

= New York State Route 28A =

New York State Route 28A (NY 28A) is an east ? west state highway in Ulster County , New York , in the United States . It extends for nearly twenty miles (32 km) along the south side of Ashokan Reservoir in Catskill Park , serving as a southerly alternate route of NY 28 through the area . Many of the communities along its length , such as West Shokan and Olivebridge , are relocated versions of those condemned for the reservoir 's construction . Near Olivebridge , NY 28A intersects NY 213 , the only other state route that NY 28A intersects aside from its parent , NY 28 .

NY 28A was built in the early 20th century during the Ashokan Reservoir 's construction . The highway was built and subsequently maintained by New York City as the result of a 1909 court order , which mandated that the city maintain the reservoir perimeter roads in perpetuity . In the 1930 renumbering of state highways in New York , the portion of the southern loop road between Boiceville and Olivebridge became part of NY 213 . The entire southern loop road was redesignated as NY 28A c . 1933 . In the 1970s , New York City sought to transfer control of its upstate roads to the New York State Department of Transportation (NYSDOT) ; however , as of 2013 , no action had been taken .

= = Route description = =

Maintenance of NY 28A is split between the New York City Department of Transportation (NYCDOT) and Ulster County . NYCDOT maintenance begins at the western junction with NY 28 and ends at a point near Shady Lane , a local street near the eastern end of the reservoir in Hurley . The remaining 1 @. @ 63 miles (2 @. @ 62 km) of the highway is county @-@ maintained and signed as part of County Route 50 (CR 50) .

= = = Boiceville to Olivebridge = = =

NY 28A begins at a large triangular intersection with NY 28 just south of the hamlet of Boiceville , within the Catskill Park . From there , it heads to the west as a narrow two @-@ lane road , crossing Esopus Creek just west of where it empties into the Ashokan Reservoir . The highway turns southward , loosely paralleling the reservoir shoreline as it heads through the town of Olive . The shoreline itself is less than one @-@ half mile (0 @. @ 8 km) from NY 28A , separated by woods and the New York City Department of Environmental Protection fences . About one mile (1 @. @ 6 km) south of Boiceville , the highway crosses Traver Hollow Brook by way of a bridge that leads the road to the lower slopes of Samuels Point , where houses begin to appear in the woods on the western side of the road . NY 28A closely follows the base of the hill , winding back and forth as it heads southward toward the hamlet of West Shokan .

After one mile (1 @. @ 6 km) of continuous curves , the road straightens out just north of West Shokan , where it crosses the Bushkill . Immediately beyond the creek is an intersection with Watson Hollow Road (CR 42) and the center of West Shokan . Olive 's town hall and municipal garage are a short distance to the west on Watson Hollow Road , which leads through the mountains to Sundown and ultimately to Sullivan County . South of the junction , the area returns and the road continues through some undeveloped stretches . The road closely follows the shoreline here , going east , south , or southeast to match turns in the reservoir 's perimeter . Only a handful of homes are located along this stretch , situated at intersections between NY 28A and other local roads .

= = = Olivebridge to Stony Hollow = = =

Five miles (8 km) past West Shokan , NY 28A intersects Monument Road , which used to connect to the reservoir 's spillway and the road above the reservoir , which is closed to automobile traffic . The junction has been converted into a small parking area . A quarter @-@ mile (0 @. @ 4 km) further on is the western terminus of NY 213 , the only other state route that NY 28A intersects aside

from its parent . Although NY 213 is an east ? west route , it actually heads due south from this junction to the nearby hamlet of Olivebridge on its way to Stone Ridge and High Falls . Continuing east , NY 28A descends to cross Esopus Creek again before climbing back up to the city 's watershed visitor center . Across from the center is Beaverkill Road , a local highway leading southeastward to SUNY New Paltz 's outdoor environmental education center and Ashokan Bridge , a covered bridge over Esopus Creek , located on Ashokan Road .

Not far from Beaverkill Road is the east end of the spillway road , which was closed as a security precaution following the September 11 , 2001 attacks , but reopened after construction of a new alignment of NY 28A was completed in 2012 . Past the spillway road , NY 28A continues east , briefly crossing the Blue Line and leaving Catskill Park as it passes another spillway . At the spillway 's southeastern tip is a junction with Stone Church Road , where the route turns back to the north and reenters the park . Now in the town of Hurley , NY 28A continues to follow the irregular reservoir shoreline to the northeast , but on a slightly further inland alignment than before . The land here remains wooded , but more frequently broken by houses on the southern side .

The route reaches the eastern end of the reservoir roughly three @-@ tenths mile (0 @.@ 5 km) west of Basin Road , at which point it winds back to a northerly heading through some areas where the land slopes down from the road rather than up . The route eventually turns east , leaving the reservoir behind and crossing into the town of Kingston . Here , it runs parallel with NY 28 for just under one mile (1 @.@ 6 km) before ending at an intersection with the route just east of the hamlet of Stony Hollow . The junction is roughly two miles (3 @.@ 2 km) west of the city of Kingston , where NY 28 connects to U.S. Route 209 and the Interstate 87 portion of the New York State Thruway .

= = History = =

= = = Origins and designation = = =

The origins of NY 28A date back to 1907 when construction began on one of several dams that would eventually create the Ashokan Reservoir , a water body built by New York City to increase its water supply . In the initial stages of construction , seven villages in the reservoir 's dimensions were destroyed and 64 miles (103 km) of roads were taken out of service . The latter were to be replaced with 40 miles (64 km) of new roads and 10 bridges carrying the highways around the reservoir 's perimeter . According to a 1909 court order , the roads and bridges would be built and maintained by New York City in perpetuity to ensure that the residents displaced by the new reservoir would not be permanently isolated . The city 's Board of Estimate initially balked at the measure , citing the mandate as their primary reason for rejecting a June 20 , 1913 , request by the city 's Board of Water Supply for \$ 1 @.@ 3 million (equivalent to \$ 311 million in 2016) to pave the perimeter roads .

In order to fill the reservoir , the perimeter of the water body ? and thus , the roads built along it ? had to be completed . Even so , the Board of Estimate sought to have the 1909 court order dropped before allocating the necessary funds toward the roadways . The roads were eventually paved by the state of New York instead . Most of the perimeter road was finished by October 11 , 1913 , the day that water first began to be added to the reservoir . The entire highway was completed by 1917 . While the northern loop road was designated as NY 19 in 1924 , the southern loop road went unnumbered until 1930 . In the 1930 renumbering of state highways in New York , the Margaretville ? Kingston segment of NY 19 became part of an extended NY 28 , while the portion of the southern perimeter road west of Olivebridge became part of NY 213 . NY 213 was truncated c . 1933 to begin in Olivebridge while the entirety of the southern loop road was designated as NY 28A .

= = = Maintenance and realignment = = =

By the mid @-@ 1970s , New York City was struggling to maintain its upstate road network .

Annual maintenance costs of the city 's 82 miles (132 km) of roads and 26 bridges had grown to \$ 310 @, @ 000 (equivalent to \$ 1 @. @ 36 million in 2016) . Additionally , one bridge along NY 28A in Traver Hollow was temporarily closed in June 1975 due to safety concerns , a move that ultimately led to a lawsuit between the city and the town of Olive over economic hardship caused by the closure . In October 1975 , New York City Environmental Protection Administrator Robert Low requested that NYSDOT assume maintenance of the city 's upstate roads , claiming that the state could maintain them in a more efficient and effective manner . The plan was never implemented .

As part of the reservoir 's construction , a north ? south road was built across the water body , linking Olivebridge on the south bank to Shokan on the northern side . This highway was closed to automotive traffic by New York City in early 2002 following the September 11 , 2001 attacks , citing a potential security vulnerability . However , the route was re @-@ opened for traffic that year , and remained open until March 20 , 2003 due to a United States Army Corps of Engineers confidential risk assessment , which suggested that the city should close it again to protect the reservoir spillway from sabotage . In March 2007 , the town of Olive filed suit against the city of New York in the New York State Supreme Court 's Appellate Division for it to be re @-@ opened as a violation of the Water Supply Act of 1905 or to guarantee \$ 5 million (equivalent to \$ 5 @. @ 71 million in 2016) to reconstruct NY 28A . However , Olive v. City of New York was dismissed by the court on June 18 , 2009 as it had surpassed the four month statute of limitations .

In the late 2000s , the New York City Department of Environmental Protection began work on a project to eliminate a sharp S @-@ curve in NY 28A between NY 213 and the now @-@ closed cross @-@ reservoir road . The impetus for the project came from residents who wanted the narrow NY 28A improved in lieu of reopening the road . Work on the realignment began in January 2009 , but was halted just one month later over environmental and easement issues . Construction resumed on August 12 , 2010 , after the issues were resolved , and was expected to be completed in December 2011 . The project was completed in early August 2012 , two years after construction began , with the total cost at \$ 15 million (equivalent to \$ 15 @. @ 5 million in 2016) . As a result , the spillway road and dam was completed and reopened to traffic .

= = Major intersections = =

The entire route is in Ulster County .