

= New Jersey Route 17 =

Route 17 is a state highway in Bergen County , New Jersey , United States , that provides a major route from the George Washington Bridge , Lincoln Tunnel and other northeast New Jersey points to the New York State Thruway at Suffern , New York . It runs 27 @. @ 20 mi ( 43 @. @ 77 km ) from Route 7 / County Route 507 in North Arlington north to the New York border along Interstate 287 in Mahwah , where New York State Route 17 continues into New York . Between Route 7 and Route 3 in Rutherford , Route 17 serves as a local road . From Route 3 north to the junction with U.S. Route 46 in Hasbrouck Heights , the road is a suburban arterial with jughandles . The portion of Route 17 , from US 46 to Interstate 287 near the state line in Mahwah , is a limited @- @ access road with all cross traffic handled by interchanges , and many driveways and side streets accessed from right @- @ in / right @- @ out ramps from the right lane . For three miles ( 5 km ) north of Route 4 , well over a hundred retail stores and several large shopping malls line the route in the borough of Paramus . The remainder of this portion of Route 17 features lighter suburban development . The northernmost portion of Route 17 in Mahwah runs concurrent with Interstate 287 to the New York border .

Prior to 1927 , the route was designated as Route 17N , which was to run from Newark to the New York state line . This route had followed various local streets , including the Franklin Turnpike north of Hackensack . In 1927 , Route 17N became Route 2 , which was designated along the portion of Route 17N between Route 7 in North Arlington to the New York border near Suffern , New York . This route was moved to a multilane divided highway alignment north of Rutherford by 1937 . Route 2 became Route 17 in 1942 to match the designation of New York State Route 17 for defense purposes during World War II . The entire Route 17 corridor was once planned to be a freeway until the 1960s and later plans to extend the route south of Route 3 to Interstate 280 in 1972 and to the New Jersey Turnpike in 1987 both failed . Over the years , the portion of Route 17 north of Route 3 has seen many improvements , including the widening of much of the road to six lanes and the removal of most at @- @ grade intersections in the 1950s as well as more recent improvements to the interchanges with Route 4 in Paramus in 1999 and Essex Street on the Lodi / Maywood border in 2008 . The route is currently undergoing improvements between Route 3 and U.S. Route 46 and is expected to see improvements from Williams Avenue in Hasbrouck Heights to south of Route 4 in Paramus .

= = Route description = =

Route 17 begins at an intersection with Route 7 and County Route 507 ( Belleville Turnpike ) on the border of Kearny , Hudson County and North Arlington , Bergen County . It heads north through North Arlington on Ridge Road , a two @- @ lane local street with speed limits of 25 to 35 mph ( 40 to 56 km / h ) that passes by businesses and the Holy Cross Cemetery on the east side of the road . It intersects County Route 26 ( Jauncey Avenue ) and crosses into Lyndhurst at the Lincoln Avenue intersection . In Lyndhurst , Route 17 intersects County Route 28 ( Kingsland Avenue ) . At the intersection of County Route 30 ( Rutherford Avenue ) , which runs along the border of Lyndhurst and Rutherford , the route turns east onto 40 mph ( 64 km / h ) Rutherford Avenue to parallel the Route 3 freeway to the south and head for the edge of the New Jersey Meadowlands , widening to a four @- @ lane road at the intersection with Orient Way . Route 17 makes a curve to the south , crossing entirely into Lyndhurst , and makes a hairpin turn to the north , widening to a divided highway . The road then crosses into Rutherford and comes to the Route 3 interchange .

Past the Route 3 interchange , Route 17 continues north as a six @- @ lane divided highway with a 50 mph ( 80 km / h ) speed limit and intersections featuring jughandles . It passes through residential and commercial areas of Rutherford , intersecting County Route 32 ( Meadow Road ) before crossing into East Rutherford , where it intersects County Route S32 ( Union Avenue ) before interchanging with State Route 120 and County Route 120 ( Paterson Plank Road ) . The route runs through Carlstadt , where it crosses into Wood @- @ Ridge . Route 17 comes to an interchange with County Route 36 ( Moonachie Road ) before entering Hasbrouck Heights . With the exception of a

short stretch in Rutherford with a median strip , this section of Route 17 is divided by a Jersey barrier .

In Hasbrouck Heights , the lanes split with the Bendix Diner located between the traffic lanes at the intersection of County Route 40 ( Williams Avenue ) , the last traffic light on Route 17 before the New York state line . At the interchange with U.S. Route 46 , which only features access to the eastbound direction of U.S. Route 46 , Route 17 drops to two lanes in each direction and continues north with the lanes merging back together as the road interchanges with County Route 55 ( Terrace Avenue ) at an interchange . The road enters Hackensack with the lanes splitting again for the long interchange with Interstate 80 . Along this strip , the road is again three lanes in each direction and includes an interchange with County Route 57 ( Summit Avenue ) , crossing into Lodi . The lanes rejoin upon splitting from Interstate 80 with a lane dropping in each direction at the County Route 56 ( Essex Street ) interchange on the Maywood border . Route 17 continues north as a congested road through commercial areas , crossing into Rochelle Park where the route interchanges with County Route 62 ( Passaic Street ) at mile marker 11 @. @ 46 before entering Paramus .

At the County Route 61 ( Farview Avenue ) interchange , the road regains a third lane in each direction . Route 17 passes by Westfield Garden State Plaza on the west side of the road before coming to an interchange with Route 4 . Route 17 is flanked by businesses and shopping malls for most of its length in Paramus . Following Route 4 , the road interchanges with Century Road . Route 17 comes to a partial interchange with the Garden State Parkway ( exit 163 ) , with access limited to northbound @-@ to @-@ northbound and southbound @-@ to @-@ southbound movements between the two roads . North of the Garden State Parkway , Route 17 features interchanges for Midland Avenue , the Paramus Park shopping mall and an industrial park , and County Route 80 ( Ridgewood Avenue ) just north of the Fashion Center shopping mall .

Route 17 crosses into Ridgewood and interchanges with County Route 110 ( Linwood Avenue ) , where the penetration of businesses along the side of the road lessens dramatically . North of this point , the speed limit is 55 mph ( 89 km / h ) . In Ridgewood , the road interchanges with County Route 62 ( Paramus Road ) , crosses the Saddle River , and intersects a separate segment of County Route 62 ( Franklin Turnpike ) and West Saddle River Road . This intersection , along with other at @-@ grade intersections along this portion of Route 17 , is a right @-@ in / right @-@ out ( RIRO ) intersection with cross traffic blocked by a Jersey barrier . There is another RIRO intersection for County Route 112 ( Race Track Road ) on the Ho @-@ Ho @-@ Kus border . Upon crossing into Ho @-@ Ho @-@ Kus , the businesses stop along Route 17 and it comes to an interchange with County Route 502 ( Hollywood Avenue ) . The route enters Waldwick and interchanges with County Route 77 ( Sheridan Avenue ) . It enters Saddle River , continuing north to an interchange with County Route 90 ( Allendale Avenue ) .

Route 17 enters Allendale , with businesses resuming along the road . It enters Upper Saddle River before running through Ramsey , where the road crosses back into Upper Saddle River . The route comes to an interchange with County Route 81 ( Lake Street / Crescent Avenue ) , where it crosses back into Ramsey . In Ramsey , Route 17 turns to the northwest and features a RIRO for County Route 83 ( Airmount Avenue ) , an interchange with County Route 507 ( Franklin Turnpike ) , and an interchange for Island Avenue / Spring Street . The route passes over New Jersey Transit ? s Bergen County Line / Main Line near the Ramsey Route 17 train station and enters Mahwah . In Mahwah , Route 17 interchanges with County Route 85 ( Island Road ) and County Route 100 ( Ramapo Avenue ) . North of Ramapo Avenue , Route 17 features an interchange with U.S. Route 202 and crosses the Ramapo River . Route 17 interchanges with Stag Hill Road just before merging with six @-@ lane Interstate 287 , which it follows to the New York border , where the road continues into Hillburn , Rockland County as Interstate 287 and New York State Route 17 , intersecting Interstate 87 ( the New York State Thruway ) shortly after the state line .

= = History = =

Route 17N was defined in 1923 to run " from Newark , by way of Kearny , Rutherford , Hackensack , Ridgewood and Ramsey to the New York State Line " . However , only the road north of Route 10 (

Essex Street ) in Hackensack was shown on the 1925 New Jersey State Highway Department Official State Map , running north along existing roads - First Street and the Franklin Turnpike ( now partly called Passaic Street and Paramus Road ) - to the state line . The 1927 Tydol Trails Map shows the route running south to Newark , continuing south across Essex Street on Polifly Road , Terrace Avenue and Hackensack Street to East Rutherford , where it followed Meadow Road , Rutherford Avenue , Ridge Road , Kearny Avenue , 4th Street , and the Newark Turnpike to Newark . In 1924 , New York had numbered its state routes , and the extension of Route 17N north and west to Westfield , New York was numbered as New York State Route 17 , as shown in part on the Tydol Trails Map .

In the 1927 New Jersey state highway renumbering , Route 17N received the Route 2 designation , and was defined to run from Route 7 in North Arlington to the New York border near Suffern , New York . By 1937 , the whole old road north of Rutherford was bypassed by a new four @-@ lane divided highway with the exception of the 1927 bridge over the Saddle River in Ridgewood , north of the Paramus Road interchange . This old alignment joins at Paramus Road and leaves just north of the bridge at Franklin Turnpike , which only has access to the southbound lanes through a RIRO intersection . A short @-@ lived spur of Route 2 , Route 2N , was defined in 1938 to run from Route 2 ( Ridge Road ) in Lyndhurst west along Kingsland Avenue and over the Passaic River on the Park Avenue Bridge into Nutley , where it would end at Union Avenue ( west of Route 7 ) . In 1930 , New York had renumbered its state routes ; the extension of Route 2 north and west into New York had remained New York State Route 17 . New Jersey had not assigned a Route 17 in the 1927 renumbering , and so in March 1942 , Route 2 was numbered Route 17 to match and provide a single number for military caravans during World War II .

Since at least 1936 , Route 17 ( then Route 2 ) was planned for upgrading to a freeway , not only north of U.S. Route 46 , but also south to the Newark area . The first plan for a freeway along the length of the route was halted due to World War II , and the second plan for a freeway in the 1960s was cancelled due to the disruption it was projected to cause to businesses and residents along its path . In 1972 , there were plans to extend Route 17 past Route 3 to Interstate 280 in Harrison . The plans for this five @-@ mile ( eight kilometer ) , \$ 50 million extension were cancelled due to the defeat of a transportation bond that would have funded the proposed freeway . The interchange at Route 3 was built to allow for this southern extension . Another extension of Route 17 to the New Jersey Turnpike was brought up in 1987 , but was ultimately scrapped .

The road north of Route 3 was gradually rebuilt to higher standards between 1953 and 1960 ; most of this portion of Route 17 was upgraded to six lanes and most at @-@ grade intersections were removed north of Interstate 80 in Lodi . The northern 0 @.@ 39 mi ( 0 @.@ 63 km ) of Route 17 in Mahwah was incorporated into Interstate 287 in 1994 . The Route 4 interchange in Paramus was rebuilt at a cost of \$ 120 million in 1999 , replacing the 1932 cloverleaf interchange by adding several flyover ramps . In 2008 , construction was completed at the interchange with Essex Street on the Lodi / Maywood border , which involved replacing the Essex Street bridge over Route 17 and improving the interchange ramps , at a cost of \$ 68 million . On January 14 , 2008 , Governor Jon Corzine announced plans to reduce congestion and improve safety along the portion of Route 17 between Williams Avenue in Hasbrouck Heights to south of Route 4 in Paramus by making it a consistent six lanes . Also , a \$ 14 @.@ 7 million effort , begun in September 2008 , is currently being undertaken to improve safety and reduce bottlenecks along the section of Route 17 between Route 3 and U.S. Route 46 .

Route 17 has been the object of several studies exploring a Bergen BRT , a bus rapid transit system that would potentially alleviate some traffic congestion and decrease automobile dependency . While funding has not been identified , the potential routes of the system have centered around the vicinity radiating from the malls of Paramus .

= = Major intersections = =

The entire route is in Bergen County . All exits are unnumbered .