

= New York State Route 59 =

New York State Route 59 (NY 59) is an east ? west state highway in southern Rockland County , New York , in the United States . The route extends for 14 @.@ 08 miles (22 @.@ 66 km) from NY 17 in Hillburn to U.S. Route 9W (US 9W) in Nyack . In Suffern , it has a concurrency with US 202 for 0 @.@ 05 miles (0 @.@ 08 km) . NY 59 runs parallel to the New York State Thruway its entire route . The routing of NY 59 became a state highway in 1911 and was signed as NY 59 in the late 1920s .

When NY 59 was first assigned , it began at NY 17 in Suffern . A western bypass of Suffern was designated as New York State Route 339 c . 1932 ; however , it became part of a realigned NY 17 in the mid @-@ 1930s . NY 339 was reassigned to NY 17 's former routing between Hillburn and Suffern , but it was replaced again c . 1937 by an extended NY 59 . In the 1960s , proposals surfaced for the Spring Valley Bypass , a highway that would utilize the NY 59 corridor between NY 306 in Monsey and NY 45 in Spring Valley . The proposed highway was never built .

= = Route description = =

NY 59 begins at an intersection with NY 17 in Hillburn , just south of the village of Sloatsburg in southern Rockland County . It heads to the southeast as the Korean War Veterans Memorial Highway , crossing over the Ramapo River and the Norfolk Southern Railway before following both into Suffern . The river leaves NY 59 just inside the village line ; however , the railroad continues to run alongside NY 59 into the center of Suffern , where both pass under the New York State Thruway near where Interstate 87 (I @-@ 87) connects to I @-@ 287 .

Just south of the I @-@ 87 overpass , NY 59 meets US 202 at Wayne Avenue . US 202 joins NY 59 for a one block wrong way concurrency along Orange Avenue ? as NY 59 eastbound is paired with US 202 westbound and vice versa ? during which time both routes cross the Norfolk Southern Railway at @-@ grade . At the end of the overlap , US 202 continues south along Orange Avenue to the New Jersey state line while NY 59 forks eastward toward central Rockland County . As NY 59 leaves Suffern and enters Airmont , it passes Good Samaritan Hospital , a major hospital in Rockland County . While in Airmont , NY 59 intersects County Route 89 (CR 89) and CR 85 . After leaving Airmont , NY 59 proceeds east through Monsey , where it intersects the southern terminus of NY 306 .

As NY 59 passes Spring Valley High School , it enters the village limits of Spring Valley . While in Spring Valley , NY 59 has an overlap with CR 35A for about a tenth of a mile and meets the Thruway at exit 14 . The route continues eastward into Nanuet , where NY 59 passes through a heavy commercialized area . Before its busy intersection with CR 33 , NY 59 passes The Shops at Nanuet to its south and the Rockland Plaza to its north .

Upon entering West Nyack , NY 59 intersects the Palisades Interstate Parkway (exit 8) and NY 304 . The route proceeds onward , passing Palisades Center , one of the largest shopping malls in the country . Immediately after passing the Palisades Center , NY 59 briefly enters Central Nyack . Here it connects to NY 303 by way of an interchange . Before hitting the Nyack village line , NY 59 has its final interchange with the Thruway . The southbound entrance to the Tappan Zee Bridge is via Mountainview Avenue , and the northbound entrance is via Polhemus Street .

At the Nyack line , NY 59 becomes known as Main Street . As Main Street , NY 59 runs under the Thruway one final time before the Thruway heads over the bridge . The route continues toward downtown Nyack ; however , it ends at an intersection with US 9W before it reaches the central district . Main Street continues for several blocks into downtown Nyack .

= = History = =

= = = Origins = = =

NY 59 originated as the Nyack Turnpike , which was the first major thoroughfare in Rockland County . A petition was filed in 1813 to construct the turnpike . Legislation stemming from the petition was passed on April 17 , 1816 , allowing construction to begin . The Nyack Turnpike was completed from Suffern to Nyack in the 1830s , despite many years of local opposition to the highway . Its charter was renewed multiple times throughout the 19th century , and it was designated as a toll road to help pay for its upkeep . In 1894 , the turnpike was absorbed into the Rockland County road system .

The turnpike was turned over from the county to the state of New York on July 14 , 1911 , and added to the state highway system as part of Route 39 @-@ b , an unsigned legislative route extending from Nyack (at Broadway) to Harriman via modern NY 59 and NY 17 . The Route 39 @-@ b designation was eliminated on March 1 , 1921 , as part of a partial renumbering of New York 's legislative route system . When the first set of posted routes in New York were assigned in 1924 , the portion of former Route 39 @-@ b between Suffern and Harriman became part of NY 17 . The remainder of the route from Nyack to Suffern was not given a number .

== = Designation == =

The Suffern ? Nyack highway remained unnumbered until the late 1920s when was designated as NY 59 . At the time , NY 59 was routed on West Nyack Road between Nanuet and Central Nyack . The route was rendered unchanged in the 1930 renumbering of state highways in New York . A western bypass of Suffern was designated as NY 339 c . 1932 . The north ? south highway left NY 17 at the hamlet of Ramapo and followed the modern New York State Thruway and I @-@ 287 corridors south through Hillburn to the New Jersey state line . In the mid @-@ 1930s , the alignments of NY 17 and NY 339 south of Ramapo were swapped , placing NY 17 on the bypass and NY 339 on the Ramapo ? Suffern route . In Suffern , NY 339 ended at a junction with US 202 just one block north of NY 59 's western terminus . NY 339 was replaced by an extended NY 59 c . 1937 .

In the early 1950s , construction began on a bypass of West Nyack Road between Nanuet and West Nyack . The highway was completed c . 1955 and became part of a realigned NY 59 . The portion of NY 59 's former routing that did not overlap NY 304 was redesignated as NY 59A . This designation was short @-@ lived as it was removed from West Nyack Road in the late 1950s . In 1960 , control of the highway was turned over to the town of Clarkstown , and parts of NY 59A 's former routing were abandoned . A local company carried out work to convert the highway into a shopping center access road ; however , Rockland County asserted that the town ? and by extension the company ? had no rights to perform this action . The county sued the company that helped improve the highway in 2002 .

== = Traffic problems == =

In 1958 , Ramapo town engineer Edwin Wallace noticed an increase in the amount of traffic passing through the village of Spring Valley , which had become the largest village in Rockland County by this time . This led Wallace to propose a 5 @-@ mile (8 @-@ 0 km) bypass of NY 59 in Monsey and NY 45 in Hillcrest . Rockland County approved the proposed bypass two years later . In 1966 , the Tri @-@ State Transportation Commission released its long @-@ term highway report for the area . The new study replaced the Spring Valley Bypass with the NY 45 expressway , a north ? south bypass of Spring Valley connecting the Garden State Parkway to the Palisades Interstate Parkway . The road would serve a steadily growing area of commercial businesses along the NY 45 corridor . No action was taken on this proposal .

With the Spring Valley Bypass plan shelved , traffic continued to pour through the Spring Valley ? Nanuet area . In 1987 , a task force was introduced to come up with a plan to solve this issue . Traffic became even worse when the Nanuet Mall expanded in 1994 . NYSDOT tried to fix the worsening situation in 1995 when they reconstructed almost 3 miles (5 km) of NY 59 from the eastern border of Spring Valley to exit 8 of the Palisades Interstate Parkway . The project widened

the road to six lanes , helping to move traffic through the area from Grandview to Middletown Roads in Nanuet . In 1997 , the New York State Thruway Authority dropped the Spring Valley toll on the Thruway for all motorists except truckers . This helped reduce traffic on NY 59 between exits 14A and 14B .

Shortly after the traffic problems in Nanuet were reduced , the focus was shifted to West Nyack where Palisades Center was being constructed . First proposed in the late 1980s , construction finally started in 1995 . This caused major delays for motorists when a bridge was constructed from NY 59 to Palisades Center south parking lot . To keep this portion of NY 59 from being overloaded with mall goers , exit 12 of the Thruway with NY 303 was re @-@ routed through Palisades Center via Palisades Center Drive .

= = Major intersections = =

The entire route is in Rockland County .