

= New York State Route 36 =

New York State Route 36 (NY 36) is a north-south state highway in the western part of New York in the United States . The highway extends for 95 miles (153 km) from the Pennsylvania state line at Troupsburg , Steuben County northward to Ogden , Monroe County , where it ends at an intersection with NY 31 . Along the way , NY 36 passes through the villages of Dansville , Mount Morris , Caledonia , and Churchville and the city of Hornell . The section of the route between Dansville and Mount Morris closely parallels Interstate 390 (I @-@ 390) ; however , from Dansville south and Mount Morris north , NY 36 serves as a regionally important highway , connecting to I @-@ 86 , U.S. Route 20A (US 20A) , US 20 , and I @-@ 490 as it heads north . At its south end , NY 36 connects to Pennsylvania Route 249 (PA 249) .

The origins of NY 36 date back to 1908 when most of modern NY 36 between Jasper and Mumfordsburg was assigned a legislative route designation by the New York State Legislature . NY 36 was assigned in the mid @-@ 1920s to an alignment extending from Hornell north to Avon , utilizing its modern alignment south of Mount Morris and what is now NY 63 and NY 39 from Mount Morris to Avon . It was truncated in 1927 to end in Geneseo , but was subsequently realigned and extended as part of the 1930 renumbering of state highways in New York to continue north from Mount Morris to Ogden . NY 36 was extended again , this time southwestward to Andover , in the early 1940s , but was realigned just a decade later to continue southeast from Hornell to the Pennsylvania state line .

= = Route description = =

= = = Steuben County = = =

NY 36 begins at the Pennsylvania state line in Troupsburg , where it continues south into Pennsylvania as PA 249 . Heading north from the state line in Steuben County , the route follows Troups Creek northward through rural Troupsburg on its way to the equally isolated town of Jasper , where it meets NY 417 at a junction 1 @-@ 25 miles (2 @-@ 01 km) west of the small hamlet of Jasper . NY 36 joins NY 417 here , following the east-southwest route to the western fringe of the community . At a T @-@ intersection just outside the hamlet , the two routes split , with NY 417 turning to the right (eastward) toward Corning and NY 36 making a left @-@ hand turn to continue northward toward the town of Canisteo . Across the town line , NY 36 turns toward the northwest and serves the hamlet of South Canisteo , which marks the southern end of both Colonel Hills Creek and a valley formed by the waterway .

The route continues generally northerly through the creek valley to the outskirts of the village of Canisteo , where the creek valley gives way to a larger one surrounding the nearby Canisteo River . At this point , NY 36 curves sharply to the northwest , passing over Colonel Hills and Bennetts Creeks prior to entering the village as Main Street . In the center of Canisteo , it intersects the northern terminus of NY 248 . Past NY 248 , the route leaves the village and continues northwest along the lightly populated banks of the Canisteo River to the city of Hornell , which NY 36 traverses by way of a divided highway built c . 1979 to bypass Hornell along its western edge . NY 36 heads north through the residential southern half of the city to Hornell 's commercial central district , the site of a junction with Main Street and NY 21 .

For the next 2 @-@ 5 miles (4 @-@ 0 km) , NY 21 overlaps with NY 36 , following it through Hornell 's residential northern half , across the Canisteo River , and past pockets of development in the surrounding town of Hornellsville to a junction roughly 0 @-@ 5 miles (0 @-@ 8 km) south of NY 36 's interchange with Interstate 86 (I @-@ 86) and NY 17 . NY 21 breaks from NY 36 and proceeds to the northeast along an unnamed road ; NY 36 , however , continues along the bypass to I @-@ 86 and NY 17 , where the two roads meet at I @-@ 86 and NY 17 exit 34 via a full cloverleaf interchange . Past the interchange , the divided highway narrows into a two @-@ lane , undivided highway that continues through lightly populated areas of the town to the village of Arkport

In Arkport , NY 36 intersects the eastern terminus of NY 961F , a reference route erroneously signed as a touring route , at West Avenue . Formerly , this intersection hosted the southern terminus of NY 70 , which originally followed what is now NY 961F northwest to Canaseraga . North of Arkport , the Canisteo River makes a turn to the west while NY 36 continues to the northeast , running along the eastern edge of both a marshy area and an extension of the Canisteo River valley . In the town of Dansville , NY 36 intersects the current eastern terminus of NY 70 at an intersection located 5 miles (8 km) north of Arkport and due east of Canaseraga . From here northward , the highway takes on a more northeasterly routing as it crosses the northwest corner of the county , where it runs along the west side of Stony Brook State Park and briefly enters the park before emerging from the area just south of the Livingston County line .

= = = Livingston County = = =

Across the county line , NY 36 enters the town of North Dansville and the village of Dansville located within . At the southern village line , NY 36 meets the southbound entrance and exit ramps for I @-@ 390 at exit 4 and gains the name Clara Barton Street . Due to the angle at which I @-@ 390 crosses NY 36 here , the northbound entrance and exit ramps are located another 0 @.@ 5 miles (0 @.@ 8 km) to the north . The route follows Clara Barton Street north into the village center , where it gradually curves northeastward ahead of a junction with Main Street (NY 63) in Dansville 's business district . NY 36 turns northwest here , following NY 63 along Main Street for two blocks before returning west on Ossian Street . The highway turns again just six blocks later to follow Dock and Franklin streets northwest toward Dansville Municipal Airport . Ossian Street , meanwhile , continues west as NY 436 , which passes under I @-@ 390 a short distance to the west .

Between NY 436 and I @-@ 390 exit 6 near Groveland , NY 36 closely parallels I @-@ 390 , remaining within 0 @.@ 5 miles (0 @.@ 8 km) or less of it for the entire distance . Just outside Dansville in the shadow of Dansville Municipal Airport , NY 36 connects to I @-@ 390 a second time by way of McWhorter Road and exit 5 . Outside of Dansville , the highway heads northwestward across gradually less developed areas as it traverses the west side of a wide , flat valley known locally as the flats . After 8 miles (13 km) , it intersects the western terminus of NY 258 (named Flats Road) at an intersection situated 2 miles (3 @.@ 2 km) west of the hamlet of Groveland on the West Sparta ? Groveland town line . Not far to the northwest is I @-@ 390 exit 6 , the third and final meeting between I @-@ 390 and NY 36 .

NY 36 continues on , passing through the hamlet of Sonyea and serving the Groveland Correctional Facility on its way into the town of Mount Morris and the village of the same name , where it becomes Main Street in the latter . It continues through the mostly residential community to the business district in the heart of the village , which NY 408 enters from the southwest on Chapel Street and leaves to the northeast on State Street . In between Chapel and State streets , NY 36 and NY 408 overlap for one block along Main Street . Immediately north of Mount Morris , NY 36 passes through the northern tip of Letchworth State Park and crosses the Genesee River , which separates the towns of Mount Morris and Leicester . As the route heads north into Leicester , it begins to leave the flats in favor of a more northwesterly alignment that leads it into the village of Leicester .

Now named Mount Morris Road , NY 36 enters the east side of the small village , intersecting with U.S. Route 20A (US 20A) and NY 39 at Main Street . NY 36 turns west onto Main Street , joining US 20A and NY 39 for one block in order to reach York Road , which carries the route out of the village and across sparsely populated areas to the York hamlet of Greigsville , centered on the highway 's second junction with NY 63 . After another 6 miles (10 km) of open , rural surroundings ? save for the hamlet of York at the midpoint of the segment ? NY 36 has a junction with US 20 in the hamlet of Fraser . The route continues on , eventually reaching the sprawling village of Caledonia , where the route joins with NY 5 for three blocks along Main Street . At the village 's center , NY 36 turns north onto North Street , which carries the highway through the northern fringe of the village and into Monroe County .

= = = Monroe County = = =

Across the county line from Caledonia is the Wheatland hamlet of Mumford , where NY 36 crosses over the Rochester and Southern Railroad ? which the highway has loosely paralleled since Dansville ? and Oatka Creek prior to meeting the southern terminus of NY 383 . While the railroad , the creek , and NY 383 all head east to Scottsville , NY 36 continues to the north on Riga ? Mumford Road , passing through isolated areas of the towns of Wheatland and Riga . Along this stretch , it passes over the New York State Thruway (I @-@ 90) a short distance south of the Wheatland ? Riga town line . The route continues into the hamlet of Riga , where it intersects and briefly overlaps with NY 33A westward along Chili ? Riga Center Road . At Churchville ? Riga Road , NY 36 leaves NY 33A to resume its northward trek toward the village of Churchville .

About 1 mile (1 @.@ 6 km) south of the village center , NY 36 meets I @-@ 490 at exit 3 . North of this point , NY 36 becomes South Main Street as it enters the southern portion of Churchville . The highway proceeds into the village 's central business district , centered on the junction of Main and Buffalo streets , the latter designated as NY 33 . NY 36 turns east at Buffalo Street , joining with NY 33 for nine blocks on Buffalo Street as both routes cross over Black Creek and approach the eastern fringe of Churchville . Here , NY 36 turns north once more to follow Washington Street into the town of Ogden . The route continues through the mostly rural town toward the hamlet of Adams Basin , located west of Spencerport and east of Brockport . About 0 @.@ 5 miles (0 @.@ 8 km) south of Adams Basin , it intersects the western terminus of NY 531 (Spencerport Expressway) and meets NY 31 at junctions 100 yards (91 m) apart . NY 36 ends at the latter intersection ; however , Washington Street continues north as County Route 212 to serve Adams Basin and the nearby Erie Canal .

= = History = =

In 1908 , the New York State Legislature created Route 15 , an unsigned legislative route that initially extended from Hornell in the south to Caledonia in the north via Dansville and Mount Morris . Also assigned at this time was Route 16 , which went from Cuba to Rochester via Le Roy and Caledonia . Much of Route 15 followed modern NY 36 ; however , from Dansville to Mount Morris , it used what is now NY 63 and NY 408 instead . Route 16 , meanwhile , followed current NY 36 from Caledonia to Mumford . From Jasper to Hornell , modern NY 36 was part of the cross @-@ state Route 4 . On March 1 , 1921 , Route 16 was truncated to end in Le Roy . Its former routing north of Caledonia became part of Route 15 .

NY 36 was assigned in the mid @-@ 1920s to an alignment extending from Hornell in the south to Avon in the north . The route utilized the routing of legislative Route 15 from Hornell to Dansville and from Mount Morris to Shakers Crossing , the modern junction of NY 63 and NY 408 northeast of Mount Morris . Between Dansville and Mount Morris , NY 36 followed its current alignment . Past Shakers Crossing , NY 36 continued northward through Geneseo to Avon on modern NY 63 and NY 39 . The Geneseo ? Avon segment of NY 36 became part of US 20 when that route was assigned in 1927 . South of Hornell , what is now NY 36 from Hornell to Jasper became part of NY 17 when that route was assigned to most of legislative Route 4 in 1924 . The remaining sections of contemporary NY 36 ? from Jasper to the Pennsylvania state line and north of Mount Morris ? were state @-@ maintained but unnumbered .

In the 1930 renumbering of state highways in New York , the segment of modern NY 36 from Hornell south to the Pennsylvania state line became the southernmost portion of NY 21 . At the same time , NY 36 was realigned north of Mount Morris to follow the path of former legislative Route 15 north through Caledonia to Mumford . Past Mumford , NY 36 continued north on its modern alignment to a new terminus at NY 3 (now NY 31) south of Adams Basin . In the early 1940s , NY 36 was extended south through Hornell and Almond to Andover , replacing part of NY 17F . The routings of NY 36 and NY 21 south of Hornell were swapped in the early 1950s , placing both routes on their current alignments south of the city .

== NY 36A ==

NY 36A was an alternate route of NY 36 between Dansville and Mount Morris . The route began at NY 36 in Dansville and passed through Groveland on its way to the vicinity of Mount Morris , where it ended at a junction with NY 63 northeast of the village . NY 36A was assigned as part of the 1930 renumbering of state highways in New York and supplanted by a realigned NY 63 in the early 1940s .

== Major intersections ==