

= New York State Route 141 =

New York State Route 141 (NY 141) is a north ? south state highway in Westchester County , New York , in the United States . It extends for 3 @. @ 49 miles (5 @. @ 62 km) from an interchange with NY 9A in the hamlet of Hawthorne to an intersection with NY 117 in the village of Pleasantville . The route has a very short overlap with NY 100 west of Hawthorne and connects to the southbound direction of the Taconic State Parkway by way of a partial interchange in Hawthorne . Most of NY 141 is a two @- @ lane road that serves residential and commercial areas ; however , the southwesternmost 0 @. @ 2 miles (0 @. @ 3 km) is a four @- @ lane divided highway .

NY 141 was established in the 1930 renumbering of state highways in New York , extending from Hawthorne to Pleasantville as it does today . At one time , the route extended as far south as the hamlet of Eastview 2 @. @ 5 miles (4 @. @ 02 km) southwest of Hawthorne .

= = Route description = =

NY 141 begins at a trumpet interchange with NY 9A on the western edge of the hamlet of Hawthorne , located within the town of Mount Pleasant . This junction also serves as the south end of NY 9A 's overlaps with NY 100 . NY 141 initially heads to the northeast as an independent route , following the two ramps not carrying either direction of NY 100 . After just 0 @. @ 1 miles (0 @. @ 2 km) , all four ramps merge into a four @- @ lane divided highway , creating a short overlap between NY 141 and NY 100 . The divided highway ends at Brighton Avenue , the first road that it intersects . NY 100 splits from NY 141 here , following Brighton Avenue southward while NY 141 heads southeastward along the two @- @ lane Broadway , passing through a lightly developed commercial area . After one block , the route intersects Bradhurst Avenue , here a state @- @ maintained street serving as a one @- @ block spur of NY 100 .

Just east of Bradhurst Avenue , NY 141 connects to the Taconic State Parkway by way of a partial interchange . The junction has only two connections ; the first links NY 141 to the southbound parkway , while the second leads from the northbound direction of the parkway to NY 141 via West Cross Street . Continuing eastward , the highway passes under the parkway and enters the commercial center of Hawthorne . Here , NY 141 crosses over the Metro @- @ North Railroad before turning northward onto Elwood Avenue . Over the next 1 @. @ 5 miles (2 @. @ 4 km) , NY 141 closely parallels the railroad 's Harlem Line , serving its Hawthorne station as the road heads north . After three blocks , the road and railroad turn to the northeast and begin to run alongside the Saw Mill River Parkway . Elwood Avenue ends shortly after the curve , giving way to Commerce Street .

As Commerce Street , NY 141 continues to head to the northeast , passing by a line of businesses in an otherwise residential area between the hamlets of Hawthorne and Thornwood . The route eventually enters the latter 's central business district , where the Saw Mill Parkway and the Harlem Line turn northwestward toward the center of the nearby village of Pleasantville . NY 141 continues on a northern track , however , becoming known as Broadway again as it heads through mostly residential areas on its way into the eastern portion of Pleasantville . It retains the Broadway name to a junction with Bedford Road , from where the route continues as Bedford Road for two blocks before ending at an intersection with NY 117 . Westbound NY 117 enters from the west on Manville Road , while NY 117 east turns north to follow Bedford Road .

= = History = =

The alignment of NY 141 between Fort Washington Avenue in Hawthorne and the Pleasantville village line was constructed up to state highway standards during the early 20th century . Designated State Highway 1308 (SH 1308) , August 31 , 1915 , the State of New York let a contract to upgrade the 2 @. @ 14 miles (3 @. @ 44 km) alignment with new pavement . The alignment would have 16 feet (4 @. @ 9 m) of pavement on 29 feet (8 @. @ 8 m) of right @- @ of @- @ way . Construction was completed in 1918 , and the state accepted the alignment into the

state highway system on March 15 .

NY 141 was established in the 1930 renumbering of state highways in New York . It originally followed Marble Avenue from Thornwood to Pleasantville ; however , it was realigned in the 1940s to follow Broadway between Thornwood and NY 117 , then routed on Bedford Road , in Pleasantville . In the late 1930s , NY 141 was extended southwestward to Eastview by way of modern NY 9A and the now @-@ dismantled Old Saw Mill River Road . This change was reverted on January 1 , 1949 when most of the highway became part of a realigned NY 9A . On September 1 , 1980 , NY 141 was extended two blocks northward after NY 117 was rerouted to follow Manville Road through Pleasantville .

= = Major intersections = =

The entire route is in Westchester County .