

= New York State Route 370 =

New York State Route 370 (NY 370) is an east ? west state highway in Central New York in the United States . It extends for 35 @. @ 23 miles (56 @. @ 70 km) from an intersection with NY 104 and NY 104A south of the Wayne County village of Red Creek to a junction with U.S. Route 11 (US 11) in the Onondaga County city of Syracuse . The western and central portions of the route pass through mostly rural areas ; however , the eastern section serves densely populated areas of Onondaga County , including the villages of Baldwinsville and Liverpool . NY 370 also passes through Cayuga County , where it connects to NY 34 , a major north ? south highway in Central New York .

NY 370 was assigned as part of the 1930 renumbering of state highways in New York as a Red Creek ? Liverpool highway , replacing NY 40 west of Cato and New York State Route 37 from Cato to Baldwinsville . From Liverpool to Syracuse , modern NY 370 was initially part of NY 57 , a route that continued north from Liverpool to Oswego . That route was eliminated in 1982 , at which time NY 370 was extended eastward to Syracuse over NY 57 's former routing . Other minor changes , namely a series of realignments west of Victory , have also occurred in the years since NY 370 was assigned .

= = Route description = =

Maintenance of the route is also split in a similar fashion . West of Syracuse , the route is maintained by the New York State Department of Transportation (NYSDOT) . Within Syracuse , the highway is city @-@ maintained .

= = = Red Creek to Baldwinsville = = =

NY 370 begins at an intersection with NY 104 and NY 104A south of the village of Red Creek in the northeastern Wayne County town of Wolcott . The route heads southwest from this spot , utilizing a northeastward extension of Ridge Road that was part of US 104 prior to the construction of the super two highway now used by NY 104 . After passing 0 @. @ 7 miles (1 @. @ 1 km) of open farmland , the route breaks from Ridge Road and travels southeast toward the Cayuga County line . The rural surroundings follow NY 370 across the county line and into the town of Victory , where the highway briefly takes on a more easterly alignment as it intersects NY 38 in the town center . Past NY 38 , NY 370 gradually curves southward for roughly 2 @. @ 5 miles (4 @. @ 0 km) to reach the Victory ? Conquest town line . Here , it overtakes the east ? west Conquest ? Victory Town Line Road and heads eastward along the town line toward the village of Cato .

Just west of Cato village , NY 370 enters nearby Ira and the town of Cato . The route continues along the town line into the small village of Cato , where it becomes Main Street and meets NY 34 in the village center . At this point , NY 370 leaves the town line and heads northeast into Ira at the eastern village line . While in Ira , the highway leaves the village of Cato and passes by Cato ? Meridian Central School , located in an otherwise nondescript area of the town dominated by farmland . At the school , the road curves back to the southeast to serve the village of Meridian and reenter the town of Cato . Here , the route reverts to a generally easterly alignment , one that it retains for the next 10 miles (16 km) to Baldwinsville . East of Meridian , NY 370 crosses more cultivated fields as it intersects the south end of NY 176 and crosses into Onondaga County .

Across the county line , NY 370 enters the town of Lysander and becomes known as West Genesee Road . It runs across another 2 miles (3 @. @ 2 km) of rolling farmland before it begins to parallel the Erie Canal , here part of the Seneca River . At this point , the open fields gradually give way to pockets of residential development as the route approaches the village of Baldwinsville . West of the village limits , NY 370 connects to NY 31 and NY 690 at NY 690 's continuation of Interstate 690 's (I @-@ 690) northernmost grade @-@ separated interchange . NY 31 ? which overlaps with NY 690 south of the junction ? leaves the freeway and joins NY 370 for a 2 @-@ mile (3 @. @ 2 km) overlap that takes both routes along the north bank of the canal and into the densely

populated village . They remain overlapped through Baldwinsville 's central business district , where they meet NY 48 at Oswego Street .

= = = Syracuse area = = =

At the eastern edge of the village center , NY 31 and NY 370 split , with NY 31 retaining the Genesee Street name and heading northeast towards Oneida Lake . NY 370 , meanwhile , travels southeast on Salina Street , loosely paralleling the Erie Canal as it heads toward Syracuse . The route intersects NY 631 before leaving Baldwinsville and heading into another rural section of Lysander . This open stretch ends at the canalside hamlet of Cold Springs , which serves as the beginning of the Syracuse suburbs . After passing through the community , NY 370 crosses over the conjoined Erie Canal and Seneca River and enters the town of Salina . Not far from the canal is a junction with John Glenn Boulevard , a four @-@ lane arterial connecting NY 370 to Interstate 690 (I @-@ 690) .

Past John Glenn Boulevard , NY 370 passes over the New York State Thruway (Interstate 90 or I @-@ 90) near exit 38 and begins to approach the northern shore of Onondaga Lake as it enters the village of Liverpool on 2nd Street . In the village 's commercial center , NY 370 intersects Oswego Street , which connects to I @-@ 90 , once part of NY 57 and now NY 931G , an unsigned reference route . Here , NY 370 turns onto Oswego Street for one block before veering southeastward onto Onondaga Lake Parkway , a four @-@ lane highway running along the northeastern shoreline of Onondaga Lake . This section of the route also parallels the CSX Transportation @-@ owned St. Lawrence Subdivision , which crosses the highway by way of a low , 10 @-@ foot @-@ 9 @-@ inch (3 @-@ 28 m) overpass 1 mile (1 @-@ 6 km) southeast of Liverpool .

The parkway ends 2 miles (3 @-@ 2 km) from Liverpool at the eastern tip of the lake , where the route connects to I @-@ 81 at exit 24 . NY 370 continues through the interchange , following the two @-@ lane Park Street into the city of Syracuse . In its first few blocks in the city , the highway passes under the Mohawk Subdivision ? CSX 's main line across Central New York ? and serves both NBT Bank Stadium and the Central New York Regional Market . East of the market , the route continues for one more block through an industrial area of Syracuse to Wolf Street , where NY 370 ends at US 11 and NY 298 Truck 1 @-@ 5 miles (2 @-@ 4 km) northwest of downtown Syracuse .

= = History = =

The portion of NY 370 east of Oswego Street in Liverpool was originally designated as part of Route 34 , an unsigned legislative route , in 1908 . When the first set of posted routes in New York were assigned in 1924 , Route 34 became the basis for NY 20 , a highway extending from Syracuse to Oswego via Liverpool and Fulton . NY 20 was renumbered to NY 57 in 1927 to eliminate duplication with the newly assigned US 20 . To the west , the section of modern NY 370 from Upton Road west of the hamlet of Victory to NY 34 in Cato was designated as part of NY 40 in the mid @-@ 1920s . West of Victory , NY 40 followed Upton Road and Canada Street before terminating at NY 3 (now NY 104A) in Red Creek .

Although the portion of what is now NY 370 from Cato to Liverpool was state @-@ maintained by 1926 , it remained unnumbered until the late 1920s . At that time , the section west of then @-@ NY 31 (now NY 48) in Baldwinsville became NY 37 . The designation proved to be short @-@ lived as it was renumbered to NY 370 as part of the 1930 renumbering of state highways in New York . At the same time , NY 40 was split into several different routes . From Cato to just east of Red Creek , old NY 40 became part of the new NY 370 , which also extended southeastward to NY 57 in Liverpool . The small segment of former NY 40 from NY 3 to Upton Road was included in NY 3E (later US 104) .

The portion of NY 370 west of Victory was realigned in the late 1950s to follow its modern alignment to a new terminus at US 104 (Ridge Road) southwest of Red Creek . After US 104 (now NY 104)

was rerouted to follow a new super two highway through the Red Creek area in the early 1970s , the portion of Ridge Road between the super two east of Wolcott and NY 370 southwest of Red Creek became a westward extension of NY 370 . The route was altered slightly at some point in the late 1970s or early 1980s to follow Ridge Road northeast to NY 104 instead .

In May 1982 , the NY 57 designation was eliminated after the portion of the route north of Liverpool was removed from the state highway system . From Tulip Street to the Onondaga ? Oswego county line , NY 57 was redesignated as County Route 91 (CR 91) but signed as CR 57 . The portion of NY 57 's former routing between NY 370 in Liverpool and US 11 in Syracuse became part of an extended NY 370 .

= = Major intersections = =