the DOT that the Preferred Alternative (Figure E-14), which includes relocation of the Copake Memorial Clock, will have an Adverse Effect to historic resources.

We look forward to our continued Section 106 consultation, including our review of the draft MOA and proposed mitigation measures.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Weston Davey
Historic Site Restoration Coordinator
518-268-2164 | Weston.Davey@parks.ny.gov



Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

LANCE MacMILLAN, P.E.
Regional Director

December 12, 2023

UPLOADED VIA CRIS

Mr. R. Daniel Mackay
Deputy Commissioner, State Historic Preservation Officer
New York State Division for Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

RE: LOCALLY ADMINISTERED PROJECT
PIN 8761.43 / 22PR07819
COUNTY ROUTE 7A RECONSTRUCTION AND PRESERVATION
TOWN OF COPAKE, COLUMBIA COUNTY

Dear Mr. Mackay:

Columbia County is the sponsor of a federally funded transportation project that consists of roadway reconstruction and resurfacing along 1.75-miles of County Route 7A from Center Hill Road to NYS Route 22, north and south of the Town of Copake, Columbia County, NY.

Please reference our 10/20/2022 letter on this project and your 11/18/2022 response. Subsequently there was a meeting between NYSDOT, the sponsor, and the SHPO and it was decided that Finding Documentation would be prepared for this project. Enclosed is that Finding Documentation prepared in accordance with Section 106 of the National Historic Preservation Act, 800.11(e), which explains the project, considered alternatives, and minimization measures.

We have applied the criteria of effect in accordance with Section 800.5(a)(1) and conclude that this project will have an Adverse Effect upon historic properties.

The Tribal Preservation Officers/designated Tribal Representatives for the Delaware Nation, Delaware Tribe, and Stockbridge-Munsee Community Band of Mohican Indians have also been notified of this project under separate cover, to continue consultation in coordination with the Federal Highway Administration (FHWA).

The NYSDOT respectfully requests the State Historic Preservation Officer review this finding and issue a letter of concurrence with the **Adverse Effect** finding. Upon receipt of your concurrence with the Adverse Effect, we will develop a Memorandum of Agreement in consultation with your office.

If you have any questions, please contact me at Stephanie.Lewison@dot.ny.gov or (845) 431-5823.

Sincerely,

A handwritten signature in black ink that reads "Stephanie Lewison". The script is cursive and fluid, with the first name and last name clearly legible.

Stephanie Lewison
Cultural Resource Coordinator, Region 8

Enclosure

ecc: Orietta Trocard / Jodeci Brown, Local Projects Unit, NYSDOT Region 8
Sean Higgins, NYSDOT Cultural Resource Specialist (via CRIS)
Jared Gross, Senior Area Engineer, FHWA (via CRIS)



**New York State
Parks, Recreation and
Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

November 18, 2022

Stephanie Lewison
Cultural Resource Coordinator
NYSDOT
4 Burnett Boulevard
Poughkeepsie, NY 12603

Re: FHWA
NYSDOT Local Project PIN 8761.43 - County Route 7A Reconstruction and
Preservation
Town of Copake, Columbia County, NY
22PR07819

Dear Stephanie Lewison:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

We note that the proposed project is adjacent to or within four State and National Register listed resources including the Copake United Methodist Church, Copake Cemetery, Copake Grange Hall, and the Copake Memorial Clock. According to the Initiation Letter dated October 20, 2022, the roadway reconstruction will include the relocation of the Memorial Clock from its current original historic position in the center traffic island.

According to the National Register documentation, the clock's setting within the intersection is a significant component of the clock's historic character. In addition, the small circular traffic island on which the clock is located is a historic feature of the resource. As such, it is our opinion that relocating the Memorial Clock constitutes an Adverse Effect to historic resources.

In accordance with Section 106 of the National Historic Preservation Act of 1966 we request that you develop and evaluate modifications to this project that could avoid, minimize, or mitigate the adverse effect. Retaining the clock in its existing historic location should be the primary consideration for avoidance or minimization alternatives.

In addition to our comments regarding historic built resources, there are no archaeological concerns associated with this project.

Documentation requested in this letter should be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov/>. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Go to "Consultation" and choose "submit new information for an existing project". You will need this project number and your e-mail address.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,



Weston Davey
Historic Site Restoration Coordinator
518-268-2164 | Weston.Davey@parks.ny.gov

CC: Jared Gross, Kaitlin Larson, Sean Higgins; DOT

**NYSHPO, NYSDOT, and Consultant
Meeting Summary (12/21/2022)**

Project Name: County Route 7A Reconstruction and Preservation
Date: December 21, 2022 1:00 PM – 1:50 PM
Location: Microsoft Teams Meeting
Project Number: PIN 8761.43
Attendees: Stephanie Lewison (NYSDOT)
Sean Higgins (NYSDOT)
Michael Zamerowski (NYSDOT)
Joe Kelley (NYSDOT)
Mohamed El-Khiat (NYSDOT)
Orietta Trocard (NYSDOT)
Weston Davey (SHPO)
Amanda Kinley (GPI)
Chris Cornwell (GPI)

Meeting Summary

A meeting was held between NYSDOT, SHPO, and GPI (Columbia County's design consultant) to discuss the proposed alternative as it relates to the National Register listed Copake Memorial Clock.

- Stephanie Lewison started off the call with an overview on local projects process and procedures
- Introductions were performed from NYSDOT, SHPO, and the County consultant team
- Amanda then gave overview of the project goals and objectives focusing on roadside and accident prevention and what alternatives GPI evaluated
 - The County and GPI have met with the Roadway Advisory Committee multiple times to present the multiple alternatives considered to determine the preferred alternative
 - A T-intersection alternative that kept the clock but removed the circular island was presented at the public information meeting.
 - The community expressed they'd prefer the clock was moved away from the intersection so it's protected from turning vehicles and can be better appreciated by the public especially during events surrounding the clock.
- Weston indicated that both alternatives shown for the t-intersections– whether the clock tower stays in same location or is relocated – it is an adverse effect because the setting of the clock is impacted.
 - Weston was unsure if relocating the clock will allow it to remain on the register
 - GPI will need to work with SHPO and NYSDOT during this process to ensure the clock stays on the register
 - The clock may need to be unlisted from the original location and relisted in the new location
- Stephanie indicated there would need to be more discussion on alternatives
 - Roundabout, other T intersections, and any other alternatives
 - Reasons for why these alternatives are not feasible or prudent
 - This should be provided in a finding documentation
 - Sean suggested the finding documentation should follow the requirements of 4(f) wherever possible so it could be used for that submission later in the process

- Threshold for adverse effect would be anything that is related to the clock or the circular area around the clock
- Impact on NEPA – no change
- SEQRA – assumed will be a type I and that would remain a type I
- MOA would be required between SHPO/NYS DOT/FHWA/County
 - As clock is not being demolished – this will just be documentation of the existing features
 - Setting approach/setting design should be included
 - Mitigation could include a plaque and/or signage about the history of the clock– could be very simple
 - If the community has other requests for this area, it can be incorporated
- Does SHPO become an involved agency?
 - as historical feature SHPO would be a signatory on the MOA
- Section 4(f) will be required
- Cultural resource survey was not performed
 - Do we need to do one for the clock?
 - No since it is on the NR
- 11NR06212 is the National Register number for the Copake Memorial Clock

Future Actions

- Develop finding documentation to discuss effects on resource for adverse effect
- MOA will discuss mitigation
- 4(f) will then be submitted last

Exhibits shown during the call:

Existing Conditions



PIM Presented Alternative



Revised Preferred Alternative



**FHWA to ACHP Correspondence and
ACHP Response**



January 27, 2025

Jared A. Gross
Area Engineer
Federal Highway Administration
New York Division
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Ref: *Memorandum of Agreement for the County Route 7A Reconstruction and Rehabilitation Project
Copake Columbia County, New York
ACHP Project Number: 020475*

Dear Mr. Gross:

On December 30, 2024, the Advisory Council on Historic Preservation (ACHP) received a copy of the executed Section 106 agreement document (Agreement) for the referenced undertaking. In accordance with 36 CFR § 800.6(b)(1)(iv), the ACHP acknowledges receipt of the Agreement. The filing of the Agreement and implementation of its terms fulfills the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800).

We appreciate receiving a copy of this Agreement for our records. Please ensure that all consulting parties are provided a copy of the executed Agreement in accordance with 36 CFR § 800.6(c)(9). If you have any questions or require additional assistance, please contact Kasey Miller at (202) 517-6389 or by e-mail at kmiller@achp.gov and reference the ACHP Project Number above.

Sincerely,

Dana Daniels
Historic Preservation Technician
Office of Federal Agency Programs



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

December 4, 2024

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 952
Albany, NY 12207
518-431-4127
NewYork.FHWA@dot.gov

In Reply Refer To:
HEA-NY

Mr. Reid Nelson
Director, Office of Federal Agency Programs
Advisory Council on Historic Preservation
401 F Street, NW, Suite 308
Washington, DC 20001

Subject: PIN 8761.43 – County Route 7A Reconstruction and Rehabilitation
Town of Copake
Columbia County, New York

Dear Mr. Nelson:

The final Memorandum of Agreement (MOA) to mitigate for the *Adverse Effect* on the Copake Memorial Clock, listed in the National Register, as signed by the New York State Historic Preservation Office (NYSHPO), New York State Department of Transportation (NYSDOT), Columbia County, Town of Copake, and our office is complete.

Background documentation for this reconstruction and rehabilitation project was enclosed in a letter sent to your office dated January 18, 2024 advising your agency of our *Adverse Effect* determination. We did not receive a response within the 15 business days allowed and therefore proceeded with consultation to resolve the *Adverse Effect* without the Advisory Council Historic Preservation's (ACHP) participation.

In accordance with the provisions of 36 CFR 800.6(b)(1)(iv), we are providing your office with a copy of the fully executed MOA. The requirements of 36 CFR Part 800 have been satisfied for this project. By copy of this letter we are providing the fully executed MOA to NYSDOT for distribution to the other Section 106 participants.

If you have any questions, please contact me at (518) 431-8855.

Sincerely,

JARED ANDREW GROSS Digitally signed by JARED ANDREW GROSS
Date: 2024.12.04 15:22:20 -05'00'

Jared A. Gross, P.E.
Specially Designated Project Oversight Manager

Enclosure

cc: S. Lewison, Regional Cultural Resource Coordinator, NYSDOT Region 8
N. Herter, Director, Technical Preservation Services Bureau, NYSHPO –22PR07819
O. Trocard, Local Projects Unit, NYSDOT, Region 8
J. Brown, Local Projects Unit, NYSDOT, Region 8
J. Kelley, Local Projects Unit, NYSDOT, Region 8
S. Higgins, Cultural Resource Specialist, NYSDOT

APPENDIX F.

Public Information Meeting Materials and Project Support Letter

Public Information Meeting Presentation



County Route 7A Reconstruction & Preservation Public Information Meeting

April 9, 2022 10:00 am



gpinet.com GPI

1

Meeting Agenda

- ◀ Meeting & Project Introduction
- ◀ Project Design by GPI
- ◀ Project Q&A
- ◀ Open House Discussions (In-Person)

- ◀ Project Representatives
 - ◀ Ray Jurkowski, PE, Columbia County Commissioner of Public Works
 - ◀ Amanda Kinley, PE, GPI
 - ◀ Chris Cornwell, PE, GPI

GPI

2

Meeting Information

- ◀ Virtual and in-person presentation
- ◀ Public information meeting to present design, gather public comments, and answer questions
- ◀ Please keep comments and questions until the end
 - ◀ Virtual attendees you will be muted during the presentation
 - ◀ Virtual attendees use the hand raise function or chat to ask questions or provide comments
 - ◀ Comments may be mailed or emailed after the meeting, contact information at the end of the presentation
- ◀ Recording of this presentation will be available on the Town's website

GPI

3

Presentation Outline

- ◀ Project Location
- ◀ Project Background
- ◀ Project Goals
- ◀ Environmental Considerations
- ◀ Project Features
 - ◀ Existing & Proposed
- ◀ Intersection Improvements
- ◀ Next Steps
- ◀ Q&A



GPI

4

Project Location



Center Hill Road

NYS Route 22

GPI

5

Project Background

- ◀ Originally NYS Route 22 then CR 55A
- ◀ CR7A/Empire Road intersection focus of Copake Hamlet Design & Development Plan
- ◀ CR7A resurfaced or rehabilitated many times
- ◀ CR7A Reconstruction & Preservation Project federally funded, overseen by NYSDOT
- ◀ Columbia County asked for consultant information in August 2019 and selected GPI in March 2020

GPI

6

Project Background

- ◀ Current status
 - ◀ Performed wetland delineations
 - ◀ Conducted survey operations and developed survey topography files
 - ◀ Obtained pavement cores
 - ◀ Attended RAC meetings to obtain feedback and provide updates
 - ◀ Developed alternatives for pavement treatment, intersection layouts, sidewalk locations, & drainage improvements



GPI

7

Project Goals

- ◀ Provide a rideable pavement surface
- ◀ Improve pedestrian facilities for a walkable community
- ◀ Provide bicycle accommodations
- ◀ Improve intersection geometry
- ◀ Provide on-street parking
- ◀ Reduce drainage ponding



GPI

8

Environmental Considerations

- ◀ Wetlands
- ◀ Floodplain
- ◀ Endangered Species
- ◀ Historical properties and features
- ◀ Hazardous materials
- ◀ Stormwater treatment



GPI

9

Project Features

- ◀ Existing & Proposed
 - ◀ Pavement
 - ◀ Pedestrians
 - ◀ Drainage
 - ◀ Parking



10

Pavement - Existing Conditions

- ◀ Pavement section varies with some concrete base
 - ◀ Church Street - 4 to 12 inches of pavement
 - ◀ Main Street to NYS 22 North - 4 to 12 inches of pavement
 - ◀ CR7A South - 5.5 to 11 inches of pavement
 - ◀ Concrete base from NYS 22 - only 20-22 feet wide



GPI

11

Pavement - Existing Conditions

- ◀ Church Street (23 to 25 feet wide)



GPI

12

Pavement - Existing Conditions

- ◀ Main Street to NYS Route 22 North (27 feet wide)



GPI

13

Pavement - Existing Conditions

- ◀ CR7A South (26 to 28 feet wide)



GPI

14

Pavement - Proposed Conditions

- ◀ 10-foot travel lane, 4-foot shoulder



GPI

15

Pavement - Proposed Conditions

- ◀ Combination of reconstruction and preservation
 - ◀ Full-depth reconstruction
 - ◀ Cold-in-place recycling
- ◀ Cross-slope correction for curves
- ◀ Profile correction
 - ◀ Increase roadway grades, where possible & necessary
 - ◀ Lower roadway to promote positive drainage



GPI

16

Pedestrians - Existing Conditions

- ◀ Church Street and Main Street variable sidewalk materials and condition



GPI

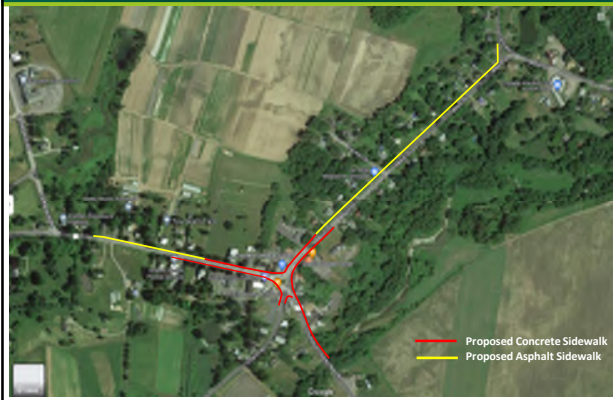
17

Pedestrians - Existing Conditions



18

Pedestrians - Proposed Conditions



19

Pedestrians - Proposed Conditions

- ◀ Church Street
 - ◀ Concrete sidewalks to Church and Post Office
 - ◀ Asphalt sidewalk from Church to current terminus
- ◀ Main Street
 - ◀ Concrete sidewalks to bank and multi-unit housing
 - ◀ Asphalt sidewalk from bank to Farm Road
- ◀ CR7A South
 - ◀ Concrete sidewalk to bridge over Bash Bish Brook
- ◀ Utilize 4-foot shoulders for remainder of project corridor



GPI

20

Pedestrian Crossing Improvements



Signs for mid-block crosswalks



ADA Compliant Curb Ramps with detectable warning units



High-Visibility Crosswalks



GPI

21

Drainage - Existing Conditions



22

Drainage - Proposed Conditions



Grass Swales



Asphalt Tip-up Gutter



Stormwater Treatment



Closed Drainage System



GPI

23

Parking - Existing Conditions



GPI

24

Parking - Existing Restrictions

- ◀ No parking within an intersection
- ◀ No parking within 30 feet of a stop sign or 20 feet of a crosswalk, whichever is greater
 - ◀ VAT Chapter 71, Title 7, Article 32, Section 1202
- ◀ No parking in front of Copake General Store approximately 30 to 40 feet
 - ◀ Per Copake Town Official Order in 1975
- ◀ No parking across from Wine Store (previously Copake Pharmacy) for 60 feet
- ◀ No parking on Empire Road for 500 feet from CR7A
 - ◀ Per Copake Town Code



GPI

25

Parking - Existing Restrictions



GPI

26

Parking - Existing Restrictions

- ◀ No driver shall back a vehicle unless the movement can be made with safety and without interfering with other traffic and then only after yielding the right-of-way to moving traffic and pedestrians.
 - ◀ VAT Chapter 71, Title 7, Article 32, Section 1211
- ◀ Of 10 multi-vehicle accidents from 3/2018 to 2/2021, 6 accidents located between Deli, General Store, and Pub caused by unsafely backing



GPI

27

Parking - Proposed Conditions

- ◀ Provide designated on-street parallel parking

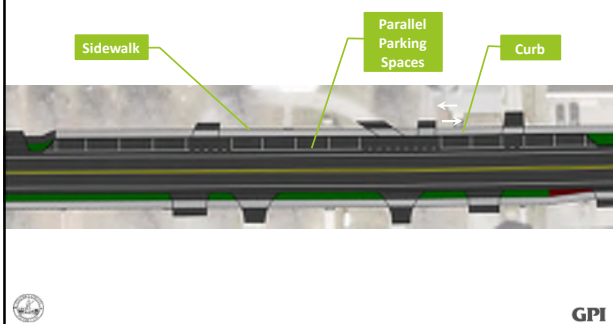


GPI

28

Parking - Proposed Conditions

- ◀ On-street - Parallel parking



GPI

29

CR7A Improvements

- ◀ Church Street - Looking East



GPI

30

CR7A Improvements

◀ Church Street - Looking East



GPI

31

CR7A Improvements

◀ Main Street - Looking North



GPI

32

CR7A Improvements

◀ Main Street - Looking North



GPI

33

Intersection Improvements

- ◀ CR7A/Farm Road
- ◀ CR7A South/NYS Route 22
- ◀ CR7A/Empire Road



GPI

34

Intersection Improvements

◀ CR7A/Farm Road



- ◀ Farm Road traffic rolls through stop
- ◀ Poor sight distance



GPI

35

Intersection Improvements

◀ CR7A/Farm Road



- ◀ All-way stop
- ◀ Reconfigured intersection provides better sight distance
- ◀ Replace existing pine tree further from intersection



GPI

36

Intersection Improvements

◀ CR7A South/NYS Route 22



- ◀ Difficult angle for turning and sight distance



GPI

37

Intersection Improvements

◀ CR7A South/NYS Route 22



- ◀ Simplify intersection geometry
- ◀ Increase sight distance



GPI

38

Intersection Improvements

◀ CR7A/Empire Road



- ◀ Confusing intersection geometry and control
- ◀ Create infrastructure to make clock accessible



GPI

39

Intersection Improvements

◀ CR7A/Empire Road



GPI

40

Intersection Improvements

◀ CR7A/Empire Road



GPI

41

Intersection Improvements

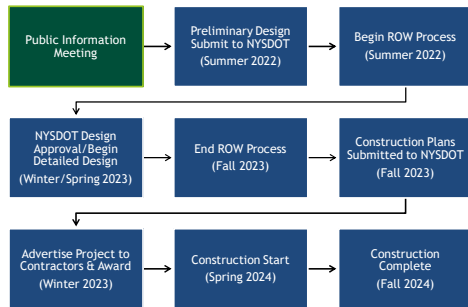
◀ CR7A/Empire Road



GPI

42

Next Steps



GPI

43

Questions & Comments



◀ **Comment period open until April 24, 2022**

◀ **Contact information**

◀ **Email:** raymond.jurkowski@columbiacountyny.com

◀ **Mail:** Raymond Jurkowski
Columbia County Department of Public Works
PO Box 324
Hudson, NY 12534

GPI

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**Public Information Meeting
In-Person Sign-in Sheets**



PUBLIC MEETING ATTENDANCE SHEET

Location: Copake Town Hall	Date: 4/9/22	Time: 10:00 AM	Project Name: PIN 8761.43 County Route 7A Reconstruction & Preservation Project	
Client: Columbia County				
Description: County Route 7A Reconstruction & Preservation Project Public Information Meeting				
Name	Address	Phone Number	E-Mail Address	Representing
Name: Roberta Roll				
Name: Alan Friedman				
Name: Carol Galtner				
Name: Jeff Dreibelt				1
Name: MARCIA BECKER				
Name: Bill Newcomb				
Name: JASON + BOBBIE de MATO				
Name:				



PUBLIC MEETING ATTENDANCE SHEET

Location: Copake Town Hall	Date: 4/9/22	Time: 10:00 AM	Project Name: PIN 8761.43 County Route 7A Reconstruction & Preservation Project	
Client: Columbia County				
Description: County Route 7A Reconstruction & Preservation Project Public Information Meeting				
Name	Address	Phone Number	E-Mail Address	Representing
Name: Pat Flu				
Name: Bob Hagg				
Name: Stosh Gansows Ki				
Name: Rus & Sharm Davis				
Name: Diane Cinque				
Name: JEFF MOORE				
Name: RANOL SILBOIC				
Name: CAROL GANSOWSKI				



PUBLIC MEETING ATTENDANCE SHEET

Location: Copake Town Hall	Date: 4/9/22	Time: 10:00 AM	Project Name: PIN 8761.43 County Route 7A Reconstruction & Preservation Project	
Client: Columbia County				
Description: County Route 7A Reconstruction & Preservation Project Public Information Meeting				
Name	Address	Phone Number	E-Mail Address	Representing
Name: V. McTernan				
Name: Brian Peacock				
Name: Fran Mille Wayne Mille				
Name: Elkiesowitz				
Name: Cecile Kraus				
Name: BEN GEDAMINSKI				
Name: J. Fallon				
Name: Glenn Pupa				



PUBLIC MEETING ATTENDANCE SHEET

Location: Copake Town Hall	Date: 4/9/22	Time: 10:00 AM	Project Name: PIN 8761.43 County Route 7A Reconstruction & Preservation Project	
Client: Columbia County				
Description: County Route 7A Reconstruction & Preservation Project Public Information Meeting				
Name	Address	Phone Number	E-Mail Address	Representing
Name: Noel FAIR				me
Name:				
Name:				
Name:				
Name:				
Name:				
Name:				
Name:		Daytime:	E-Mail:	

Public Information Meeting Publications

[HOME](#)[TOWN DOCUMENTS ▾](#)[TOWN BOARD](#)[BOARDS & COMMITTEES ▾](#)[DEPARTMENTS ▾](#)[COMMUNITY ▾](#)[CONTACT US](#)

This event has passed.

Public Information Meeting County Route 7A Reconstruction and Preservation Saturday, April 9, 2022 10:00am

Sat Apr 09 2022 10:00 EDT @ 10:00 am

WHERE: Google Meet

[Public Information Meeting Saturday](#)

[+ Google Calendar](#)

[+ Add to iCalendar](#)

DETAILS

Date:

Sat Apr 09 2022 10:00 EDT

Time:

10:00 am

Event Category:

[Community Calendar](#)

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Roads Advisory Committee



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Gardening

Health & Medical

Healthy Living & Self-Care

Home & Garden

Music & Audio

Parties



SATURDAY, APRIL 9, 2022 AT 10:00 AM EDT

PUBLIC INFORMATION MEETING

Town of Copake

Invite

Details

15 people responded

Event by Copake, NY

Town of Copake

Public · Anyone on or off Facebook

COME TO COPAKE TOWN HALL ON SATURDAY APRIL 9 AT 10:00 A.M. TO HEAR ABOUT THE ROAD RECONSTRUCTION PLANNED FOR THE HAMLET OF COPAKE! You may attend in person, or remotely. Check T... See more

Causes Copake, New York

The Columbia Paper

Copake advances hamlet makeover

April 22, 2022 by DIANE VALDEN



Proposed reconfiguration of Main and Church street and Empire Road intersections. Image courtesy of GPI

COPAKE—It's a multi-million dollar fix-up project for the Copake hamlet that has been talked about for 20 years and while construction is still a ways off, now is the time for Copake residents to say what they think about it.

It's called the County Route 7A Reconstruction and Preservation project.

Columbia County Department of Public Works Commissioner Raymond Jurkowski, along with professional engineers Amanda Kinley and Chris Cornwell with Greenman-Pedersen, Inc. (GPI), the project engineering/design firm, held a public information session to discuss the project April 9.

The session video and a Powerpoint presentation about the project can be found on the Town of Copake website at townofcopake.org.

The project involves the reconstruction of 1.75 miles of County Route 7A through the hamlet starting at Center Hill Road and continuing out in a Y-shaped formation to the north and south entrances to the hamlet on state Route 22.

The project will be paid for with federal, state and county funding. Back in 2018 Columbia County committed \$4.5 million to the project. Though town funds are not required for the basic project, Copake has been putting aside money in a capital reserve fund for extra amenities such as park benches or street lights not paid for by the federal, state or county funds, Town Supervisor Jeanne Mettler said at the beginning of the information session. She also recalled that former county Department of Public Works commissioner, the late Dean Knox, a Copake native, championed the project and vowed not to retire until the project was done. Mr. Knox died unexpectedly in 2021. She said the town will miss Mr. Knox when it comes time to cut the project ribbon. The project will be overseen by the State Department of Transportation and start in spring 2024 with completion in the fall 2024.

Columbia County sought qualified engineering consultants in August 2019 and selected GPI in March 2020. But Covid slowed everything down.

Through the years the project goals have remained consistent:

- *Provide a rideable pavement surface
- *Improve pedestrian facilities, such as sidewalks, for a walkable community
- *Provide bicycle accommodations, wide shoulders
- *Improve intersection geometry, especially around the Copake Memorial clock
- *Provide on-street parking, no more pull-in parking
- *Reduce drainage, “ponding.”

Environmental considerations have included: wetlands, floodplain, endangered species, historical properties and features, hazardous materials and stormwater treatment.

Ms. Kinley noted that county Route 7A has been resurfaced and rehabilitated many times resulting in concrete pavement core depth variations on Main and Church streets from 4 to 12 inches.

Slides of the existing pavement surfaces showed alligator and other types of cracking, drainage issues such as ponding and potholes.

Church Street currently varies from 23 to 25 feet wide; Main Street to Route 22 North is 27 feet wide and County Route 7A South is 26 to 28 feet wide. The engineers propose to make all streets involved 28 feet wide including two 10-foot travel lanes along with two 4-foot shoulders (one on each side). There will be 5-foot wide sidewalks along Church and Main Streets as follows:

- *Church Street—concrete sidewalks to church and post office and asphalt sidewalk from church to current terminus
- *Main Street—concrete sidewalks to bank and multi-unit housing and asphalt sidewalk from Greene County Bank to Farm Road
- *County Route 7A South—concrete sidewalk to bridge over Bash Bish Brook
- *Utilize 4-foot shoulders for remainder of project corridor.

Engineers spoke about the process/tools for how they propose to reconstruct the road surfaces, install curbing and high visibility crosswalks, improve drainage and reconfigure several intersections.

Of particular interest is the Copake Memorial Clock intersection which will be reconfigured into a T-formation and may or may not involve moving the venerable clock and associated war monuments from the middle of the intersection a short distance south to a grassy public area in front of the Clock Tower Grill.

Also notable is that all pull-in-type parking, such as at the wine works, the general store, the deli and the pub will be eliminated because, according to Vehicle and Traffic Law (VTL), it is not safe. “No driver shall back a vehicle unless the movement can be made with safety and without interfering with other traffic and then only after yielding the right-of-way to moving traffic and pedestrians,” according to VTL Chapter 71, Title 7, Article 32, Section 1211.

Engineers also noted that “of 10 multi-vehicle accidents from March 2018 to February 2021, 6 accidents between the deli, general store, and pub were caused by unsafely backing.”

Other traffic laws currently being violated include:

- *No parking within an intersection
- *No parking within 30 feet of a stop sign or 20 feet of a crosswalk, whichever is greater

*No parking in front of Copake General Store approximately 30 to 40 feet

*No parking across from wine store (previously Copake Pharmacy) for 60 feet

*No parking on Empire Road for 500 feet from County Route 7A.

The engineers propose to create on-street parallel parking throughout the hamlet in 15-minute to 2-hour parking zones between 8:30 a.m. and 5:30 p.m. daily.

A project public comment period is now open until April 24. Contact by email:

raymond.jurkowski@columbiacountyny.com or by mail: Raymond Jurkowski, Columbia County Department of Public Works, P.O. Box 324, Hudson, NY 12534

To contact Diane Valden email dvalden@columbiapaper.com

Posted in News

permalink [<https://www.columbiapaper.com/2022/04/copake-advances-hamlet-makeover/>]

**Public Information Meeting
Public Comments**



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

Route 7A- reconstruction

2 messages

Andy Kettler <andykettler@icloud.com>

Sat, Apr 16, 2022 at 10:12 AM

To: raymond.jurkowski@columbiacountyny.com

Raymond,

Just reviewed the powerpoint. Congratulations on what has to have been a complicated decades long project. I guess the hard part starts now!

I am the owner at 7 Farm Road, the never ending renovation. One small item. 7 Farm supplies the power for the Christmas tree from the basement under the road to the triangle. I ripped it up once, not knowing, so just make sure there is a plan for that on the drawings, instead of a change-order.....

Good luck. I am planning to include a walkway extending to the end of 7 Farm property. Hope the roadway elevation is ultimately lower as it has been creeping up over the years, judging by old photos. Will check out the drawings at Town Hall. Not sure if I can be of any use but please call or write if my help would be useful.

Regards,

Andy

Andy Kettler
7 Farm Road
Copake, NY 12516
917 836-7101

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

Mon, Apr 18, 2022 at 7:50 AM

To: Andy Kettler <andykettler@icloud.com>

Hi Mr. Kettler,

Thank you for the information regarding the source of power at the Christmas Tree.

We were aware that the tree was provided with power, but no one knew where it was fed from.

Thank you for assisting us in solving that mystery.

I will inform our designers and we'll incorporate the power into the design.

Thanks again and I'll be in touch with you as the project progresses.

[Quoted text hidden]

--

Ray Jurkowski, P.E.
Commissioner of Public Works

Columbia County Department of Public Works
PO Box 324
Hudson, NY 12534
Phone: 518-828-7011

COLUMBIA
COUNTY
NEW YORK

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

**The great American Elm Tree in front of the Bank of Greene County on Main St.,
Copake, NY**

1 message

Choral Eddie <seaeddy@mac.com>

Sat, Apr 16, 2022 at 11:42 AM

To: raymond.jurkowski@columbiacountyny.com

Mr. Jurkowski,

I am hoping that attention will be given to the American Elm Tree in front of the Bank of Greene County on Main St., in Copake, NY as it will need access for roots to get water and not lose any open surface that might be paved over. It is a major asset to the town. In fact, more trees would enhance the town's look and provide needed shade as the summers are warming up.

Thanking you for your attention to this,

Choral Eddie

seaeddy@mac.com



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

County Rte 7A project and Copake train depot

1 message

Stephanie Sharp <stephrsharp@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Sat, Apr 9, 2022 at 1:23 PM

Hi Raymond,

Thanks so much for the presentation you gave this morning on the planned improvements to County Rte 7A in Copake. I wasn't able to attend in person, so I wanted to follow up with you and share some of my plans for my property at [32 County Rte 7A](#).

I own the 8 acres at the intersection of County Rte 7A South and NY-22 and am in the process of restoring the abandoned Copake train depot on the site. It's going to be a lengthy process, so it looks like my construction schedule may roughly line up with the road reconstruction project. You mentioned in your presentation about taking into consideration properties that are on the National Register of Historic Places. The depot has recently been determined eligible for the NR, and there's a possibility it will be listed in the next year or two.

I intend to convert the depot into a vacation rental, so I'm thrilled that there will be a safe shoulder along 7A South for guests to walk/ride into the hamlet. I'm also very happy to see the plan to improve the intersection with NY-22 because I make that awkward turn many times a week coming to and from the depot.

My main question is about how the road will be widened to accommodate the wider shoulder in front of the depot, which is already very close to the road. I have been speaking to the highway department in the last few months and they have marked the ROW in front of the building so I know exactly where it is. I am planning to restore the porch and train platform surrounding the depot, which will also be very close to the ROW. I want to do what I can to ensure the building and its guests are safe, so knowing in advance how the road will be widened in front of the building would be very helpful.

I also intend to add a new driveway for the depot, so if there is anything I should be aware of when doing that in relation to the upcoming changes to 7A, it would also be great to know that in advance (e.g. drainage considerations).

Thanks,
Stephanie Sharp

COLUMBIA
COUNTY
NEW YORK

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

Fwd: Upcoming meeeting April 9th

1 message

Jeanne Mettler <copakesupervisor@townofcopake.org>

Mon, Apr 4, 2022 at 8:53 AM

To: "Jurkowski, Raymond" <Raymond.Jurkowski@columbiacountyny.com>

Ray,

I expected Fran and her husband to attend this meeting but apparently they cannot. I leave it to you whether you want to contact them or not.

Jeanne

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

From: Lynn Connolly <copaketownclerk@townofcopake.org>

Date: Mon, Apr 4, 2022 at 8:03 AM

Subject: Fwd: Upcoming meeeting April 9th

To: Jeanne Mettler <copakesupervisor@townofcopake.org>

Lynn M. Connolly

Copake Town Clerk/Tax Collector

230 Mt. View Road

Copake, New York 12516

Phone 518-329-2591 Ext. #2

Fax 518-329-4049

copaketownclerk@townofcopake.org

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

From: Fran Miller <gavdar4849@gmail.com>

Date: Mon, Apr 4, 2022 at 7:44 AM

Subject: Upcoming meeeting April 9th

To: <townofcopake@fairpoint.net>

Good morning,

Sorry to say we will not be able to attend the meeting on April 9th. Since we are unable to attend it is necessary that we bring the concerns of those of us who live on Empire Road to the attention of those attending the meeting.

Since Empire Road is approximately 6-8 inches below the current road due to several adjustments and since water runs downhill, the west side of Empire is deluged with runoff emanating from the town. The issue has been noted several times but nothing has been done yet. Since the clock circle area is being addressed at this point it would be helpful to address the surface water issue that the clock circle creates for the area being discussed. Superintendent Gregory is aware of the issue as is Supervisor Mettler. If there is other information needed to discuss this issue please let us know.

Sincerely,

Fran & Wayne Miller



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

(no subject)

1 message

Roger Schneler <roger.schneler@gmail.com>
To: raymond.jurkowski@columbiacountyny.com

Sun, Apr 17, 2022 at 4:37 PM

Dear Mr. Jurkowski,

We would like to comment on the plan for the rehabilitation of route 7A in the hamlet of Copake.

While we very much like the overall plan, we do have one strong concern. The side-walk on Church Street currently stops about 50 feet from Center Hill Road. That means that pedestrians walking towards Center Hill Road must step out into the roadway with traffic coming from behind, a dangerous maneuver which is currently the only flaw in our frequent walks around Copake, starting at our home in Taccelo Shores and making the circle around the farm and through the hamlet.

It appears from the plan contained in the Power Point presentation that there is, unbelievably, no intention to extend that sidewalk to Center Hill Road and alleviate a very dangerous situation. We don't understand why that is, and urge that the plan be amended to include an extension of the side-walk.

Thank you.

Faye Menken Schneler
Roger Schneler



Reply

Forward



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

American Elm on Route 7A in front of the Bank of Greene County

1 message

Deborah Cohen <hvf100@gmail.com>

Mon, Apr 18, 2022 at 10:23 AM

To: raymond.jurkowski@columbiacountyny.com

Cc: Kirk Kneller <kkneller@fairpoint.net>, Jeanne Mettler <copakesupervisor@fairpoint.net>, Choral Eddie <seaeddy@mac.com>, Edgar Masters <masters@smr.us>, Thomas Goldsworthy <thomas.goldsworthy@gmail.com>, bob cpb <bob_cpb@yahoo.com>

Dear Mr. Jurkowski,

Thank you for speaking with me this morning about the American elm in front of the Bank of Greene County in Copake (formerly the KeyBank). Please consider this message my formal comment on the proposed roadway reconstruction on Route 7A in Copake.

As I mentioned, the protection of this elm during any future roadway reconstruction is of the utmost importance. This tree is unique among the hamlet's street trees for its beauty, stature and history. It provides significant shade in summer and serves as a wind break in winter. It is one of regrettably few *shade trees* in "downtown" Copake. It is possibly the only *native tree* in the streetscape.

The survival of this elm in the last 25 years is thanks to the interest of many Copake neighbors who have spent significant funds on its protection. This includes periodic treatment with the fungicide that prevents Dutch elm disease. Most recently this expense was generously underwritten by the Kneller Agency which occupies offices in the bank building.

As another example of community interest, Bill Gregory, our Copake Highway Superintendent replaced the asphalt that surrounded the root flare with sod to increase water and oxygen uptake. It would be a shame if any new asphalt were laid over the sod base.

Finally, I also mentioned to you the significant sentimental attachment to the patriotic character of this American elm. The attached article from our local newspaper will help you understand our interest in this tree.

Thank you for your interest and concern. Confirmation of receipt of this message is requested.

Deborah Cohen

PO Box 1

Copake Falls, NY 12517

617-431-4918

Key Bank adopts aging elm tree in Copake

COPAKE—One of the last venerable American elm trees in town has been adopted by KeyBank.

Initiated through the Elm Watch/Adopt-An-Elm program, the adoption launches the New England-based organization's efforts to preserve and restore the American elm in New York State.

The 100-year-old elm is 41 inches in diameter and stands in front of the Copake branch of KeyBank on Main Street. The bank will pay for the treatment of the tree with a fungicide to fight Dutch Elm Disease. Elm Watch was started three years ago. Since that time, supporters have adopted more than 70 historic elms along the Majestic Elm Trail in Berkshire and Litchfield counties in Massachusetts. Now the group has moved its efforts into Columbia and Dutchess counties, to focus on several long-lived trees that have so far escaped Dutch Elm Disease.

In addition to KeyBank, the Old Irondale Mill Antique Center in Millerton and Edgar M. Masters in Copake Falls have each adopted an elm in those communities.

"Years ago, elm trees lined the streets of Copake," says KeyBank Copake Branch Manager Charlotte Shutts, who noted the bank's delight at helping to save one of the few remaining elms.

Thrilled with the enthusiastic acceptance of the program in New York, Elm Watch Founder Tom Zetterstrom says, "the sight of an American elm on country roadsides and in town centers—once taken for granted—is now cause for celebration."

"Through the miracle of modern tree medicine we can protect American elms from Dutch Elm Disease. We are pleased that Elm Watch and KeyBank have begun this important work in New York."

Elm Watch monitors trees for signs of the highly contagious Dutch Elm Disease and arranges for the prompt removal of infected trees through a

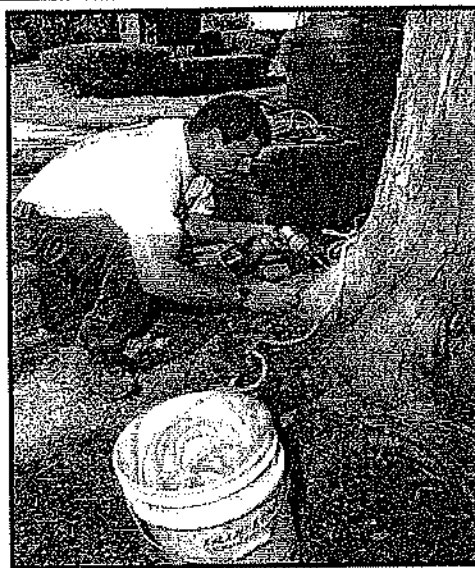
network of volunteers. The organization also works with state and local highway departments and tree wardens to reduce the spread of the disease.

Elm Watch is also working to restore elms in the northeast. The organization has established a nursery in Falls Village, Connecticut,

where disease-resistant elms are grown.

Elm Watch is a fund of the Berkshire Taconic Community Foundation. Contributions, as well as adoptions, are tax deductible.

Write to Elm Watch at P.O. Box 655, Great Barrington, MA, 01230.



B.J. Fendargast

THIS WON'T HURT A BIT. During Elm Watch Adopt-an-Elm ceremonies in front of KeyBank in Copake, Haupt Tree Care Specialist Denis O'Connor drilled holes into the root of a 100-year-old elm tree in order to inject anti-Dutch elm disease serum. On hand for the ceremonies were Copake Supervisor Angelo Valentino, Highway Superintendent Larry Proper, KeyBank Branch Manager Charlotte Shutts, Haupt owner Erik Haupt, Elm Watch representatives Tom Zetterstrom and Deb Cohen, and Copake Flowers representative Debbie Peck.



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

County Route 7A Reconstruction

1 message

George Geisler <GEIS.ENT@hotmail.com>

Thu, Apr 21, 2022 at 12:05 PM

To: "copakesupervisor@townofcopake.org" <copakesupervisor@townofcopake.org>,
"raymond.jurkowski@columbiacountyny.com" <raymond.jurkowski@columbiacountyny.com>

To Ms. Mettler and Mr. Jurkowski,

This is George Geisler. My wife Kendra and I own the property at [1679 County Route 7A](#) in the center of the hamlet in between the Church St. Deli and the Front Porch Market. We operate our business's Geisler Enterprises and Studio 5400, as well as live in the apartment upstairs.

I want to start by saying I think the plan as laid out looks beautiful and safer. I know that there are traffic concerns with the clock circle intersection. The hamlet definitely needs some improvements. We have slowly been trying to do our small part with our property. We have refreshed our front porch to make it look better. We plan on painting our building in the coming months. We have put in a lot of plants and flowers and keep all of the lawns mowed around us whether we own them or not.

There are a few concerns I have with the proposed plan:

1. Parking in Front of our Building: The plan has no street parking in front of our building. My wife's salon has many elderly and physically impaired customers. They need to be able to have easy access to the business. As do any other customers we have.
2. Blocked Parking Lot: It looks like there are curbs with grass in front of our parking lot. Under this plan we will not have street access to our property where I park my inventory and we park our personal vehicles.
3. Parking for the Church Street Deli: This plan takes away a parking lot that has about seven vehicle spaces. When they are busy those spaces are all full and the overflow park on the street front of our building and in front of the Church House. So where will people park? There are only 4 parking spaces on the street to accommodate the Deli and our customers.
4. Parking for Large Trucks and Cars and Trucks Trailers: With the street parking reduced dramatically there is no place for these vehicles to park. I live in town and I see these types of vehicles here all of the time. Most of them are commercial vehicles and the workers that are driving them are stopping for food at the Front Porch Market, the Clock Tower, the Convenience store, and the Church Street Deli. They patronize all of the businesses in town. Right now, they park in front of our building, in front of the Clock Tower, and in front of the Church House. This includes private businesses as well as municipal workers.
5. Maintenance: I wonder about who will maintain these sidewalks and grassy areas. Right now it is volunteers who maintain the clock circle. In the winter I plow the snow on the shoulder and shovel the sidewalk in front of our building. And in the spring I sweep up the dirt and gravel left over from the winter on the shoulder and sidewalk. And when I walk 7A to the post office the shoulders have gravel, trash, and leaves in them.

The biggest problem is parking. With no parking in front of the Front Porch Market and Clock Tower (whether or not these are legal parking areas) takes away at least fifteen parking spaces. Eliminating street parking in front of our building reduces another four to five spaces. And if the

Church Street Deli can't use their parking lot then there about seven more spaces gone. That's about twenty-five less parking spaces then we currently have along with truck and trailer parking. And turning the parking lot owned by the Front Porch Market into municipal parking won't help. That parking lot is already being used by the employees of local businesses. Not to mention delivery trucks need that space to deliver to the Church Street Deli and the Front Porch Market. And during peak business times the lot is already full between employees and customers. And that's with the twenty-five parking spaces the hamlet still has.

My concern is that this lack of accessible parking is going to have a severely negative impact on all of the local businesses. Even if it looks nice, if people keep coming to town and either can't find a parking spot or have to walk a long distance from their cars, then they will start go elsewhere.

I regret not being able to attend the meeting on April 9th because I had a family commitment. I would have liked to been able to express my concerns in person. I will definitely be at the next meeting. Hopefully you will take my concerns seriously and perhaps alternative plans can be made.

George Geisler
PO Box 149
1679 County Route 7A
Copake, NY 12516
518-965-8033



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

Clock and memorial location in Copake

1 message

Virginia Newman <virginia.newman11@gmail.com>

Fri, Apr 22, 2022 at 10:03 PM

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

Dear Mr. Jurkowski

Although I understand the need for updating the current sidewalks and parking, I disagree with moving the clock and memorial as this intersection is conducive for drivers to see how quaint the hamlet is. It slows traffic down and provides a quick glance into the available businesses motivating people to stop and shop. I feel it will take away from the ambiance of the cute little town. The clock tower is what caught my attention when searching for a home. Thank you for your time and attention to this matter.

Virginia Newman

**Project Support Letter
(VFW Post 7552)**



Cadby Shutts Post NO. 7552
Po Box 10, Hillsdale NY 12529

January 26, 2023

Dear Supervisor Mettler,

Members of Cadby-Shutts VFW Post 7552 discussed the proposed changes to the site and how it would affect the monument. While there is some trepidation about moving the monument at all, we support the plan to move the monument the proposed short distance to create the park area. We agree that this will help make the monument more accessible to residents, allowing room for visitors to view the memorial and the names of those remembered.

Thank you for the efforts to improve the memorial.

Sincerely,

Robert Weingaertner

Robert Weingaertner
VFW Post 7552 Commander