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*Howard Johnson*

*Segment 2 - Bay Lake*

*Garry Wood*  
*Bob Conlon*

*Ron Piracci - Chair*

All comments and recommendations on the alternate locations of Route 73 Reconstruction, made at the public hearing held by the New York State Department of Transportation in the Schroon Lake Central School auditorium Schroon Lake, New York on Thursday, September 17, 1970 at 8:00 p.m., will receive careful consideration. Written statements also may be introduced for the record at the hearing, or they may be filed within fourteen days after the date of the hearing with:

Mr. Frank J. Fuller, Regional Director of Transportation  
New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12205

Attention: Mr. Daniel H. Ruddy  
Regional Planning Engineer

Further information on this project, including Project Information Reports I and II, is available for public inspection and copying at

New York State Department of Transportation  
Essex County Resident Engineer  
Elizabethtown, New York 12932

**CORRIDOR PUBLIC HEARING**

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**Alternate Locations for the  
RECONSTRUCTION of  
ROUTE 73  
Schroon Lake  
to Ticonderoga  
Essex County**

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*Civil  
Davis  
Quinn*

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**NEW YORK STATE  
DEPARTMENT OF TRANSPORTATION**

TELEPHONE 813 - 363-2522

STATE-FEDERAL RELATIONSHIP IN  
FEDERAL-AID HIGHWAY PROGRAM

United States Department of Transportation's Federal Highway Administration is the principal highway agency of the Federal Government and administers the Federal-aid highway program through the Bureau of Public Roads.

Improvement of Interstate and other Federal-aid highways is financed from the proceeds of federal motor-fuel and other excise taxes deposited in the Federal Highway Trust Fund. Grant-in-aid funds for use in highway improvements are then allotted to the States in accordance with formulas that give weight to population, area, and postal route mileage; allotments for the Interstate System are based on the relative costs to complete the system.

When the use of Federal-aid for highway construction, the States determine the systems to be improved, the projects to be built, the design and construction standards to be used. The States are responsible for the planning and design of the facilities. They let the contracts and supervise the construction. When completed, the roads remain under the administrative control of the States, which are then responsible for the operation and maintenance of these roads. At appropriate stages, the States consult with regional and local agencies and officials and obtain their approvals as necessary.

Usually, at specified steps the States consult with, and obtain the approval of, the Bureau of Public Roads, which acts for the Federal Government. Federal-aid procedures provide for two public hearings during the planning and design of a project. The "corridor" hearing allows a medium for free and open discussion of alternative general locations. The "design" hearing allows a forum for discussion of alternative specific alignments and major design features.

In New York State, the State Department of Transportation is responsible for highway development in accordance with State legislation. Funds utilized in highway development come from two sources: the State and Federal government.

In most cases, State funds are matched with Federal funds on a fixed-ratio basis to finance projects located on the Federal-Aid Highway System. Some projects are financed entirely by State funds, since the State's transportation development program is significantly larger than that set by available Federal-aid funds. The Department endeavors to meet Federal regulations for all projects, regardless of the source of funding for a particular project. This is done not only because of a basic agreement with the intent of the Federal regulations, but also to permit the State to utilize whatever Federal funds are made available in the most effective manner.

Not only is the Department concerned with meeting Federal regulations, but also carries out a program of continuing coordination with County, Town, and Village officials as well as with interested Federal agencies, State resource, recreation, and planning agencies, and local public advisory and civic groups. Federal regulations require that all projects involving the use of Federal funds must be formally reviewed by State and metropolitan or regional clearinghouses -- the former being the New York State Office of Planning Coordination and the latter the Lake Champlain-Lake George Regional Planning Board, the officially designated regional planning agency. The purpose of this review is to ensure that all viewpoints -- national, State, regional, and local -- are, to the maximum extent possible, taken into account in planning highway projects and that the project itself is consistent with and furthers the objectives of comprehensive State, regional, and local planning.

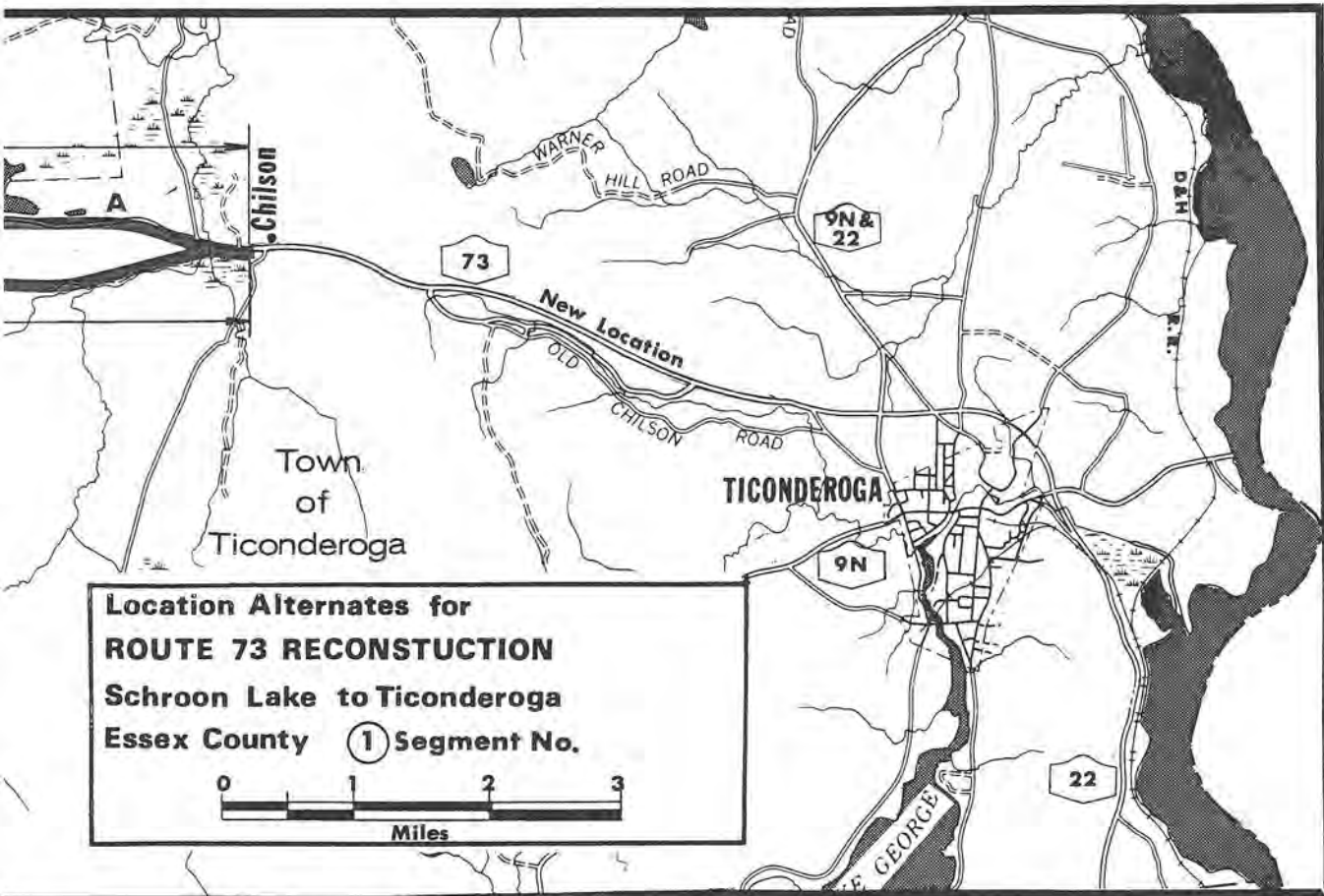
ROUTE 73 RECONSTRUCTION

Item	Alternate A Segments 2, 3 & 4	Alternate B Segments 1, 3 & 5
Length in miles	11.6	12.2
Displacements		
Families	9	4
Businesses	3	1
Cottages	16	2
Costs (millions of dollars)		
Construction	9.5	11.2
Right-of-Way	0.8	0.4
Total	10.3	11.6

The data shown in the above table for displacements is a representative estimate of the number of properties that might be required if a route were to be constructed in each of the alternate general locations. While the numbers shown should not be considered exact, they are representative of what would be involved were a highway to be constructed within that particular location alternate. The data shown for construction and right-of-way costs is similarly based on preliminary investigations and is indicative of the relative differences between alternates.

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Alternate B - Consists of Segments 1, 3 and 5

Segment 1 - Begins at a point on existing Route 73 about one tenth of a mile east of its intersection with Route 9. It then proceeds easterly on new location crossing the Chilson River and South Road to a point about one mile east of South Road, a total distance of about two miles. A new bridge structure over the river and a connecting roadway to the vicinity of Severance is proposed for this segment.

Segment 3 - Same as in Alternate A

Segment 5 - Begins at the terminus of Segment 3 and proceeds easterly on new location for one-quarter and one-half a mile south of the existing location for about five miles to the project's eastern terminus at the reconstructed section of Route 73 near Ticonderoga.

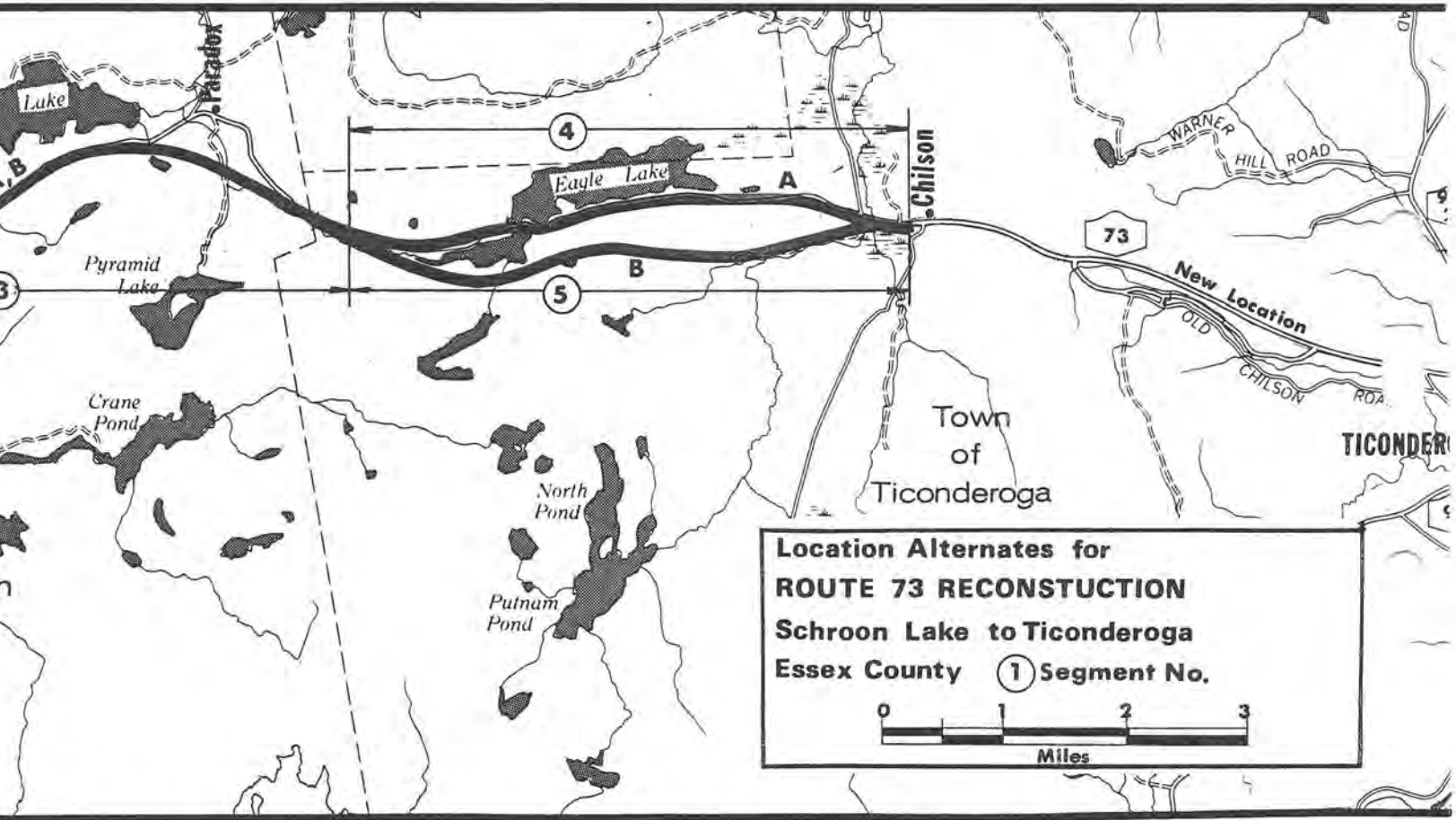
As indicated on the cover of the brochure, the hearing tonight is a corridor hearing and

is being held for the purpose of obtaining your views on the alternate general locations being considered for Route 73. At this stage of planning, these alternate locations represent only very general bands within which routes could be located, since the Department has not undertaken detailed engineering and other studies necessary to precisely define the exact alignment of each alternate. It should be noted that these bands are considerably greater in width than the right-of-way which ultimately would have to be acquired. Their purpose is only to indicate the general locations being considered, among which one will be chosen for this facility. Hence there is a good chance that individual properties will be completely unaffected by the construction of Route 73. Even if your property lies within the selected general location, there is still a good chance that it will not be affected by the proposed project, since every effort is made to avoid the taking of homes and other developed properties.

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**Location Alternates for  
ROUTE 73 RECONSTRUCTION  
Schroon Lake to Ticonderoga  
Essex County** ① Segment No.

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new location for about one mile where it turns to the existing Route 73 location. It then continues generally along the existing location for a distance of about two miles to a point about one-half mile south of the community of Paradox. It then proceeds easterly on new location, bypasses Paradox to the south and returns to the existing location about three-quarters of a mile southeast of the community. It then continues along the existing location to a point near the Eagle Lake outlet. The total length of this segment is about four and one-half miles.

Segment 4 - Begins at the terminus of Segment 3 and proceeds easterly, generally along the existing location, for a distance of about four and one-half miles to the project's eastern terminus at the recently reconstructed section of Route 73 near Chilson. This segment would require a substantial widening of the causeway across Eagle Lake as well as property damage adjacent to the highway south of the lake.

Alternate B - Consists of Segments 1, 3 and 5

Segment 1 - Begins at a point on existing Route 73 about one tenth of a mile east of its intersection with Route 9. It then proceeds easterly on new location crossing the Schroon River and South Road to a point about one mile east of South Road, a total distance about two miles. A new bridge structure over the river and a connecting roadway to the community of Severance is proposed for this segment.

Segment 3 - Same as in Alternate A

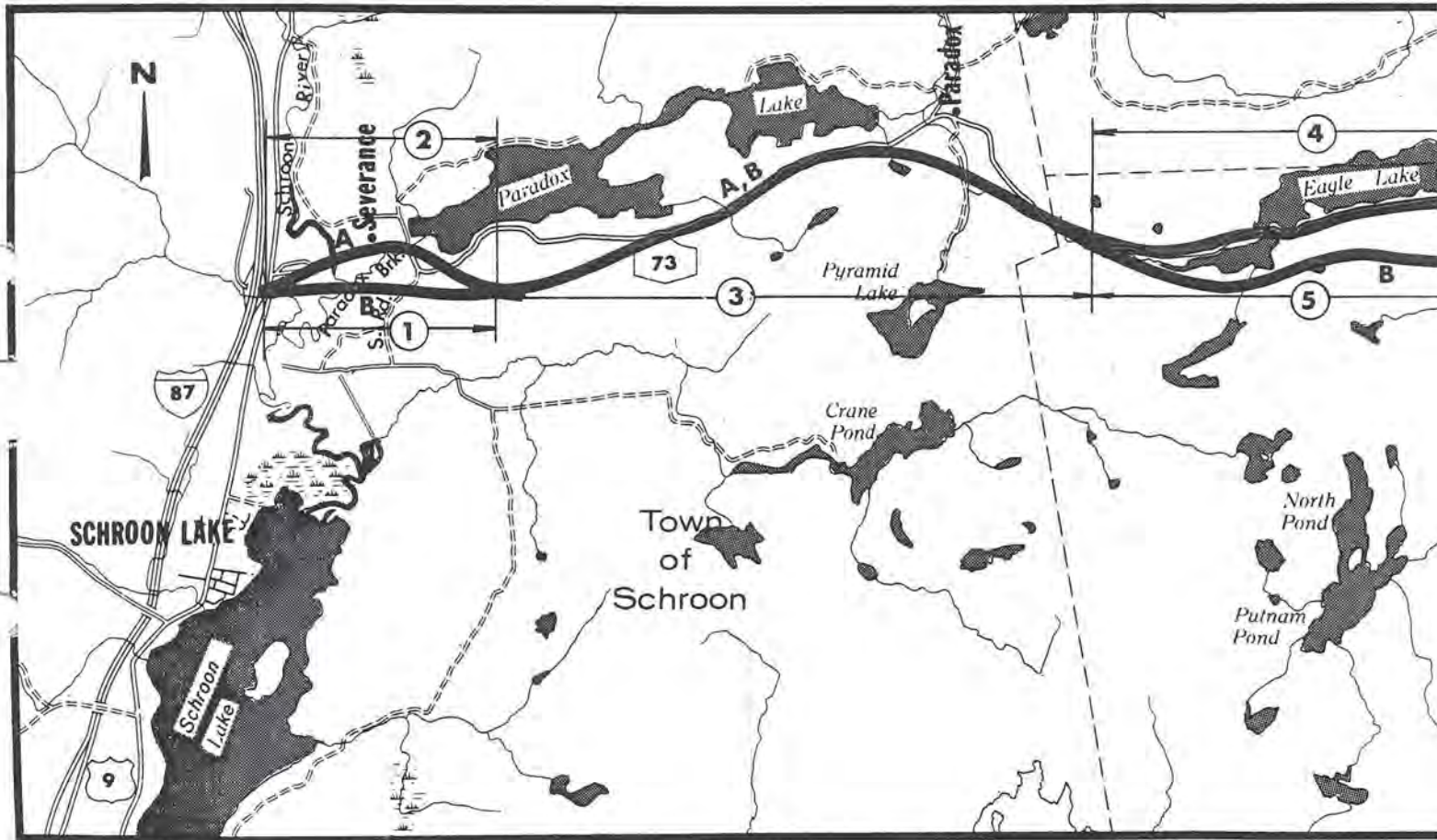
Segment 5 - Begins at the terminus of Segment 3 and proceeds easterly on new location between one-quarter and one-half a mile south of the existing location for about five miles to the project's eastern terminus at the recently reconstructed section of Route 73 near Chilson.

As indicated on the cover of the brochure, the hearing tonight is a corridor hearing and

is being held your views on being considered of planning, present only very routes considered has not other studies the exact alignment should be noted erably greater which ultimate Their purpose locations being will be chosen there is a good properties will be construction certainty lies with tion, there is will not be affected since every effort taking of home ties.

*Carl W. Hayes*





In studying the alternates which are briefly described below, full consideration has been given to the social, economic, and environmental effects in addition to the more traditional traffic and engineering aspects.

Alternate A - Consists of Segments 2, 3 and 4

Segment 2 - Begins at a point on existing Route 73 about one-half mile east of its intersection with Route 9. It proceeds easterly generally along the existing location, crosses the Schroon River and passes through the community of Severance. It then proceeds about one-quarter mile southeasterly on new location north of the existing highway, crosses the highway and continues easterly on the south side of the existing highway for about one mile to a point about one-half mile east of South Road, a total distance of about one and one-half miles. New bridge structures would be required over the river and Paradox Brook.

Segment 3 - Begins at the common terminus of segments 1 and 2 and proceeds northeasterly

on new location for about one mile where it returns to the existing Route 73 location. It then continues generally along the existing location for a distance of about two miles to a point about one-half mile southwest of the community of Paradox. It then proceeds easterly on new location, bypasses Paradox to the south and returns to the existing location about three-quarters of a mile southeast of the community. It then continues along the existing location to a point near the Eagle Lake outlet. The total length of this segment is about four and one-half miles.

Segment 4 - Begins at the terminus of Segment 3 and proceeds easterly, generally along the existing location, for a distance of about four and one-half miles to the project's eastern terminus at the recently reconstructed section of Route 73 near Chilson. This segment would require a substantial widening of the causeway across Eagle Lake as well as some property damage adjacent to the highway south of the lake.

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