

= New York State Route 28N =

New York State Route 28N (NY 28N) is an east - west state highway in the North Country of New York in the United States . It extends for 50 @. @ 95 miles (82 @. @ 00 km) through the Adirondack Mountains from Blue Mountain Lake to North Creek . The route is a northerly alternate route to NY 28 between both locations ; as such , it passes through several communities that NY 28 bypasses to the south . The westernmost 10 miles (16 km) of NY 28N overlap with NY 30 through the town of Long Lake . NY 28N and NY 30 split in the hamlet of Long Lake , from where NY 30 heads to the north and NY 28N proceeds eastward through mountainous regions of Adirondack Park .

The 40 @- @ mile (64 km) section of NY 28N not concurrent with NY 30 is designated as the Roosevelt ? Marcy Trail , a scenic byway named for Theodore Roosevelt , who was then the Vice President of the United States . The byway marks the path Roosevelt took in 1901 to reach North Creek from Mount Marcy after learning that President William McKinley had been assassinated . The route has a rather scant history before its designations . The road originated as an old highway stretching from Warren County to Long Lake . It was used for transportation in the iron ore industry in Newcomb , and for the lumber industry in Minerva . New York State gained control of the road in 1909 . The NY 28N designation was assigned as part of the 1930 renumbering of state highways in New York , incorporating part of pre @- @ 1930 NY 10 .

= = Route description = =

NY 28N begins at the intersection with NY 28 and NY 30 near the hamlet of Blue Mountain Lake within the town of Indian Lake . The highway , concurrent with Route 30 , heads north through the hamlet nestled at the base of Blue Mountain , one of the highest peaks in Adirondack Park standing , 3 @, @ 795 feet (1 @, @ 157 m) above sea level . Routes 28N and 30 track north , gaining elevation after leaving Blue Mountain Lake . Nestled between Blue Mountain and Peaked Mountain , Routes 28N and 30 turn northeast . After intersecting Salmon Pond Road , the highways wind through the mountains and hills of the Adirondacks . Mud Pond and South Pond are on the west , and East Inlet Mountain is on the east . After paralleling Long Lake and the base of East Inlet Mountain , the highways enter the hamlet of Long Lake , where they split . Route 30 heads northwest , while NY 28N turns eastward towards Newcomb .

Beyond Long Lake , NY 28N partially remains in a mountainous region ; Pinnacle Mountain , a 2 @, @ 159 @- @ foot (658 m) peak , rises to the north , while lowlands lie to the south . The highway progresses eastward , passing Windfall Mountain and proceeding through the center of the park . NY 28N crosses into Essex County , where it becomes the Roosevelt ? Marcy Trail , one of 13 scenic byways in the Adirondack Park . The highway , first turning southeast for a short distance , turns east again , passing south of Rich Lake . The two @- @ lane highway passes Baldwin Mountain to the north , and subsequently enters Newcomb , an isolated town between Long Lake and North Creek . The highway exits Newcomb as it approaches the shores of Harris Lake . After crossing one of those creeks , the highway turns to the southeast and into Winebrook Hills .

NY 28N passes through Winebrook Hills , and intersects with its first signed roads since Long Lake , County Route 75 (CR 75 , named Eaton Lane) and CR 84 (Blue Ridge Road) . The latter is a former alignment of NY 73 . Nearby is Vanderwhacker Mountain , a 3 @, @ 386 @- @ foot (1 @, @ 032 m) high peak and part of the Vanderwhacker Mountain Wild Forest , which the highway passes through . CR 84 eventually parallels the highway to the north of NY 28N , but this slowly begins to change as the main highway begins to progress southward . NY 28N heads south into the hamlet of Aiden Lair and continues south towards Warren County . The highway crosses Boreas Creek , which flows southwest in the park , and eventually passes a series of lakes . NY 28N enters Minerva , where it intersects several county routes , including County Route 29 , which heads towards the Warren County border and Interstate 87 (I @- @ 87) .

The road , after leaving Minerva , passes Moxham Mountain , a 2 @, @ 200 @- @ foot (670 m) peak , and eventually crosses the Hudson River . The route ends just after entering North Creek in

Warren County , at the intersection with NY 28 , its parent route .

NY 28N is classified as a rural major collector road , with the exception of the section that is overlapped with Route 30 , which is classified as a rural minor arterial road . As of 2006 , the Route 30 overlap had an annual average daily traffic of 1 @, @ 781 vehicles . Traffic volumes are reduced to 1 @, @ 231 vehicles per day from the end of the Route 30 overlap to the intersection with Blue Ridge Road (CR 84) . South of this intersection , traffic is reduced further to 350 until the hamlet of Minerva , rising to 751 south of Minerva until near the Warren county line . Traffic increases back up to 1 @, @ 248 vehicles per day from there to Route 28 in North Creek .

= = History = =

= = = Early history : Newcomb and Minerva = = =

Many of the earliest roads in the area crossed through Minerva . The first known road that reached the settlement was established in 1804 , when land along a highway from St. Lawrence County to the town of Chester in Warren County was populated by the West family . Minerva was mainly limited to the vicinity of the old highway , but as more people settled along the road , the town began to grow . For a time , the town boasted several water @-@ powered sawmills , and the highway was used to transport lumber . However , the lumber industry began to fail , and by 1840 , the logging and lumber system had been replaced by crops . The town initiated river drives , which continued until 1950 .

On March 15 , 1828 , part of Minerva and nearby Moriah was split into the town of Newcomb . Settlers began to arrive in this area in 1816 . Settlement began along the shores of Lake Harris and Newcomb Lake , mainly along the old highway from Warren County to nearby Long Lake . Eventually , highways helped the town grow , and it reached a population of 300 by the 1880 census . The iron ore industry contributed to population growth via 30 @-@ mile (48 km) to 40 @-@ mile (64 km) roads to Lake Champlain that were meant for hauling ore . The highway from Warren County to Long Lake became part of the state system as early as 1909 . After 1845 , Newcomb 's iron ore industry began to decline and the town evolved into somewhat of a sportsmen 's resort . As a result , a road was built connecting Newcomb with nearby Minerva and Long Lake .

The 40 @-@ mile (64 km) section of 28N between Long Lake and North Creek is a scenic byway named the Roosevelt ? Marcy Trail . This was the route traveled on September 10 , 1901 by Theodore Roosevelt , then Vice President of the United States . The vice president had hiked to the summit of nearby Mount Marcy earlier , while there , learned that President William McKinley , having been shot four days earlier by anarchist Leon Czolgosz in Buffalo , was near death . Roosevelt took an overnight wagon ride to North Creek . From the train station there , he traveled to Buffalo , where , after McKinley died , he was sworn in as president on September 14 .

= = = Designation and bridge rehabilitation = = =

The routing of NY 28N was originally designated , but not signed , as part of legislative Route 25 in 1908 . In 1924 , the portion of Route 25 from Long Lake to North Creek was designated as part of the signed NY 10 . The segment of former Route 25 between Blue Mountain Lake and Long Lake became part of NY 10A in the late 1920s . In the 1930 renumbering , the NY 10A designation was eliminated , and NY 10 was rerouted south of Long Lake to follow the modern routing of NY 30 south to Speculator . The former routing of NY 10 between Long Lake and North Creek was then administratively redesignated as NY 28N , which continued southward from Long Lake to Blue Mountain Lake by way of an overlap with NY 10 .

The New York State Department of Transportation has scheduled for NY 28N to undergo construction in spring 2013 , to rehabilitate the bridge over the Upper Hudson River Railroad . The \$ 5 @. @ 9 million project is projected to be complete in fall of 2015 , and is to be supported by state and federal funds . New York State Department of Transportation has also planned for NY 28N 's

bridge over Stillwater Brook in Minerva to be replaced with a stronger structure . The development of the project is expected to take place 2014 , with bids and construction starting in 2016 . The project has been set to end in 2017 , and is predicted to cost \$ 1 @. @ 1 million of federal and state funds .

= = Major intersections = =