

= New York State Route 393 =

New York State Route 393 (NY 393) was an east ? west state highway in Tompkins County , New York , in the United States . It was a spur route that connected the downtown district of the city of Ithaca to the Ithaca ? Dryden town line . The western terminus of the route was at an intersection with NY 13 (modern NY 366) in East Ithaca . Its eastern terminus was at Game Farm Road , a local road that straddled the boundary between the towns of Ithaca and Dryden .

NY 393 was assigned in the early 1930s as a signed designation for a highway that the state of New York had assumed maintenance of in the 1910s . It originally extended west along Mitchell Street to NY 79 , but was truncated to Ithaca Road when NY 13 was rerouted through Ithaca in the mid @-@ 1930s . The NY 393 designation was removed in the mid @-@ 1960s , and its former routing is now maintained by the city of Ithaca and Tompkins County . The designation is currently reserved by the New York State Department of Transportation for a highway in Chautauqua County .

= = Route description = =

NY 393 began at the intersection of Mitchell Street and Ithaca Road in the city of Ithaca . Here , NY 13 turned off Mitchell Street to follow Ithaca Road while NY 393 continued eastward on Mitchell Street . It passed through the community of East Ithaca and entered the surrounding town of Ithaca . In the town of Ithaca , NY 393 intersected Pine Tree Road (County Route 174 or CR 174) and passed through areas with varying levels of development before ending at Game Farm Road , here marking the boundary between the towns of Ithaca and Dryden . The roadway continued eastward into Dryden as a locally maintained highway .

= = History = =

The portion of Mitchell Street and Ellis Hollow Road from the city of Ithaca to the Ithaca ? Dryden town line had existed as early as 1900 . In the early 1910s , the state of New York helped finance improvements to the portion of the highway within the town of Ithaca . The highway was added to the state highway system in late October 1914 . In 1916 , construction began on an upgrade of Mitchell Street in Ithaca , again partially paid for by the state of New York . All of Mitchell Street was accepted into the state highway system on August 31 , 1917 .

The state @-@ maintained portion of Mitchell Street and Ellis Hollow Road was designated as NY 393 c . 1933 . The route began at NY 79 (State Street) in Ithaca and ended at the Dryden town line , where the road continued east as a local highway . NY 13 was realigned through Ithaca c . 1936 to bypass the campus of Cornell University to the south along Dryden Road , Ithaca Road , and Mitchell Street . As a result , NY 393 was truncated slightly to begin at the junction of Ithaca Road and Mitchell Street . NY 393 remained unchanged until the mid @-@ 1960s when it was removed from the state highway system . The portion of NY 393 's former routing in the city of Ithaca is now city @-@ maintained while the remainder of the highway in the town of Ithaca is now part of CR 110 .

The NY 393 designation is currently reserved by the New York State Department of Transportation for a proposed " Chautauqua Lakeway " in Chautauqua County between Interstate 86 / NY 17 and NY 5 . No timetable exists for the Lakeway 's construction nor for NY 393 's reassignment .

= = Major intersections = =

The entire route was in Tompkins County .