

= New York State Route 3 =

New York State Route 3 (NY 3) is a major east ? west state highway in New York , in the United States , that connects central New York to the North Country region near the Canada ? US border via Adirondack Park . The route extends for 246 @.@ 05 miles (395 @.@ 98 km) between its western terminus at an intersection with NY 104A in the Cayuga County town of Sterling and its eastern terminus at a junction with U.S. Route 9 (US 9) in the Clinton County city of Plattsburgh . NY 3 traverses eight counties and is a lakeside roadway from Mexico to Sackets Harbor , a mountainous route in Adirondack Park , and an urban arterial in Fulton , Watertown , and Plattsburgh .

In 1924 , the segment of the Theodore Roosevelt International Highway within New York was designated NY 3 . At that time , it spanned the full east ? west length of the state , extending from the eastern bank of the Niagara River in North Tonawanda to the western edge of Lake Champlain in Plattsburgh ; however , the routing through the North Country was significantly different at that time from its modern alignment . The route was moved onto its modern routing east of Watertown as part of the 1930 renumbering of state highways in New York ; it was truncated to Sterling on its western end and rerouted to follow its current alignment from Sterling to Watertown roughly five years later .

Since 1924 , there have been 14 suffixed routes of NY 3 , all designated between NY 3A and NY 3G . Of these , all but one only existed during the 1930s . The only active designation is NY 3A , which was assigned in the 1950s to an alternate route of NY 3 in Jefferson County .

= = Route description = =

A substantial portion of NY 3 travels east ? west across northern New York and passes through the northern part of the Adirondack Mountain Range . Much of this section of the highway is named as part of the Olympic Trail Scenic Byway .

The areas NY 3 passes through alternate between long stretches of rural area , consisting of a mix of open terrain and dispersed residences , and compact settlements containing concentrations of houses and businesses . NY 3 is classified mainly as a minor arterial road , the major exception being the section that is concurrent with NY 812 , which is a principal arterial road . Most of the route is maintained by the New York State Department of Transportation . Exceptions are in the cities of Watertown and Plattsburgh , where at least part of the road is city @-@ maintained . In Watertown , NY 3 is locally maintained from Massey Street (southbound US 11 junction) to the end of the NY 3 / NY 12 overlap . The route is entirely city @-@ maintained in Plattsburgh .

= = = Sterling to Watertown = = =

NY 3 begins at an intersection with NY 104A in Sterling . NY 3 continues east to meet NY 104 in the center of Hannibal . From there , NY 3 progresses across Oswego County and passes Lake Neatahwanta prior to entering Fulton . Within Fulton , NY 3 intersects NY 48 on the west bank of the Oswego River before crossing the river and meeting NY 481 at the eastern bank . East of the city , NY 3 passes south of the Oswego County Airport as it heads to the northeast through Palermo . Upon intersecting NY 264 , NY 3 becomes signed as a north ? south highway instead of as an east ? west route . It proceeds north to the village of Mexico , where it meets NY 104 once again . NY 3 and NY 104 overlap briefly through the western portion of the village before separating at the center of Mexico . While NY 104 heads east toward Williamstown , NY 3 heads north toward the hamlet of Texas .

East of Texas , NY 3 meets NY 104B near the Lake Ontario shoreline . Past NY 104B , NY 3 parallels both Interstate 81 (I @-@ 81) and US 11 as it heads along the shore of Lake Ontario . Near the Selkirk Shores State Park west of Pulaski , NY 3 intersects NY 13 adjacent to the mouth of the Salmon River . After crossing the Salmon River , NY 3 passes the Sandy Island Beach State Park before entering Jefferson County . At the county line , NY 3 becomes signed as an east ? west

highway once again . The route continues northward toward Ellisburg where it meets NY 193 at the entrance to Southwick Beach State Park northwest of the community . Past NY 193 , NY 3 passes the lakeside at Westcott Beach State Park prior to entering the vicinity of Sackets Harbor . The route bypasses both Sackets Harbor and the Sackets Harbor Battlefield State Historic Site to the east before separating from Lake Ontario and proceeding eastward toward Watertown .

West of the city of Watertown , NY 3 intersects NY 180 southwest of the Watertown International Airport before connecting to I @-@ 81 by way of an interchange at the city line . NY 3 heads east into Watertown , intersecting with both US 11 and NY 12 at Massey Street . At this point , maintenance of NY 3 shifts from the state to the city of Watertown . The route overlaps NY 12 southbound and a short piece of US 11 northbound through downtown to Public Square , where NY 3 meets northbound NY 12 . US 11 northbound leaves NY 3 here while the overlap between NY 3 and NY 12 continues eastward through Watertown . The concurrency ends near the eastern fringe of the city , where NY 3 leaves NY 12 and becomes state @-@ maintained once more as it departs the city to the northeast .

= = = Watertown to Plattsburgh = = =

In Black River , northeast of Watertown , NY 3 intersects NY 342 at the southwestern tip of the Fort Drum Military Reservation . NY 3 follows the southern edge of the base to Deferiet , where NY 3 turns south to follow the Black River while NY 3A continues along the border of Fort Drum . NY 3 follows the river to Carthage , where it overlaps NY 126 briefly before heading northeast to rejoin NY 3A at Fargo . NY 3 forms the southern boundary of the base from NY 3A east to just west of the Jefferson @-@ Lewis County line ; however , near Natural Bridge , the Fort Drum boundary heads due north before becoming delimited by the Indian River . NY 3 , meanwhile , traverses the river and enters Lewis County .

Midway between Natural Bridge and Harrisville , NY 3 intersects NY 812 . NY 812 turns east onto NY 3 , following NY 3 northeast into St. Lawrence County before splitting to the northwest between Harrisville and Pitcairn . Shortly after departing NY 812 , NY 3 enters Adirondack Park . The route follows a largely east ? west routing from its entry point to Tupper Lake , where it merges with NY 30 . Near Upper Saranac Lake , NY 30 heads north toward Malone as NY 3 continues northeast through nearby Saranac Lake toward Plattsburgh .

West of Plattsburgh , NY 3 exits the park and encounters NY 374 via an interchange . Past the exit , the two routes follow parallel routings before separating outside of Plattsburgh . NY 3 curves to the southeast toward the former Clinton County Airport , where it meets NY 22B just west of what was once the main entrance to the airport . From NY 22B , NY 3 continues east to the outskirts of Plattsburgh , where it meets the Adirondack Northway (I @-@ 87) . Past I @-@ 87 , NY 3 follows Cornelia Street into the city , where it becomes city @-@ maintained . Within Plattsburgh , NY 3 intersects NY 22 before terminating at US 9 just west of Lake Champlain .

= = History = =

= = = Original alignment = = =

NY 3 originally followed a vastly different alignment than it does today . In 1924 , it was assigned to the New York portion of the Theodore Roosevelt International Highway , an auto trail that extended from Portland , Maine , to Portland , Oregon . In New York , it connected North Tonawanda (near Niagara Falls) in the west to Plattsburgh in the east via Rochester and Watertown . NY 3 began at what is now the intersection of US 62 and NY 425 and followed modern NY 425 north through Cambria Station to Cambria Center , from where the highway continued to Lockport on Lower Mountain , Gothic Hill , and Upper Mountain Roads and modern NY 31 . It remained on current NY 31 through the city and mostly followed that route 's modern alignment across western New York to the city of Rochester . The most significant exception to this was between Lockport and Gasport ,

where NY 3 veered south by way of modern NY 77 and County Route 10 (CR 10) to serve the hamlet of McNalls .

Within Rochester , NY 3 remained on the current alignment of NY 31 to what is now the intersection of Lyell Avenue and Broad Street . Here , NY 3 broke from modern NY 31 and continued east on Lyell Avenue to State Street . NY 3 then followed State Street , Main Street , and East Avenue (modern NY 96) through downtown before turning north onto Culver Road in the eastern portion of the city . The route remained on Culver Road to Empire Boulevard , where it turned east toward Irondequoit . Once in Irondequoit , it followed what is now NY 404 around the southern extent of Irondequoit Bay to Webster . NY 3 was realigned by 1930 to stay on East Avenue to Winton Road near the eastern edge of the city . Here , the route turned north , following Winton Road through eastern Rochester to Irondequoit , where it rejoined its previous routing at Empire Boulevard .

Past Webster , NY 3 followed Ridge Road through Wayne County to Red Creek , where it continued northeast on what is now NY 370 and NY 104A through Red Creek , Fair Haven , and Sterling to western Oswego County . At Southwest Oswego , NY 3 joined the routing of modern NY 104 through Oswego and Mexico to Maple View . Between Maple View and Watertown , NY 3 overlapped NY 2 along what is now US 11 . Past Watertown , NY 3 was routed along today 's NY 12F and NY 180 to Limerick , where it continued north to Clayton by way of modern NY 12E . East of Clayton , it followed modern NY 12 , NY 26 and CR 192 through Alexandria Bay to Redwood . From there , it utilized the current alignment of NY 37 up through Ogdensburg (by way of Main and Ford Streets in the city) before continuing to Waddington on Van Rensselaer Road . NY 3 went east from here along a now @-@ dismantled riverside highway and Town Line Road to Massena , where it was routed on modern NY 37B .

East of Massena , NY 3 followed a series of local roads that parallel the modern divided highway section of NY 37 to Rooseveltown , at which point it rejoined current NY 37 . The highway remained on today 's NY 37 up to CR 51 northwest of Malone , where NY 3 continued south on CR 51 to modern US 11 (then NY 2) west of the village . After briefly overlapping NY 2 (current US 11) into Malone , NY 3 turned south onto what is now NY 30 , following the route to Paul Smiths . Past Paul Smiths , NY 3 continued east along the length of modern NY 86 to Jay , overlapping then @-@ NY 10 from Harrietstown to Saranac Lake in between . Lastly , from Jay to Plattsburgh , NY 3 overlapped then @-@ NY 6 along what is now NY 9N and US 9 .

= = = Early realignments = = =

In the late 1920s , NY 3 was rerouted near Malone to follow modern NY 37 into the village , largely eliminating the overlap with US 11 . Additionally , NY 3 was truncated to Jay on its eastern end . The former alignment to Plattsburgh became part of NY 9W from Jay to Keeseville and US 9 from Keeseville to Plattsburgh . A more substantial realignment of NY 3 took place as part of the 1930 renumbering of state highways in New York . NY 3 now began concurrent with NY 31A at then @-@ NY 18 (now NY 104) in Niagara Falls . The routes proceeded eastward along modern NY 31 to Sanborn , where NY 31A turned north to follow what is now NY 429 back to then @-@ NY 31 . NY 3 continued on current NY 31 for another two miles to Shawnee , where it met its original alignment to North Tonawanda , which became part of NY 425 in the renumbering . At this point , NY 3 rejoined its previous alignment , overlapping NY 425 up to Cambria ? Wilson Road , where that route split off and continued to the north .

NY 3 was realigned in two locations between Lockport and Rochester . One was just east of Lockport , where it was straightened out to go directly from Lockport to Gasport on modern NY 31 , bypassing McNalls . The other was between Middleport and Medina , where it was realigned to use modern NY 31E instead . NY 3 's old alignment from Lockport to Gasport via McNalls became part of NY 77 west of McNalls and NY 359 north of the community . Its former routing between Middleport and Medina became NY 3A .

The most significant realignment that occurred at this time was in the North Country , where NY 3 was shifted onto its current alignment between Watertown and Plattsburgh . From Tupper Lake east to Plattsburgh , most of what became NY 3 was previously part of NY 10 . The NY 10 designation

remained in place from Tupper Lake east to Upper Saranac Lake , forming an overlap with NY 3 ; however , it was completely replaced by NY 3 from Saranac Lake east . Between Upper Saranac Lake and Saranac Lake , the routing of NY 3 was previously unnumbered , as was the routing from Watertown to Tupper Lake .

== = Spur routes and US 104 == =

At least four suffixed routes of NY 3 were created as part of the 1930 renumbering . The longest of the four initial routes was NY 3C , an alternate route of NY 3 that generally followed NY 3 's current alignment between Sterling and Watertown . Another was assigned c . 1931 when NY 3 was rerouted between Deferiet and Wilna to bypass Carthage to the north on modern NY 3A . The portion of NY 3 's former routing from Deferiet to Carthage became NY 3F . NY 3 was shifted southward onto modern NY 31 between Shawnee and Lockport c . 1932 . The realignment eliminated overlaps with NY 425 and NY 93 , the latter of which had used NY 3 's former routing east of Cambria ? Wilson Road since it was assigned as part of the 1930 renumbering . Even though all of the former routing had a designation , it was also designated as NY 3A anyway . As a result , the designations of all of NY 3 's spur routes were increased by one letter , meaning the existing NY 3A became NY 3B , NY 3C became NY 3D , and so forth .

US 104 was assigned c . 1935 , extending from Niagara Falls to Maple View mostly by way of then @-@ NY 31 west of Rochester and NY 3 from Rochester to Maple View . As a result , NY 31 was shifted southward onto the alignment of NY 3 from Niagara Falls to Rochester while NY 3 was realigned south of Watertown to follow the routing of NY 3D to a new terminus in Sterling . Every spur route of NY 3 was eliminated at this time except for NY 3G . The alignments of NY 3 and NY 3G between Deferiet and Wilna were flipped c . 1938 .

== = Other alignment changes == =

At some point between 1935 and 1938 , NY 3 was truncated further to end at its junction with US 104 in Hannibal . It was moved another half @-@ mile (0 @. @ 8 km) to the east in the early 1960s following the completion of the super two bypass carrying US 104 around the eastern edge of the village . NY 3 continued to end at the super two until the early 1980s . On April 1 , 1980 , ownership and maintenance of NY 3 's former routing between the Cayuga County line and NY 104 was transferred from Oswego County to the state of New York . One year later , on April 1 , 1981 , the state assumed ownership and maintenance of the Cayuga County portion from that county . Both transactions were part of larger highway maintenance swaps between the state and the two counties . NY 3 was reextended westward to NY 104A following the second swap .

From Sandy Creek to Henderson , NY 3C (later NY 3D) was routed on Weaver Road , CR 121 , NY 193 , CR 78 , NY 178 , and CR 123 . A new lakeside highway between Sandy Creek and the modern junction of NY 3 and NY 193 was opened to traffic c . 1932 as a realignment of NY 3D . An extension of the roadway north to Henderson was completed by the following year . To the southwest in Oswego County , NY 3 was originally routed on modern CR 3 between Hannibal and Fulton and on Hannibal and Oneida Streets through the city of Fulton . The modern arterial through the city was constructed c . 1962 while the Hannibal ? Fulton highway was built in the mid @-@ 1960s .

== = Suffixed routes == =

NY 3 has had 14 suffixed routes over the years ; however , all of them except for one only existed during the 1930s . The only active designation is NY 3A , which is currently assigned to an alternate route of NY 3 in Jefferson County .

== = Original routes == =

At least four suffixed routes of NY 3 were created as part of the 1930 renumbering of state highways in New York . Two more were assigned by the following year . All of these were renumbered c . 1932 .

NY 3A was an alternate route of NY 3 between Middleport and Medina . It became the western half of NY 3B .

NY 3B was a connector between NY 237 in Clarendon and NY 3 south of Brockport . The portion of the route within Monroe County was renumbered to NY 3C .

NY 3C was an alternate route of NY 3 between Sterling and Watertown . It was renumbered to NY 3D .

NY 3D was a connector between NY 3 in New Haven and NY 3C in the town of Mexico . It was assigned by 1931 and renumbered to NY 3E .

NY 3E was an alternate route of NY 3 between Red Creek and Southwest Oswego . It was renumbered to NY 3F .

NY 3F was assigned c . 1931 as a connector between Deferiet and Carthage . It was renumbered to NY 3G .

== Post @-@ 1932 routes ==

All the routes below except for the current NY 3A were assigned c . 1932 .

NY 3A has been assigned two times since 1932 :

The second NY 3A was an alternate route of NY 3 west of Lockport along modern NY 425 and Lower Mountain , Gothic Hill , and Upper Mountain Roads (the latter three then also part of NY 93) . The designation was removed c . 1935 , leaving NY 425 and NY 93 as the sole routes on the alignment .

The current NY 3A (5 @.@ 19 miles or 8 @.@ 35 kilometres) is an alternate route of NY 3 east of the city of Watertown . While NY 3 dips south between Deferiet and Fargo to serve Carthage , NY 3A is a direct east ? west route between the two communities . It was assigned in the early 1950s .

NY 3B was an alternate route of NY 3 between Middleport and Knowlesville . It was renumbered to NY 31A c . 1935 .

NY 3C was a spur leading from NY 3 south of Brockport to the Orleans County line . It was renumbered to NY 31D c . 1935 .

NY 3D was an alternate route of NY 3 between Sterling and Watertown . It became a realignment of NY 3 c . 1935 .

NY 3E was a connector between NY 3 in New Haven and NY 3D in the town of Mexico . It was renumbered to NY 104B c . 1935 .

NY 3F was an alternate route of NY 3 between Red Creek and Southwest Oswego . It became part of the new US 104 c . 1935 .

NY 3G was initially a connector between Deferiet and Carthage ; it was later reassigned to a northerly alternate route of NY 3 between Deferiet and Fargo . The designation was removed in the mid @-@ 1940s .

== Major intersections ==