

= New York State Route 17M =

New York State Route 17M (NY 17M) is an east ? west state highway in Orange County , New York , in the United States . It extends for 26 @. @ 63 miles (42 @. @ 86 km) from west of the city of Middletown to what is currently the north ? south section of NY 17 just southeast of the village of Harriman . It is a busy main street in Middletown and the village of Monroe ; in the former , it divides into a parkway for several blocks and forms the city 's major commercial strip , located between the downtown district and an interchange with Interstate 84 (I @- @ 84) . The rest of the road is a two @- @ lane rural route . Between New Hampton and Goshen , the highway overlaps with U.S. Route 6 (US 6) . The easternmost section of that overlap near Goshen is routed on the Quickway , making a three @- @ route concurrency with NY 17 .

Most of NY 17M follows the course used by NY 17 prior to the construction of the Quickway through the Catskill Mountains . The first section of the Quickway opened in 1951 and extended from Fair Oaks to Goshen . NY 17M was initially assigned to NY 17 's old surface routing between Fair Oaks and Middletown ; however , it was extended east to Harriman and , for a brief time , northwest to Wurtsboro as more sections of the freeway were completed .

= = Route description = =

The portions of NY 17M that lie north and east of the city of Middletown are maintained by the New York State Department of Transportation (NYSDOT) . Within the Middletown city limits , NY 17M is city @- @ maintained .

= = = Wallkill and Middletown = = =

County Route 76 (CR 76) becomes NY 17M when the highway passes through the site of a former interchange (once exit 118A) with the nearby Quickway (NY 17) in the town of Wallkill , located in northern Orange County . The junction was just north of the former right @- @ of @- @ way of the New York , Ontario and Western Railway , which NY 17M crosses as it makes its way southward over some gentle , lightly developed hills . After 0 @. @ 5 miles (0 @. @ 8 km) , the road reaches a signalized intersection with NY 302 , its first junction with another state highway . The junction currently serves as NY 302 's southern terminus ; however , NY 302 once continued south to Middletown by way of an overlap with NY 17M . Continuing on , NY 17M traverses increasingly developed areas , passing through the hamlet of Rockville on its way to the densely populated neighborhood of Washington Heights , situated just outside Middletown .

The route seamlessly passes from Washington Heights to Middletown , where it becomes known as North Street . The street is initially fairly wide ? featuring shoulders on each side ? but it narrows in the residential neighborhoods closer to the city 's center . Upon reaching the northern edge of Middletown 's central business district , the route turns right onto Wickham Avenue , which carries NY 211 through northern Middletown . The resulting overlap between NY 17M and NY 211 is a wrong @- @ way concurrency : NY 17M eastbound is concurrent with NY 211 westbound and vice versa . NY 17M and NY 211 head west along the fringe of downtown , climbing slightly in elevation as the street passes through mostly residential areas . After seven blocks , Wickham Avenue merges into West Main Street ; however , the road 's surroundings remain unchanged .

NY 17M and NY 211 continue along West Main Street for another four blocks , traversing a slight westerly turn in the street prior to intersecting Monhagen Avenue in the western part of the city . Both routes leave Main Street here : NY 211 turns right , following the road northwest toward Otisville while NY 17M heads left , proceeding southeastward toward downtown . It continues through a six @- @ block commercial and residential area to Mill Street , at which point Monhagen Avenue becomes Fulton Street and expands to become a parkway with a tree @- @ lined median strip . This stretch continues for five blocks along the southern edge of downtown Middletown to Academy Avenue , where NY 17M turns right and heads southward . After just two blocks , the route changes streets for the final time in Middletown , veering left onto Dolson Avenue .

= = = East of Middletown = = =

As Dolson Avenue , NY 17M passes by a single residential block before entering a linear commercial district that follows the highway to an interchange with I @-@ 84 roughly 1 @.@ 5 miles (2 @.@ 4 km) to the south . The route initially remains two lanes wide , but widens to four lanes after crossing the Middletown and New Jersey Railway at @-@ grade . This stretch of NY 17M also features a center left @-@ turn lane to accommodate the traffic turning into the many commercial plazas on either side . The road remains within the Middletown city limits until a block before the intersection where US 6 comes in from the west and joins NY 17M . Together , they cross over I @-@ 84 at exit 3 , providing access to the cities of Port Jervis and Newburgh in the western and eastern parts of the county , respectively .

Just past I @-@ 84 , the Wawayanda hamlet of New Hampton begins , with car dealerships and other commercial establishments on either side . The road narrows to two lanes as the combined highways begin a slow , gentle descent through less developed areas to the bridge over the Wallkill River , situated at the northern tip of the county 's Black Dirt Region . Short sections of the approach on either side add a passing lane in the uphill direction . The river marks the Goshen town line , and the slight climb out of the river depression is accompanied again with some extra lanes . Past the climb , development aside the road picks up slightly , although most of the land around the highway remains undeveloped as open fields or forests . US 6 and NY 17M continue to the western outskirts of the village of Goshen , where they merge into NY 17 at exit 123 .

NY 17M follows the Quickway for about 1 mile (1 @.@ 6 km) , meeting NY 17A and NY 207 at an interchange (exit 124) in a commercialized area southwest of the center of Goshen . It ultimately leaves the Quickway before US 6 does , splitting from the highway at exit 125 . From here to the village of Chester , NY 17M closely follows the NY 17 freeway , serving a handful of homes in an otherwise undeveloped area adjacent to the Quickway . In Chester , NY 17M becomes Brookside Avenue and intersects with NY 94 in the commercial center of the community . It continues on , passing through the rural areas of the southern portion of the town of Blooming Grove prior to becoming heavily developed as it passes into the town of Monroe .

Just inside the town line , NY 17M turns southward , leaving the vicinity of the Quickway and entering the village of Monroe . It bypasses the downtown portion of the village and its historic district to the west and south . Despite this fact , it still serves as one of the community 's major commercial strips , intersecting NY 208 in a built @-@ up area due west of downtown . The route continues to the east , serving commercial and residential areas on its way to the nearby village of Harriman . Development abates slightly past Harriman as NY 17M continues with a slight southward bent towards its final junction with NY 17 just outside the Harriman village limits in the town and village of Woodbury .

= = History = =

= = = Origins and designation = = =

What is now NY 17M was originally designated as part of Route 4 by the New York State Legislature in 1908 . The unsigned legislative route extended across the Southern Tier of New York , beginning near the shores of Lake Erie in Westfield and ending at the Hudson River in Highland Falls . The first set of posted routes in New York were assigned in 1924 , at which time most of legislative Route 4 was designated as NY 17 . While Route 4 went northeast from Harriman , NY 17 continued south from the village toward the New Jersey state line .

In the late 1940s , construction began on the Quickway , a limited @-@ access highway connecting Binghamton to Harriman by way of the NY 17 corridor . The first portion to be built was the section between exit 118A in Fair Oaks and exit 123 near Goshen , which opened to traffic in July 1951 . NY 17 was subsequently realigned to bypass Middletown to the northeast on the new freeway while the

former routing of NY 17 between US 6 south of Middletown and the new Fair Oaks interchange was redesignated as NY 17M . The remainder of old NY 17 from Middletown to Goshen remained part of US 6 , which had overlapped with NY 17 between Middletown and Goshen .

The Goshen ? Chester and Chester ? Harriman segments of the Quickway were completed in October 1954 and August 1955 , respectively , creating a continuous limited @-@ access highway between Fair Oaks and the New York State Thruway . US 6 and NY 17 were moved onto the highway as sections opened to traffic , while NY 17M was extended eastward along NY 17 's old routing to Harriman following the completion of the Quickway between Chester and the Thruway . On October 23 , 1958 , the portion of the Quickway between Fair Oaks and Wurtsboro (exit 114) was completed as part of a realigned NY 17 . The former surface routing of NY 17 between the two locations initially became part of NY 17M ; however , this extension was eliminated in the late 1960s .

= = = Realignment and ramp closure = = =

NY 17M originally followed a slightly different alignment through downtown Middletown . When the route was first assigned , it continued south from Wickham Avenue on North Street , proceeding into what was then the main commercial hub of the city . The highway rejoined its modern alignment at the intersection of South Street and Fulton Street south of downtown . In 1969 , the city of Middletown began planning a project that would rehabilitate part of North Street . As part of the project , the section of North Street between Orchard Street and Main Street would be closed to traffic and converted into a pedestrian mall . The street was closed in early 1970 , forcing NY 17M to be realigned onto Wickham Avenue , West Main Street , and Monhagen Avenue . The pedestrian mall project faced opposition from business owners , leading to its cancellation on February 9 , 1970 . North Street was reopened one day later ; however , the rerouting of NY 17M proved to be permanent .

When the Quickway was first built , exit 118A was made up of two ramps , one leading from NY 17 eastbound to NY 17M and another connecting NY 17M westbound to NY 17 westbound . The exit was eliminated at some point after 1996 . The westbound on @-@ ramp was converted into a residential street known as Sands Road West while the eastbound half of the exit was completely removed . As a result , NY 17M 's western terminus is no longer at an intersecting road . Instead , the highway simply changes from a state highway to a county road at the former site of the exit .

= = Major intersections = =

The entire route is in Orange County .