

= New York State Route 73 =

New York State Route 73 (NY 73) is a state highway located entirely within Essex County , New York , in the United States . The highway begins at an intersection with NY 86 in the village of Lake Placid and ends at a junction with U.S. Route 9 (US 9) north of the hamlet of Underwood in the extreme southwestern corner of the town of Elizabethtown . NY 73 meanders through a mountainous region of Adirondack Park and passes by several named peaks , including Porter Mountain and Lower Wolfjaw Mountain . Along the way , the route has a short concurrency with NY 9N in the town of Keene .

In the early 19th century , Lake Placid and Keene were connected by the North West Bay Road , an east ? west highway linking Hopkinton to Westport . The highway was initially a crude , impassable road ; however , it was significantly improved by the state of New York in the mid @-@ 1810s . A highway linking Keene to Underwood was constructed by 1846 ; at Underwood , the road connected to a stagecoach road that went from Albany to the Canadian border . The latter road became the basis for most of modern US 9 .

NY 73 was assigned as part of the 1930 renumbering of state highways in New York from NY 28N in Tahawus to NY 22 in Ticonderoga . The portion of the route from Tahawus to North Hudson followed the Blue Ridge Road ; from North Hudson to Schroon , NY 73 overlapped US 9 . At the time , modern NY 73 was designated as New York State Route 86A from Lake Placid to Keene . By the following year , the remainder of current NY 73 had become New York State Route 427 . NY 73 was cut back to Schroon c . 1936 while NY 427 was replaced by an extended NY 86A c . 1938 . In the 1950s , NY 73 was extended northward to Lake Placid , supplanting NY 86A . The eastern terminus of NY 73 was moved to the vicinity of Underwood c . 1973 , and the former routing of NY 73 from Schroon to Ticonderoga became NY 74 .

= = Route description = =

NY 73 begins at a traffic light along NY 86 near the eastern end of the village of Lake Placid in the town of North Elba . The highway heads towards the southwest , passing homes as Sentinel Road . At the intersection with Mill Pond Road , NY 73 passes a small pond , crossing over an associated creek . For that short time , the highway takes on a more southerly direction , mainly to the southeast . The surroundings of the highway remain the same as NY 73 leaves Lake Placid via Cascade Road .

NY 73 exits Lake Placid , where it passes Lake Placid Airport . There , County Route 35 (CR 35) merges from the northwest , providing a bypass around the village of Lake Placid to NY 86 . Just south of North Elba , NY 73 passes the Lake Placid Olympic Ski Jumping Complex , accessible via NY 910M to nearby John Brown 's Farm at the intersection with CR 35 . The highway crosses the West Branch of the Ausable River , intersecting with CR 21 at an elevation of 1 @, @ 800 feet (550 m) .

Cascade Road makes several turns , passing south of the Craig Wood Golf Course . After the golf course , NY 73 climbs in elevation , up to 2 @, @ 000 feet (610 m) . The highway turns from the southeast to the east , and to the southeast once more as it rounds Round Lake . The road passes Mud Pond , where it turns to the northeast along the side of a high ridge . Pitchoff Mountain is directly to the northwest as NY 73 passes Upper Cascade and Lower Cascade Lakes .

NY 73 begins to descend in elevation , while CR 51 splits off and NY 73 heads into Keene . After crossing the East Branch of the Ausable River , NY 73 merges in with NY 9N . The two roads continue to drop in elevation , passing and circling mountains as they head along . After Norton Cemetery , NY 9N splits off to the east and NY 73 continues southward . NY 73 now runs along the East Branch , intersecting with county and local roads as it heads southward .

The highway heads along the base of Porter Mountain and into Keene Valley , crosses Johns Brook and heads through downtown . Lower Wolfjaw Mountain , which averages the same height as Porter , is nearby . NY 73 continues , eventually crossing the Ausable River branch , later coming in the towns of Elizabethtown and North Hudson . There are a few more ponds and mountains before

NY 73 ends at an intersection with US 9 .

According to estimates made by the New York State Department of Transportation (NYSDOT) in 2009 , NY 73 serves an average of 1 @, @ 950 vehicles per day from US 9 to the east end of the NY 9N overlap in Keene . The overlap with NY 9N accumulated an average of 4 @, @ 360 vehicles , with the stretch up to the control station at NY 913Q having a less amount of traffic . After NY 913Q , the average increases , peaking at 4 @, @ 810 vehicles at NY 86 in Lake Placid .

= = History = =

= = = Early highways = = =

= = = North West Bay Road = = =

The area that is now known as the hamlet of Keene ? the modern junction of NY 9N and NY 73 ? was first settled in the first few years of the 19th century . Many of the early settlers arrived in the region by traveling along a rough and nearly unusable highway connecting what became Keene to Jay in the north and Lewis in the east . By 1810 , part of the crude roadway had been supplanted by a privately funded highway leading westward from Westport to at least North Elba and possibly to Saranac Lake by way of Keene . On April 5 , 1810 , the New York State Legislature passed an act establishing a new state highway linking Westport to Hopkinton by way of Keene and Saranac Lake . The highway incorporated the entirety of the pre @-@ existing roadway between Westport and Saranac Lake .

Initially , the state highway was poorly constructed and largely impassable , mirroring the condition of the roadways that preceded it . An act passed by the state legislature on June 19 , 1812 , indicated that the funds that had been allocated to the highway were " entirely inadequate to open and improve " the road . On April 17 , 1816 , the state attempted to correct the issue by approving a measure that appointed two sets of commissioners to oversee the reconstruction of the highway . Each set was to work on opposite ends of the route and eventually converge at a point midway along the route . Work on the highway was completed by 1818 . The road was officially named the " North West Bay Road " ; however , it eventually became known as the " Old Military Road " . The route did not enter the village of Lake Placid ; instead , it bypassed it to the southwest . This portion of the highway is still known today by the latter name .

= = = Other highways = = =

The highway through Keene Valley from Underwood to Keene was built by 1846 . At its southern end , it connected to a major stagecoach road that connected Albany to the Canadian border . The route fostered the rise of local lumber and tanning industries ; up to 40 wagon loads of timber used the stagecoach route daily . Various hotels and taverns opened in the nearby town of North Hudson to serve travelers along the route .

= = = State ownership and designations = = =

In 1909 , the state of New York began to take control of many private highways across the state under the terms of the new highway law developed in 1908 . One of these highways was the old north ? south stagecoach road from Albany to Canada . Most of the highway north of modern NY 8 in Chester became the northern half of Route 22 , an unsigned legislative route , under the text of the highway law . In 1913 , the New York State Legislature created Route 22 @-@ b , a spur route connecting Route 22 in Schroon to 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 . The path of the former Albany ? Canada stagecoach route

was largely designated as US 9 in 1927 .

NY 73 was assigned as part of the 1930 renumbering of state highways in New York ; however , it did not initially follow any of its modern routing . It began at an intersection with NY 28N in Tahawus and followed the Blue Ridge Road east to US 9 in North Hudson . From there , it overlapped US 9 south to Schroon , where it proceeded eastward on the former legislative Route 48 to Ticonderoga , where it ended at a junction with NY 22 . At the time , modern NY 73 from Lake Placid to Keene ? identical to the old North West Bay Road east of the Lake Placid area ? was assigned NY 86A . The remainder of what is now NY 73 from Keene south to Underwood was designated as NY 427 within a year 's time .

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 . To the north , NY 427 was supplanted by an extended NY 86A c . 1938 . In the early 1950s , NY 73 was extended eastward through Ticonderoga to the ferry dock on Lake Champlain , where it connected to the Fort Ticonderoga ? Larrabees Point Ferry . The change supplanted NY 347 , a short spur route off NY 22 that had been in place since c . 1934 . In the mid @-@ 1950s , NY 73 was extended northward to Lake Placid via Underwood and Keene , replacing NY 86A and overlapping US 9 from Severance to Underwood . NY 73 was truncated to its current eastern terminus in Underwood c . 1973 , eliminating the 16 @-@ mile (26 km) overlap with US 9 . Its former routing from Schroon to Lake Champlain was renumbered to NY 74 .

On September 14 , 1994 , the state of New York signed a proposal to turn NY 73 into a scenic byway into law . The 30 @-@ mile (48 km) byway , known as the " High Peaks Scenic Byway " , begins at the western terminus of NY 73 in Lake Placid and follows NY 73 and US 9 to Interstate 87 exit 30 . In December 1994 , the group Scenic America designated the highway as one of the ten most scenic areas in the nation .

= = Future = =

In 2009 , NYSDOT has made plans to repair seven bridges along NY 73 . The seven projects will cost the state an estimated \$ 11 @.@ 1 million (equivalent to \$ 12 @.@ 2 million in 2016) and are tentatively scheduled to begin at various times between 2013 and 2016 . The \$ 11 million cost includes \$ 4 @.@ 3 million for two bridges over the West Branch of the Ausable River that were built in 1932 , \$ 1 @.@ 3 million for a bridge over the Southern Fork of the Bouquet River in Keene , \$ 2 @.@ 6 million for two bridges over Beede Brook that were built in 1935 and 1936 , \$ 1 @.@ 3 million for a bridge over the outlet of Lower Cascade Lake , and \$ 1 @.@ 6 million for a bridge over Johns Brook .

= = Major intersections = =

The entire route is in Essex County .