

= New York State Route 8 =

New York State Route 8 (NY 8) is a north @-@ south state highway in the central part of New York in the United States . It runs in a southwest @-@ to @-@ northeast direction from the Southern Tier to the northern part of Lake George . The southern terminus of the route is at an interchange with NY 17 in the town of Deposit , where it begins concurrent with NY 10 . Its northern terminus is at a junction with NY 9N in the town of Hague . Roughly midway between the two endpoints , NY 8 passes through Utica , where it overlaps NY 5 , NY 12 , and Interstate 790 (I @-@ 790) along one segment of the North ? South Arterial .

NY 8 was assigned as part of the 1930 renumbering of state highways in New York and originally extended north to a ferry across Lake Champlain at Putnam Station , where it connected to Vermont Route F @-@ 10 (VT F @-@ 10) . The route was realigned slightly on its northern end by 1933 to connect to another ferry leading to VT F @-@ 9 east of Ticonderoga . By the following year , it was altered again to use the new Champlain Bridge at Crown Point to connect to VT 17 . This was made possible by way of a long concurrency with NY 9N and NY 22 . NY 8 was truncated to its current northern terminus c . 1968 . In the 1960s and 1970s , NY 8 was moved onto new freeways around and through the city of Utica .

= = Route description = =

= = = Southern Tier = = =

NY 8 begins at an interchange with NY 17 in Deposit that also serves as the southern terminus of NY 10 . NY 8 and NY 10 form a brief concurrency north along the West Branch of the Delaware River before separating at the southeastern edge of the Cannonsville Reservoir northeast of Deposit . While NY 10 follows the southern edge of the reservoir to the east , NY 8 continues north , passing to the east of Oquaga Creek State Park (and connecting to the park via a pair of local roads) before meeting NY 206 in Masonville . From Masonville , NY 8 heads north to Sidney , where it meets I @-@ 88 at an interchange , crosses the Susquehanna River , and intersects NY 7 before leaving the village adjacent to the Unadilla River , a tributary of the Susquehanna .

NY 8 parallels the Unadilla River northward through Mount Upton to New Berlin , where it meets NY 80 . The routes overlap for a short distance to the north before NY 80 separates to the northwest toward Sherburne . NY 8 , however , continues along the Unadilla River through several small communities before separating from the river just south of the Madison @-@ Oneida County line .

= = = Utica area = = =

Shortly after crossing into Oneida County , NY 8 intersects U.S. Route 20 (US 20) in Bridgewater . The route continues northward , passing through Cassville and Clayville before becoming a limited @-@ access highway just north of Clayville . Near Sauquoit , NY 8 has exits for Pinnacle Road and Elm Street prior to entering the Utica suburbs . In New Hartford , the route has an exit with Genesee Street prior to meeting NY 5 and NY 12 at a cloverleaf interchange southwest of downtown Utica . While the right @-@ of @-@ way of NY 8 continues to the northeast through the cloverleaf as NY 840 , NY 8 joins NY 5 and NY 12 as the three routes enter downtown on the North ? South Arterial .

Near the northern edge of downtown , NY 5 , NY 8 , and NY 12 interchange with NY 5A and NY 5S on the southern bank of the Mohawk River . At the exit , the three state routes are joined on the arterial by I @-@ 790 , which follows NY 5 , NY 8 , and NY 12 across the Mohawk River and the neighboring Erie Canal to a large interchange north of the canal . Here , I @-@ 790 and NY 5 separate from the concurrency while NY 8 and NY 12 remain concurrent into Deerfield as a limited @-@ access highway . After an interchange with a former routing of NY 12 , NY 8 separates from the highway and returns to an at @-@ grade roadway as it heads northeast to Poland . Near the Oneida @-@ Herkimer County line (here delimited by West Canada Creek) , NY 8 merges with NY

28 and follows the route across the county line (as well as the creek) into Poland . In the center of the village , NY 8 splits from NY 28 and heads northeast into Adirondack Park .

= = = Adirondack Park = = =

Within Adirondack Park , NY 8 follows a northeast ? southwest routing as it crosses the lower half of the park . Near Ohio , NY 8 intersects NY 365 due north of where it enters the park . Past NY 365 , NY 8 becomes signed as an east ? west highway as it heads east to Higgins Bay , where it intersects the northern terminus of NY 10 . The route continues northeast to Speculator , where it meets NY 30 . NY 30 turns east onto NY 8 , forming an overlap southeast to Wells , where NY 8 separates from NY 30 and heads to the northeast into Warren County .

In Wevertown , NY 8 intersects NY 28 for the final time prior to meeting US 9 at Loon Lake . The two routes merge , forming an overlap east to Chestertown , where US 9 splits from NY 8 and continues south . NY 8 , however , heads east , meeting I @-@ 87 shortly after departing US 9 . Past I @-@ 87 , NY 8 follows the southern edge of Brant Lake to the northeast before turning to the east toward Hague , where it terminates at NY 9N .

= = History = =

= = = Origins and terminus changes = = =

In the 1930 renumbering of state highways in New York , NY 8 was assigned to most of its current alignment from Deposit to Hague . The route also extended eastward to Wright (southeast of Ticonderoga) on modern NY 9N , NY 22 , and County Route 2 (CR 2) , where it connected to VT F @-@ 10 by way of a ferry across Lake Champlain . From Clayville to Utica , NY 8 was originally routed along Oneida Street before overlapping with NY 5 and NY 12 along Genesee Street in downtown Utica . After crossing the Mohawk River and the Erie Canal , the three routes separated at the intersection of Herkimer Road , Trenton Road , and Coventry Avenue northeast of downtown . NY 8 then followed Coventry Avenue and Walker Road northeast to Deerfield , where NY 8 joined its modern alignment .

Prior to 1930 , what became NY 8 in the renumbering carried multiple designations along its routing . In 1924 , the segment of Genesee Street in Utica that became NY 8 was designated as part of NY 5 and NY 12 . Additionally , the portion of NY 8 from Wevertown to Chestertown became part of NY 10 . The segment from the modern intersection of US 9 and NY 8 to Chestertown was also designated as part of NY 6 . By 1926 , what became NY 8 from Sidney to New Berlin and from Bridgewater to downtown Utica was designated as NY 44 . Between New Berlin and Bridgewater , NY 44 followed what is now NY 80 through Edmeston to West Burlington and NY 51 from West Burlington to US 20 . It continued west to Bridgewater by way of an overlap with US 20 . From Utica to Wells , the 1930 routing of NY 8 was part of NY 54 , which continued south from Wells to Fonda via modern NY 30 and NY 30A . Between Chestertown and Ticonderoga , NY 8 was designated NY 47 . Until the renumbering , what became NY 8 was unbuilt from Deposit to Masonville and unnumbered from Masonville to Sidney . Additionally , the segments from New Berlin to Bridgewater and from Wells to Wevertown were unnumbered .

NY 8 was rerouted by 1933 to exit Ticonderoga to the east , using what is now NY 74 to reach Lake Champlain instead . At the lake , NY 8 connected to VT F @-@ 9 via the Fort Ticonderoga ? Larrabees Point Ferry . The route was realigned again c . 1934 to follow NY 9N and NY 22 north from Ticonderoga to south of Port Henry , where NY 8 turned northeast to follow what is now NY 185 to the Champlain Bridge . The route became VT 17 on the opposite lakeshore . NY 8 was truncated to Hague c . 1968 , eliminating its overlaps with NY 9N and NY 22 .

= = = Relocation onto expressways = = =

In the early 1950s , construction began on a new arterial highway ? known as the North ? South Arterial ? through downtown Utica . The first portion of the highway to open was the segment between River Road and Trenton Road , which was completed by 1956 . It was extended southward to Oriskany Street (NY 5A) by 1961 and completed entirely by 1964 ; however , NY 8 was not initially realigned to follow the highway . In the mid @-@ 1960s , plans were made to construct a new limited @-@ access highway along the NY 8 corridor from Clayville north to New Hartford , where it would connect with the North ? South Arterial .

The freeway was constructed and completed in the early 1970s . NY 8 was realigned to follow the highway to New Hartford , from where it continued through Utica on the Arterial and I @-@ 790 . It rejoined its previous alignment at I @-@ 790 's interchange with Genesee Street . During this same period , the section of NY 12 between Deerfield and South Trenton was moved onto a new freeway built adjacent to NY 12 's original alignment . A connector between NY 12 and NY 8 by way of the Miller Road corridor was built at this time . NY 8 was rerouted in the mid @-@ 1970s to follow NY 12 north to its exit with the connector . Here , NY 8 left NY 12 and continued east on the connector to rejoin its original alignment at Walker Road . Ownership and maintenance of NY 8 's former routing north of the Utica city limits was transferred to Oneida County , which designated the highway as CR 92 .

= = Major intersections = =