

= New York State Route 111 =

New York State Route 111 (NY 111) is a state highway located in Suffolk County , New York , in the United States . It runs north ? south for 9 @.@ 42 miles (15 @.@ 16 km) through the towns of Islip and Smithtown , connecting NY 27A in the town seat of Islip to the east end of the NY 25 and NY 25A concurrency in Smithtown 's Village of the Branch . Most of the road is a two @-@ lane highway , save for several short four @-@ lane stretches in the vicinity of interchanges along the route . NY 111 was assigned as part of the 1930 renumbering of state highways in New York as an East Islip ? Village of the Branch highway , using what is now County Route 17 (CR 17) south of Hauppauge . It was realigned to serve the hamlet of Islip in 1966 .

= = Route description = =

NY 111 begins at an intersection with NY 27A (Main Street) in the town of Islip . The route proceeds north through the hamlet of Islip along the two @-@ lane Islip Avenue , passing through a short residential stretch ahead of an intersection with CR 50 (Union Boulevard) . NY 111 soon crosses the nearby Montauk Branch of the Long Island Rail Road just east of the Islip station , from where it continues north past various businesses and residences . As the road heads northward , it intersects with Bittermint Street , a connector to NY 27 (Sunrise Highway) eastbound . After crossing over NY 27 , the route intersects with a ramp serving the westbound lanes and Islip Boulevard , which connects NY 27 westbound to NY 111 .

Past Sunrise Highway , the route serves many blocks of residences prior to entering a cloverleaf interchange with the Heckscher State Parkway (exit 43) . After this junction , NY 111 continues north as a two @-@ lane residential street to the hamlet of Central Islip . Here , the residences give way to various businesses as NY 111 and Islip Avenue briefly bend to the northwest for several blocks . Another north @-@ northwesterly stretch follows , bringing the highway over another Long Island Rail Road line , this time the Ronkonkoma Branch . Past the railroad overpass , NY 111 intersects with CR 100 (Suffolk Avenue) , at which point NY 111 leaves Islip Avenue and changes names to Joshua 's Path .

One block north of CR 100 , Caleb 's Path forks off to the northwest while NY 111 splits to the northeast along Joshua 's Path , serving a long stretch of homes in the northern part of Central Islip . Several blocks to the north , NY 111 intersects with CR 67 (Long Island Motor Parkway) at an at @-@ grade intersection on the northern edge of the community . Now out of Central Islip , the route traverses industrialized areas surrounding a large Y intersection with CR 17 (Wheeler Road) in Hauppauge . NY 111 takes on the Wheeler Road name , and the route immediately enters an interchange (exit 56) with the Long Island Expressway (I @-@ 495) . From here , the route bends northeast along Wheeler Road , paralleling the Nissequogue River as it serves the northern part of the town of Islip .

The highway passes the American Real Estate School and a campus of Empire State College before intersecting NY 454 (Veterans Highway) . Not far from NY 454 , NY 111 has a short concurrency with CR 76 (Townline Road) along the Islip ? Smithtown and then the names changes to Hauppauge Road town line before fully crossing into Smithtown . After forking from CR 76 , NY 111 continues northeast through the hamlet of Hauppauge , crossing NY 347 (Smithtown Bypass) at @-@ grade as it runs across another residential stretch . The route soon enters Village of the Branch , where it bends northward into a large commercial area at the center of the community . Here , NY 111 intersects with East Main Street , which enters the junction from the west as NY 25 and NY 25A . At this point , NY 25 continues eastward as Middle Country Road , NY 111 terminates , and NY 25A turns northward on NY 111 's right @-@ of @-@ way , changing names to North Country Road .

= = History = =

The origins of NY 111 date back to 1914 when the state of New York awarded a contract on July 29

to improve a 9 @. @ 56 @- @ mile (15 @. @ 39 km) highway in the towns of Islip and Smithtown to state highway standards . The road covered by the project began at Main Street in East Islip and headed north on Carleton Avenue and Wheeler Road to Hauppauge , from where it continued northeast to Village of the Branch via Hauppauge Road . Reconstruction of the road cost \$ 263 @, @ 359 (equivalent to \$ 3 @. @ 72 million in 2016) , and the rebuilt road was added to the state highway system on June 1 , 1922 , as unsigned State Highway 1208 (SH 1208) . In the 1930 renumbering of state highways in New York , hundreds of state @- @ maintained highways were assigned a posted route designation for the first time . One of these was SH 1208 , which became NY 111 .

On September 13 , 1966 , NY 111 was realigned south of Hauppauge to follow a slightly more westerly alignment to the hamlet of Islip along Joshua 's Path and Islip Avenue , two streets that ran parallel to the route 's original path on Carleton Avenue and Wheeler Road . Ownership and maintenance of NY 111 's former routing was transferred to Suffolk County , which redesignated the road as CR 17 . The ultimately cancelled eastern extension of the Northern State Parkway would have crossed NY 111 just south of Village of the Branch at a point north of Mount Pleasant Road . An interchange between the parkway and NY 111 was planned at that location .

= = Major intersections = =

The entire route is in Suffolk County .