

= New York State Route 43 =

New York State Route 43 ( NY 43 ) is a state highway in Rensselaer County , New York , in the United States . It extends for 24 @. @ 00 miles ( 38 @. @ 62 km ) from Interstate 90 ( I @- @ 90 ) exit 8 in North Greenbush to the Massachusetts state line , where it continues into Williamstown as Massachusetts Route 43 . Most of NY 43 is a two @- @ lane highway that passes through a mixture of rural and residential areas ; however , its westernmost 2 miles ( 3 @. @ 2 km ) between I @- @ 90 and U.S. Route 4 ( US 4 ) is a four @- @ lane divided highway . NY 43 has an overlap with NY 66 in Sand Lake and intersects NY 22 in Stephentown .

When NY 43 was first assigned in the 1920s , it began near the village of Schoharie and ended in downtown Albany . Initially , the portion of modern NY 43 east of Averill Park was designated as part of New York State Route 7 in 1924 . It was renumbered to New York State Route 45 by 1926 and became part of an extended NY 43 as part of the 1930 renumbering of state highways in New York . NY 43 was originally routed on Broadway and Washington Avenue in Rensselaer ; however , it was rerouted to use 3rd Avenue and US 4 instead in the late 1960s .

In the early 1970s , the route was truncated to consist only of the portion east of the Hudson River . NY 43 's former routing west to Schoharie was redesignated NY 443 as a result . NY 43 was realigned slightly in the late 1990s to serve the new exit 8 on I @- @ 90 . Its former routing into Rensselaer on 3rd Avenue is now partly NY 151 and unsigned NY 915E .

= = Route description = =

NY 43 begins at an interchange with I @- @ 90 ( exit 8 ) in the town of North Greenbush in western Rensselaer County . The route heads northeastward as a four @- @ lane divided highway through a small forest separating NY 43 from a pair of residential neighborhoods . NY 43 provides access to these neighborhoods at an intersection with Washington Avenue . Past this junction , the highway turns eastward to meet US 4 in the hamlet of Defreestville . NY 43 narrows to two lanes roughly 0 @. @ 25 miles ( 0 @. @ 40 km ) east of US 4 and continues eastward through a densely populated area of North Greenbush .

East of Lape Road ( County Route 66 or CR 66 ) , the amount of development along NY 43 begins to decline and give way to small , open fields located amongst forested areas . However , as NY 43 enters the town of Sand Lake , the number of homes and businesses on the highway rises once more . The level of development reaches its greatest point in West Sand Lake , a community centered around NY 43 's junction with NY 150 . NY 43 continues on , passing through residential areas of Sand Lake as it intersects NY 351 and heads eastward to Averill Park . The route meets NY 66 east of the community , and the two routes overlap for 3 miles ( 5 km ) southeastward along the eastern shores of the small Glass and Crooked Lakes . NY 43 and NY 66 split just after crossing into the town of Nassau near the southern edge of Crooked Lake .

NY 43 heads southeastward from NY 66 , passing through mostly rural , forested areas as it proceeds toward the Massachusetts state line . Most of the development along the final stretch of the route is concentrated in the small communities along the route . It passes through Dunham Hollow and enters the town of Stephentown as it serves the hamlet of West Stephentown . NY 43 continues through forested areas of Stephentown to Stephentown Center , denoted by a cluster of homes near the intersection of NY 43 and Newton Road .

From Stephentown Center , the route heads southeast to the community of Stephentown situated 2 miles ( 3 @. @ 2 km ) west of the state line . NY 43 serves as the main commercial strip through the hamlet , which is the largest location on the route since Averill Park . Here , NY 43 intersects NY 22 at a junction that features sharp corners for commuters turning onto NY 43 from NY 22 . Past NY 22 , NY 43 heads southeast through mostly open fields and lightly populated areas to the Massachusetts state line , where the roadway becomes Route 43 upon crossing into Hancock , Massachusetts .

= = History = =

### == Origins and designation ==

In 1908 , the New York State Legislature created a system of unsigned legislative routes across the state of New York . Two of the routes created at this time were Route 7 , which extended from the Pennsylvania state line south of Binghamton to Albany via Oneonta , Cobleskill , Berne , and New Scotland , and Route 24 , a highway extending from the east bank of the Hudson River in Rensselaer to the Massachusetts state line near Mount Lebanon by way of Averill Park and Nassau . In the vicinity of Rensselaer , Route 21 was routed on 3rd Avenue , 3rd Avenue Extension , North Greenbush Road , and West Sand Lake Road .

When the first set of posted routes in New York were assigned in 1924 , a highway connecting Route 21 in Averill Park to the Massachusetts state line at Stephentown was designated as part of NY 7 , a route that continued northwest from Averill Park to Troy on modern NY 66 . By 1926 , the portion of old legislative Route 7 from Central Bridge to East Berne was designated as part of NY 43 , a new route extending from Central Bridge to downtown Albany via East Berne , Clarksville , and Delmar , while NY 7 was renumbered to NY 45 .

### == Changes in routing ==

In the 1930 renumbering of state highways in New York , NY 43 was truncated slightly on its western end to begin at a junction with the new NY 30 north of Schoharie . Meanwhile , NY 45 was reassigned to another highway in Orange County . The portion of former NY 45 from Troy to Averill Park became part of NY 66 while the remainder became an eastward extension of NY 43 . The extended NY 43 was now concurrent with US 9 and US 20 along Madison Avenue from Delaware Avenue to Rensselaer , where it followed Broadway and Washington Avenue to US 4 in Defreestville . The route continued east to Averill Park on what had been legislative Route 21 .

NY 43 was extended slightly following the construction of a new alignment for NY 30 near Central Bridge in the early 1940s . NY 30 now left its old alignment southeast of Central Bridge and bypassed the community to the east . The former routing of NY 30 into Central Bridge became an extension of NY 43 , which overlapped NY 30 between the new alignment and Schoharie . When NY 30A replaced NY 148 in the late 1950s , the short piece of NY 43 near Central Bridge became part of NY 30A and NY 43 was truncated back to NY 30 near Schoharie . In the late 1960s , NY 43 was rerouted through downtown Rensselaer to follow 3rd Avenue ( previously NY 381 ) east to US 4 . From there , NY 43 overlapped US 4 northward to Defreestville , where it rejoined its previous alignment .

NY 43 was truncated on its western end to the junction of 3rd Avenue and Broadway in downtown Rensselaer in the early 1970s , eliminating the overlap with US 9 and US 20 through Albany . Its former routing from Schoharie to Albany was renumbered to NY 443 . NY 43 remained on 3rd Avenue up to the late 1990s when it was rerouted to follow a new highway to I @-@ 90 exit 8 west of Defreestville . The realignment eliminated the overlap with US 4 and also took NY 43 outside of the Rensselaer city limits for the first time since being extended across the Hudson River in 1930 . The former alignment of NY 43 along 3rd Avenue from Broadway to Barracks Road became part of NY 151 ; the remainder was designated NY 915E , an unsigned reference route .

### == Major intersections ==

The entire route is in Rensselaer County .