

= New York State Route 448 =

New York State Route 448 (NY 448) is a 3 @. @ 90 @- @ mile (6 @. @ 28 km) long state highway in western Westchester County , New York , in the United States . The route begins in the village of Sleepy Hollow at U.S. Route 9 (US 9) and goes in a northeast direction through the Pocantico Hills community in Mount Pleasant . It ends at NY 117 in Mount Pleasant , near the junction of NY 117 with Saw Mill River Road (NY 9A and NY 100) and the Taconic State Parkway . From 1930 to the early 1970s , NY 448 was part of NY 117 .

= = Route description = =

NY 448 begins at an intersection with New Broadway and US 9 (North Broadway) in the village of Sleepy Hollow , then heads through a residential area as Bedford Road . After the Webber Avenue intersection , NY 448 turns to the northeast , where it passes the athletic fields of Sleepy Hollow High School . NY 448 intersects with Sleepy Hollow Road , which leads into a residential development and parallels NY 448 northeastward for a short distance .

Near the southern edge of Rockefeller State Park Preserve , NY 448 turns east and enters Kykuit , the estate of the Rockefeller family . At the hamlet of Pocantico Hills , the highway intersects with Lake Road and turns to the northeast , passing through more residential areas as it leaves the estate . NY 448 passes the Pocantico Hills Central School on its way , continuing northeast towards Phelps Way (NY 117) . The road continues through a vacant area and heads northward into Mount Pleasant , where NY 448 terminates at an intersection with NY 117 . Bedford Road continues east of this point as part of NY 117 .

= = History = =

The entirety of NY 448 was originally designated as part of NY 117 in the 1930 renumbering of state highways in New York . In 1932 ? 33 , John D. Rockefeller offered to straighten a short section of NY 117 that passed through Kykuit , the Rockefeller family estate , citing safety concerns . The state expressed similar sentiments in 1949 , deeming the stretch unsafe for commercial traffic . By the 1960s , the annual average daily traffic count along NY 117 had grown to 5 @, @ 000 vehicles per day , far more than the 1 @, @ 800 that the road had originally been built to serve . This led the New York State Legislature to approve plans for a new alignment for NY 117 in 1965 . The new road would be located north of the existing road , relieving traffic congestion on the Albany Post Road (US 9) and NY 117 and providing access to NY 9A , US 9 , the Taconic State Parkway and the proposed Hudson River Expressway in the North Tarrytown area .

Several different routes were considered for the alignment . The path ultimately selected by the state was a four @- @ lane , limited @- @ access highway 1 mile (1 @. @ 6 km) north of the current alignment that would cost \$ 5 @. @ 5 million (1966 USD) . Another proposed route would have cost \$ 8 million (1966 USD) , containing additional grades and curves while coming closer to the Rockefeller estate . Construction on the new NY 117 was expected to begin before the end of 1966 . The reaction from area residents was mixed , with some believing that the only beneficiaries of a realigned NY 117 was the Rockefeller family . Rumors that the Rockefeller family had wanted NY 117 moved had existed as early as the 1930s , and US Representative Richard Ottinger believed that Nelson Rockefeller , then the Governor of New York , was using his political power to move NY 117 away from Kykuit at the cost of the state . An aide to the Rockefellers denied this charge .

The Sleepy Hollow Valley Committee , comprising 11 members whose homes were in the right @- @ of @- @ way of the new alignment , protested that the route would destroy the countryside . They were opposed by the Potantico Hills Residents Committee , as most residents in Potantico Hills supported the new alignment . The former committee filed a lawsuit in the New York State Supreme Court to block the new roadway , and they were joined in their efforts by conservationist groups and the village of North Tarrytown . On June 28 , 1966 , the case was heard by the court . Engineers with the New York State Department of Highways were accused of showing "

unprecedented pell @-@ mell haste " in working on a project with the Rockefellers before any injunctions could stop it . State Attorney General Joseph Romano countered that the state was not conspiring to provide anyone special benefits , saying that NY 117 was dangerous for years and opponents to the project were " thinking up little gimmicks , picayune arguments and ethereal ideas to mislead the court . "

A request by the state to dismiss the suit was denied in August 1966 , and the case was eventually heard by the state Court of Appeals , the highest court in the state . In the meantime , the state built the easternmost mile (1 @.@ 6 km) of the new alignment , which was not affected by the lawsuit . On July 7 , 1967 , the court ruled 6 ? 1 in favor of the Sleepy Hollow Valley Committee . As a result , the western half of the new road was moved an additional mile to the north , bypassing North Tarrytown completely . The new alignment of NY 117 was completed in the early 1970s , and its former alignment along Bedford Road was redesignated as NY 448 .

= = Major intersections = =

The entire route is in Westchester County .