

= New York State Route 10 =

New York State Route 10 ( NY 10 ) is a north ? south state highway in the Central New York and North Country regions of New York in the United States . It extends for 155 miles ( 249 km ) from the Quickway ( NY 17 ) in Deposit , Delaware County to NY 8 at Higgins Bay , a hamlet in the Hamilton County town of Arietta . NY 10 begins concurrent to NY 8 , the southern terminus of which is also located at the Quickway in Deposit . While NY 8 follows a more westerly alignment between Deposit and Higgins Bay via Utica , NY 10 veers to the east , serving Delhi , Cobleskill , and Canajoharie . Along the way , the road intersects Interstate 88 ( I @-@ 88 ) near Cobleskill and U.S. Route 20 ( US 20 ) in Sharon Springs .

NY 10 was assigned in 1924 ; however , it initially followed a completely different alignment than it does today . At the time , it began at the New Jersey state line in Rockland County and followed modern US 9W north to Albany . From here , it continued to Saranac Lake via Schenectady , Saratoga Springs , Lake George , Chestertown , North Creek , Long Lake , and Tupper Lake . It was extended northeast to Plattsburgh by 1926 but truncated to Schenectady in 1927 . In the 1930 renumbering of state highways in New York , all of NY 10 south of Long Lake and north of Lake Clear Junction was moved onto a new , more westerly alignment through the state . The route was cut back to its current northern terminus in Arietta c . 1960 .

= = Route description = =

= = = Southern Tier = = =

NY 10 begins concurrent with NY 8 at an interchange with the Quickway ( NY 17 ) southeast of the village of Deposit near the Broome @-@ Delaware County line . The two routes continue north along the eastern extents of Deposit to the banks of the west branch of the Delaware River , where NY 8 breaks from NY 10 to cross over the river . NY 10 , however , continues northeast along the riverbank , passing south of the Cannonsville Dam and the resulting Cannonsville Reservoir behind it . Near the midpoint of the water body , NY 10 crosses over the reservoir on the Cannonsville Bridge and proceeds to follow the northern edge of the reservoir . As the reservoir begins to narrow , NY 10 intersects NY 268 , a connector route leading south to the village of Hancock .

Past the end of the reservoir , NY 10 continues northeast in the vicinity of the Delaware River to Walton , a village located directly on the banks of the river . Within the village limits , NY 10 overlaps NY 206 along Delaware Street before separating from the route and proceeding east out of the village . NY 10 remains alongside the Delaware as it continues northeast to Delhi , the home of the State University of New York at Delhi . After passing along the eastern edge of the campus , NY 10 intersects and briefly overlaps NY 28 through the village center before quietly leaving the area .

14 miles ( 23 km ) northeast of Delhi in northeastern Delaware County , NY 10 passes through both Hobart and Stamford , a pair of villages located on the northernmost few miles of the Delaware 's west branch . In the latter , NY 10 meets NY 23 . North of Stamford in Schoharie County , NY 10 turns northeast , bypassing the 2 @,@ 900 @-@ foot ( 880 m ) tall Mine Hill , home to the source of the west branch of the Delaware . At the northern edge of the hill , NY 10 curves back to the northwest to serve the Jefferson hamlet of the same name .

Outside of Jefferson , NY 10 continues onward through rural Schoharie County , passing through only small roadside hamlets before entering the village of Richmondville , a community situated on NY 7 and the Cobleskill Creek . NY 10 bypasses the village to the southeast , however , and intersects both NY 7 and I @-@ 88 , the limited @-@ access highway that parallels much of NY 7 , east of the village center . NY 10 turns east , overlapping NY 7 through the State University of New York at Cobleskill campus and into Cobleskill , where NY 7 and NY 10 intersect NY 145 at Grand Street . Here , NY 10 , as well as NY 145 ( which is concurrent with NY 7 east of this point ) , leave NY 7 and continue north for two blocks before NY 10 leaves NY 145 and heads west out of the village on Elm Street .

Between Cobleskill and Sharon Springs , NY 10 proceeds northwest through rural terrain once more , with the points of interest limited to a small number of hamlets . Midway between the two locations in Seward , NY 10 intersects NY 165 , a connector leading to Cooperstown via NY 166 and Otsego County 's County Route 52 ( CR 52 ) . In Sharon Springs , a village situated in northwest Schoharie County , NY 10 intersects US 20 . Shortly after exiting the village , NY 10 passes into Montgomery County .

= = = Montgomery , Fulton and Hamilton Counties = = =

Just across the county line , NY 10 passes through the village of Ames , a small community situated south of Canajoharie Creek at the junction of NY 10 , CR 88 and CR 89 . NY 10 crosses over the creek shortly afterward and follows the waterway downhill . Upon entering the village of Canajoharie , NY 10 uses Reed Street , Walnut Street , and Rock Street which form a switchback to ease the descent before entering a valley containing the conjoined Mohawk River and Erie Canal and the New York State Thruway ( I @-@ 90 ) .

Downtown , maintenance of NY 10 shifts from the New York State Department of Transportation ( NYSDOT ) to the village at Mohawk Street . The highway remains locally owned for three blocks to Incinerator Road , where the route becomes state @-@ maintained once more . During this stretch , NY 10 intersects NY 5S at Main Street . North of Incinerator Road , the route passes under the Thruway before crossing into the neighboring village of Palatine Bridge at the midpoint of the Mohawk River . On the northern riverbank , NY 10 meets NY 5 and overlaps the route westward for a block before continuing northward into the largely rural town of Palatine .

6 @.@ 0 miles ( 9 @.@ 7 km ) from Palatine Bridge , NY 10 passes into the Fulton County town of Ephratah and intersects NY 67 just inside the county line . NY 67 turns north , joining NY 10 to the community of Ephratah , where it splits from NY 10 and heads east to Johnstown . NY 10 , however , continues northward in the vicinity of Caroga Creek to an intersection with NY 29 near the hamlet of Garoga . The two routes join for roughly 1 @.@ 5 miles ( 2 @.@ 4 km ) before separating as the roadway crosses over the Blue Line into Adirondack Park .

= = = Adirondack Park = = =

North of Rockwood , the community centered around the northern split of the overlap between NY 10 and NY 29 , NY 10 intersects NY 10A , an alternate route around Rockwood Lake to the east . Farther north , NY 10 enters Caroga Lake , a community situated on the eastern edges of West and East Caroga lakes . In the center of the hamlet , NY 10 meets NY 29A and follows the route out of the area . Together , NY 10 and NY 29A head northward through a region dotted with small lakes , as well as the larger Canada Lake , before splitting in the vicinity of Pine Lake .

Farther north , NY 10 passes directly between the Stoner Lakes , a pair of small water bodies separated by only NY 10 , just south of where it crosses into Hamilton County . For most of its run through the county , NY 10 parallels a waterbody , namely the west branch of the Sacandaga River to where the Piseco Outlet flows into it , then the Piseco Outlet north to Big Bay near the community of Higgins Bay . NY 10 terminates soon after at an intersection with NY 8 south of Piseco Lake , west of Spy Lake , and southwest of Higgins Bay .

= = History = =

In 1908 , the New York State Legislature designated the primary north ? south roadway along the west bank of the Hudson River from the New Jersey state line near New York City to Albany , now largely US 9W , as Route 3 , an unsigned legislative route . When the first set of posted routes in New York were assigned in 1924 , all of legislative Route 3 became part of the new NY 10 , which initially began at the New Jersey state line and ended in Saranac Lake . North of Albany , the route followed modern NY 5 , NY 50 , and NY 9N through Schenectady and Saratoga Springs to reach the North Country at Lake George . Past this point , NY 10 continued north on what is now US 9 ,

NY 8 , NY 28 , NY 28N , and NY 30 to Tupper Lake via Chestertown , Wevertown , North Creek , and Long Lake . At Tupper Lake , the route headed east on current NY 3 to Wawbeek before taking a more circuitous route to Saranac Lake by way of modern NY 30 , NY 186 , and NY 86 .

The first change to the routing of NY 10 came by 1926 when NY 10 was extended northeastward over modern NY 3 to Plattsburgh , where it terminated at NY 30 ( now NY 22 ) . The route was truncated one year later when US 9W was assigned to the portion of NY 10 between New Jersey and Albany . NY 10 was subsequently truncated to the former western terminus of its overlap with NY 5 in Schenectady . In the 1930 renumbering of state highways in New York , NY 10 was significantly reconfigured to begin in Deposit and end at the Canadian border north of Malone . The only segment of NY 10 not altered by the realignment , which utilized a combination of previously numbered routes and unsigned roadways , was the piece between Long Lake and Lake Clear Junction .

From Deposit to Stamford , NY 10 supplanted NY 51 , a highway assigned in the mid @-@ 1920s . Farther north , the portion from Palatine Bridge to Indian Lake was originally part of NY 80 , a route created in the late 1920s . Past Indian Lake , NY 10 followed what had been part of NY 10A to Long Lake , where it connected to its pre @-@ 1930 alignment . The section of modern NY 10 between Stamford and Palatine Bridge was previously unnumbered . North of Lake Clear Junction , the route followed the pre @-@ 1930 routing of NY 3 from Paul Smiths to Malone and two previously unnumbered highways between Lake Clear Junction and Paul Smiths and from Malone to the Canadian border . NY 10 was truncated to its current northern terminus in Arietta and largely replaced with NY 30 north of Speculator c . 1960 .

= = NY 10A = =

There are two highways that have been designated NY 10A .

The original NY 10A was an alternate route of NY 10 between Long Lake and North Creek . It was assigned in the late 1920s and removed as part of the 1930 renumbering of state highways in New York .

The current NY 10A is a 2 @. @ 41 @-@ mile ( 3 @. @ 88 km ) two @-@ lane spur providing an alternate connection from NY 29 in Fulton County . The route begins at NY 29 in Johnstown and heads northwest to end at NY 10 in Caroga just inside the limits of Adirondack Park . NY 10A serves as a link for motorists wishing to access the western parts of Caroga via NY 10 from NY 29 , bypassing the Rockwood hamlet , a reduced speed zone , and about a mile of highway . It was assigned c . 1931 .

= = Major intersections = =