

= State Route 74 (New York ? Vermont) =

New York State Route 74 (NY 74) and Vermont Route 74 (VT 74) are adjoining state highways in the northeastern United States , connected by one of the last remaining cable ferries in North America . Together they extend for 35 miles (56 km) through Essex County , New York , and Addison County , Vermont . NY 74 begins at exit 28 off Interstate 87 (I @-@ 87) in the hamlet of Severance in the Adirondack Mountains region of the northern part of New York State . It extends 20 @.@ 44 miles (32 @.@ 89 km) to the western shore of Lake Champlain in Ticonderoga . There , the seasonal Fort Ticonderoga ? Larrabees Point Ferry carries cars across the state border into Vermont , where VT 74 starts at the lake 's eastern shore and terminates 13 @.@ 26 miles (21 @.@ 34 km) later at a junction with VT 30 in the town of Cornwall .

NY 74 is a descendant of the historic Ticonderoga and Schroon Turnpike , which was a privately owned highway chartered in 1832 , and segments of NY 74 follow the alignment of the original 19th @-@ century turnpike . The connecting ferry route predates both NY 74 and VT 74 and began operation in 1759 on an informal basis . The ferry operation formalized at the close of the 18th century and upgraded to a cable system in 1946 .

Due to extensive changes in designations in both states during the 20th century , the entire length of the present highway consists of renamed segments from other highways . The New York portion of the cross @-@ state Route 74 west of Ticonderoga was designated as part of NY 73 in the 1930 renumbering of state highways in New York , while the Vermont section carried several different designations from the 1920s to the late 1930s , when it became solely part of Vermont Route F @-@ 9 . NY 73 was extended east to Lake Champlain in the 1950s ? replacing New York State Route 347 ? and VT F @-@ 9 was split into VT 73 and VT 74 shortly afterward . The Schroon ? Ticonderoga highway was redesignated as NY 74 c . 1973 after NY 73 was cut back to its current eastern terminus in Elizabethtown .

= = Route description = =

= = = NY 74 = = =

NY 74 originates at exit 28 of the Adirondack Northway (I @-@ 87) in the town of Schroon . The starting interchange is located near local landmark Severance Hill , which reaches an altitude of 1 @,@ 600 feet (490 m) . NY 74 intersects with the north ? south U.S. Route 9 (US 9) shortly after the northbound ramps of the Adirondack Northway . It then meets Stowell Road just before crossing the Schroon River . The highway meets a few local road intersections just south of Goosebury Hill before encountering Paradox Lake . NY 74 runs mostly parallel to the lake and intersects with a local campground entrance road as it continues eastward from Schroon .

Cotters Pond is a small landmark located beyond a few mountains and hills on the southern side of NY 74 near the end of Paradox Lake . Cotters Pond , by state law , is a water body that cannot be used for baitfishing . This was designated by the New York State Department of Environmental Conservation . Shortly afterward , NY 74 passes Bumbo Pond and enters the hamlet of Paradox . After leaving Paradox , NY 74 turns to the southeast along the base of Skiff Mountain . The highway then approaches a creek that flows into Eagle Lake . NY 74 crosses over Eagle Lake and runs along the base of Eagle Cliff and the shores of the lake . After leaving Eagle Lake , the highway intersects with County Route 2 (CR 2) , the first numbered highway that NY 74 encounters after US 9 .

This stretch of NY 74 skirts the base of Keeney Mountain , which peaks at 1 @,@ 400 feet (430 m) . NY 74 then intersects with CR 56 , which parallels the main route to the south . CR 56 merges back with NY 74 , which leaves the mountainous region for the hamlet of Ticonderoga . NY 74 intersects with NY 9N and NY 22 in the hamlet ; the latter of the two highways becomes concurrent with NY 74 . NY 22 and NY 74 continue to the east , heading around the outskirts of Ticonderoga . NY 74 intersects with CR 49 before NY 74 turns to the southeast . NY 22 and NY 74 head

southward toward the center of Ticonderoga . At the intersection with Montcalm Street , NY 74 turns eastward off NY 22 , which heads southward for Washington County .

NY 74 crosses local roads as it continues eastward toward Lake Champlain . The highway passes the entrance to Fort Ticonderoga and the Ticonderoga Amtrak station . The New York portion of NY 74 terminates at a ferry landing by Lake Champlain at the state border .

= = = Fort Ticonderoga ? Larrabees Point Ferry = = =

The Fort Ticonderoga ? Larrabees Point Ferry is the oldest and southernmost ferry on Lake Champlain . Its cable system consists of two 1 @. @ 1 @-@ inch (2 @. @ 8 cm) steel cables in parallel alignment . The current ferry barge , in operation since 1959 , is powered by a sixteen @-@ ton tugboat built in 1979 that can hold up to 18 cars . The seasonal ferry is half a mile long and operates from May through October . The seven @-@ minute passage operates during daylight hours .

= = = VT 74 = = =

After crossing the state line via the Fort Ticonderoga ? Larrabees Point Ferry , VT 74 begins its track into Vermont . The highway heads a short distance to the north , passing a thinly populated area in Shoreham , as intermittent forest yields to fields and farmlands . After 0 @. @ 49 miles (0 @. @ 79 km) from the border , VT 74 intersects with VT 73 before encountering Barnum Hill Road . Near the Barnum Hill intersection , VT 74 passes developed areas and bends more toward the north . VT 74 then turns to the northeast at Smith Street and enters a patch of forest . Afterward VT 74 climbs a hill and intersects with Harrington Hill Road where it turns northward once again .

Fields and forests surround this thinly populated stretch of highway . At the intersection with Blue Harbor Road , VT 74 turns to the east and heads toward downtown Shoreham . Within central Shoreham , VT 74 is known as Main Street and has a short concurrency with VT 22A . As VT 74 leaves the densely populated portion of Shoreham , the concurrency ends and VT 74 takes an eastward turn toward Cornwall .

As VT 74 returns to the rural countryside it bends toward the northeast for most of the distance to Cornwall . Through this stretch the highway winds through forests and occasional farmland . VT 74 straightens at an intersection with Bates Road . A connector road called North Palmer Road merges with VT 74 shortly afterward . VT 74 winds again for a stretch and straightens a second time near the intersection with Elmendorf Road as it continues toward Cornwall , intersecting with several township highways and approaching increasingly residential areas . At Clark Road in Cornwall , VT 74 turns to the northeast once again , passing through more forests before terminating at VT 30 in Cornwall .

= = Early history = =

= = = Schroon and its early highways = = =

Settlers of European descent began to populate the region near modern Schroon around 1797 . The area 's first municipality was the town of Crown Point , which originally included considerable portions of thinly populated land that later developed into separate townships . The first of these divisions occurred on March 20 , 1804 with the establishment of the town of Schroon . Minerva split from Crown Point in March 1817 , before another municipal reorganization in 1840 implemented further reductions to the land area of Crown Point . During this period two thoroughfares served the area that correspond to parts of modern NY 74 and US 9 . One of these old state roads traversed the route covered by the current alignment of NY 74 from Schroon to Ticonderoga .

= = = Ticonderoga and Schroon Turnpike = = =

The entire length of NY 74 from Ticonderoga to Schroon covers the same route as the 19th century Ticonderoga and Schroon Turnpike . The turnpike , chartered in April 1832 , was built to a stretch of highway from the two towns . Two toll gates were erected specifically for use on the highway , and the charter allowed for additional toll gates at a spacing of approximately one for every ten miles of completed highway . The turnpike management raised funds by selling 600 shares valued at \$ 25 (equivalent to \$ 593 in 2016) each . \$ 20 @, @ 000 (equivalent to \$ 474 @, @ 067 in 2016) was also set aside for properties along the highway .

= = Designation history = =

= = = Designations from 1913 to the 1930s = = =

In 1913 , the New York State Legislature designated most of modern NY 74 as Route 22 @-@ b , an unsigned legislative route . It ran for 17 @. @ 06 miles (27 @. @ 46 km) from Route 22 (now US 9) in Schroon to the western edge of the then @-@ village of Ticonderoga . On March 1 , 1921 , Route 22 @-@ b became part of Route 48 , a new route created as part of a partial renumbering of New York 's legislative route system . In 1924 , when state highways were first publicly signed with route numbers , the highway from Schroon to Ticonderoga remained unnumbered . During the 1930 renumbering of state highways in New York , the segment of modern NY 74 between US 9 in Schroon and NY 22 in Ticonderoga was designated as part of NY 73 , a route extending from NY 28N in Tahawus to Ticonderoga . NY 73 followed the Blue Ridge Road from Tahawus to North Hudson and had an overlap with US 9 from North Hudson to Schroon .

The portion of NY 73 between Tahawus and North Hudson was removed from the state highway system c . 1936 . As a result , NY 73 was truncated to a new western terminus at US 9 in Schroon , eliminating the concurrency with US 9 . The Blue Ridge Road is now designated as CR 84 from NY 28N in Tawahus to the Adirondack Northway in North Hudson , and as NY 910K , a short unsigned reference route , from the Northway to US 9 .

On the Vermont side , the road connecting Larrabees Point to the main north ? south highways in the area was designated as VT F @-@ 9 by 1926 . VT F @-@ 9 began at the ferry landing at Larrabees Point and continued northeast to Shoreham Center , where it briefly overlapped with then @-@ VT 30A (modern VT 22A) . Past VT 30A , VT F @-@ 9 continued east along what are now town highways through Whiting to Leicester , where it ended at a junction with US 7 . At the time , modern VT 74 between Shoreham and Cornwall centers was known as VT F @-@ 9A while what is now VT 73 from Larrabees Point to Brown Lane north of the town center of Orwell was part of VT F @-@ 10A .

= = = Changes from 1933 onward = = =

By 1933 , the highway linking NY 22 in Ticonderoga to the ferry for Larrabees Point became part of NY 8 . NY 8 was realigned c . 1934 to follow NY 22 north from Ticonderoga to Crown Point , where it left NY 22 to follow NY 347 (modern NY 185) to the Champlain Bridge . The NY 347 designation was reassigned to NY 8 's former routing between NY 22 and the ferry landing east of Ticonderoga .

VT F @-@ 9 , meanwhile , was extended southward to Orwell over VT F @-@ 10A by 1938 . Like VT F @-@ 10A , it initially bypassed Orwell to the north on Brown Lane ; however , it was realigned in the late 1930s to follow modern VT 73 into Orwell . Around the same time , VT F @-@ 9 was realigned east of Shoreham to follow VT F @-@ 9A northeast to Cornwall . The VT F @-@ 9A designation was eliminated while the former routing of VT F @-@ 9 between Shoreham and Leicester became unnumbered . In the early 1950s , New York extended NY 73 east to the ferry landing by way of NY 347 and Wicker and Montcalm Streets . Vermont renumbered the Larrabees Point ? Orwell section of VT F @-@ 9 to VT 73 in the mid @-@ 1950s in order to match the New

York route number . At the same time , the Larrabees Point ? Cornwall section of VT F @-@ 9 was renumbered by Vermont to VT 74 .

NY 73 was truncated to its current eastern terminus in Underwood c . 1973 , eliminating a lengthy overlap with US 9 , while its former routing from Schroon to Lake Champlain was renumbered to NY 74 , matching the other Vermont route number that ends in Larrabees Point . The already existing NY 74 in Chautauqua County (in the Jamestown area) was renumbered to NY 474 as a result . The opening of the Adirondack Northway in 1967 also resulted in a slight shift of the western terminus of NY 74 from US 9 to I @-@ 87 . By 1981 , NY 74 was rerouted to follow its current alignment around the northeastern edge of Ticonderoga , on a concurrency with NY 22 . The highway has remained the same since that date .

The New York State Department of Transportation has announced a project to repave NY 74 from Chilson to Paradox . The project is in preliminary development , with construction is expected to begin in early 2013 and reach completion about a year later . Funding will come from state sources and run an estimated cost of \$ 8 @.@ 6 million .

= = Ferry history = =

According to its website , the ferry operated informally from 1759 and in an organized way from 1799 . The earliest ferries are believed to have been rowboats or canoes ; " a double @-@ ended sailing scow was in service by 1800 . This vessel was about 30 feet (9 @.@ 1 m) long , with a mainsail that would swing completely around the mast to provide a simple means of reversing course . "

Ferry size continued to increase with traffic until the system upgraded to a cable guidance system in 1946 . John S. Larrabee of Vermont established the first regular ferry at the location in the late 18th century . The Vermont State Legislature approved a franchise for a ferry from Larrabees Point to Ticonderoga in 1907 , to the Shoreham and Ticonderoga Ferry Company . The New York State Legislature granted the ferry a franchise in 1918 .

= = Major intersections = =