

= New York State Route 129 =

New York State Route 129 (NY 129) is a 7 @.@ 75 @-@ mile (12 @.@ 47 km) long state highway in the western part of Westchester County , New York . The route begins at New York State Route 9A (South Riverside Avenue) in the village of Croton on Hudson at the Hudson River . NY 129 then travels through the towns of Cortlandt and Yorktown , running along the northern edge of the New Croton Reservoir . It passes under (southbound) and over (northbound) the Taconic State Parkway in Yorktown with no direct interchange . NY 129 ends in Yorktown at an intersection with NY 118 .

NY 129 was designated in 1908 as a section of Route 2 , a legislative route designated by the New York State Legislature . However , in 1921 , the route was realigned off the route that would become NY 129 in favor of NY 9A . Nine years later , the state designated the route as NY 129 during the state highway renumbering . The route originally followed a route used by NY 131 once the routes were swapped in the 1940s , with NY 131 being decommissioned soon after . NY 129 was extended to end at a traffic circle with NY 100 in the hamlet of Pines Bridge . This lasted up to at least 1969 , when the designation was truncated back to NY 118 , which was extended to the traffic circle instead . The traffic circle in Pines Bridge was removed by 1991 . Originally , NY 129 had an interchange with the Taconic , but the ramps were removed in 1969 and a new interchange was built on nearby Underhill Road .

= = Route description = =

NY 129 begins at an intersection with NY 9A (South Riverside Avenue) in the village of Croton @-@ on @-@ Hudson , next to U.S. Route 9 (US 9) . NY 129 proceeds northward from NY 9A along Maple Street , a two @-@ lane commercial street through the village . At Van Cortlandt Park , NY 129 becomes residential , passing Croton @-@ Harmon High School as it bends to the northeast . At the junction with Grand Street , NY 129 continues northeast on Grand Street , which is a two @-@ lane residential street . The route continues northeast through the village , crossing an intersection with Quaker Bridge Road before becoming a wooded lane in the town of Cortlandt . In Cortlandt , NY 129 continues north as Grand Street , paralleling a local creek and entering Croton Dam Plaza .

Running along the western edge of the plaza , NY 129 bends north at a view of the New Croton Dam , continuing its way north alongside the New Croton Reservoir . NY 129 soon changes names to Croton Dam Road , passing east of the Croton Harman School District headquarters . At an intersection with East Mount Airy Road , NY 129 runs eastward along the reservoir , changing names to Yorktown Road . On a short stint away from the reservoir , NY 129 intersects with Croton Road before crossing over the Hunters Brook Bridge , where it crosses into the historic community of Huntersville . Continuing northeast from Huntersville , NY 129 , now known as Croton Lake Road , bends through the town of Yorktown .

Through Yorktown , NY 129 is a two @-@ lane residential street alongside the reservoir , soon making a gradual bend to the southeast into an intersection with County Route 131 (CR 131 ; Underhill Avenue) , a former alignment of NY 131 . At the junction with CR 131 , NY 129 turns southward , soon winding its way southeast under the lanes of the Taconic State Parkway , and back alongside the New Croton Reservoir . After crossing under the Taconic , the route then drops back down to the reservoir and passing a house reported to have been moved from Huntersville before it was flooded . Making several winds to the southeast , NY 129 connects to the Gate House Bridge , soon running eastward through Yorktown . NY 129 intersects with NY 118 (Saw Mill River Road) . This intersection serves as the eastern terminus of NY 129 , as NY 118 continues east along the reservoir .

= = History = =

What is now NY 129 was developed in the early 20th century as part of a general project to improve

access and transportation across the reservoirs . In 1908 , the New York State Legislature created Route 2 , an unsigned legislative route (an unsigned internal route) extending from the New York City line at Yonkers to the Columbia County village of Valatie . Route 2 initially followed modern NY 129 , Croton Avenue , and NY 35 between Croton @-@ on @-@ Hudson and Peekskill ; however , it was realigned on March 1 , 1921 , to use what is now NY 9A instead . NY 129 was designated to most of its current alignment as part of the 1930 renumbering of state highways in New York . It originally followed Croton Dam Road , the southern perimeter road around the New Croton Reservoir , while Croton Lake Road , the northern route , was designated as NY 131 by the following year . The alignments of NY 129 and NY 131 in the vicinity of the reservoir were swapped c . 1941 and the NY 131 designation ceased to exist by the mid @-@ 1940s . With the route changes , NY 129 was extended to terminate at NY 100 at a traffic circle in Pines Bridge while NY 118 terminated near Croton Lake . This extension lasted for over two decades until NY 118 was extended over the alignment of NY 129 to the traffic circle by 1969 .

Ramps from NY 129 to the Taconic State Parkway were removed by the East Hudson Parkway Authority in November 1969 , to be replaced with a bridge . This required a shutdown of NY 129 and required drivers going north to Underhill Road . In fall 1988 , the original Hunter Brook Bridge (less than 19 feet (5 @. @ 8 m) wide) was replaced , as it was never designed to take heavy traffic such as concrete @-@ mixing trucks . Between 1988 and 1991 , the traffic circle between NY 118 and NY 100 was removed in favor of a three @-@ way intersection between the two highways .

= = Major intersections = =

The entire route is in Westchester County .