

= Interstate 87 =

Interstate 87 ( I @-@ 87 ) is a 333 @.@ 49 @-@ mile @-@ long ( 536 @.@ 70 km ) Interstate Highway located entirely within the U.S. state of New York , and is part of the main highway between New York City and Montreal . The highway begins in the Bronx borough of New York City , just north of the Triborough Bridge . From there , the route runs northward through the Hudson Valley , the Capital District , and the easternmost part of the North Country to the Canadian border in the Town of Champlain . At its north end , I @-@ 87 continues into Quebec as Autoroute 15 ( A @-@ 15 ) . I @-@ 87 connects with several regionally important roads : I @-@ 95 in New York City , New York State Route 17 ( NY 17 ; future I @-@ 86 ) near Harriman , I @-@ 84 near Newburgh , and I @-@ 90 in Albany . The route is the longest intrastate Interstate Highway in the Interstate Highway System .

I @-@ 87 was assigned in 1957 as part of the establishment of the Interstate Highway System . The portion of I @-@ 87 south of Albany follows freeways that predate the Interstate Highway designation , namely , the Major Deegan Expressway in New York City and the New York State Thruway from the New York City line to Albany . North of Albany , I @-@ 87 follows the Adirondack Northway , a highway built in stages between 1957 and 1967 . Early proposals for I @-@ 87 called for the route to take a more easterly course through the Hudson Valley and extreme southwestern Connecticut between New York City and Newburgh . These plans were scrapped in 1970 when I @-@ 87 was realigned onto the Thruway between Westchester County and Newburgh .

= = Route description = =

I @-@ 87 is part of a major strategic corridor between New York City , the largest metropolitan area in the U.S. , and Montreal , the second largest metropolitan area in Canada . The New York State Department of Transportation ( NYSDOT ) considers the route important for commerce , as it connects with numerous highways in the region and serves approximately 80 million people along the Mid @-@ Atlantic States , New England , and Quebec . Motorists can connect to multiple highways on 87 to travel further south along I @-@ 95 through the mid @-@ Atlantic states , or through numerous other highways to travel further east into New England .

= = = South of Albany = = =

= = = = Major Deegan Expressway = = = =

I @-@ 87 begins in the Bronx at the northern approach to the Triborough Bridge , where it connects to the Bruckner Expressway ( I @-@ 278 ) at a directional T interchange . The route heads west from the interchange , paralleling loosely with the Harlem River through Mott Haven . After 1 mile ( 1 @.@ 6 km ) , the highway makes a turn to the north , mirroring a change in the nearby river 's course . It passes by Yankee Stadium on its way to Highbridge , where the Deegan connects to the Cross Bronx Expressway ( I @-@ 95 and U.S. Route 1 or US 1 ) at the eastern approach to the Alexander Hamilton Bridge . The Deegan remains in close proximity to the Harlem River until the waterway turns westward at Kingsbridge to form the northern edge of Manhattan .

North of Kingsbridge , I @-@ 87 generally follows a northeastern alignment , passing through the center of Van Cortlandt Park as it connects to Moshulu Parkway and Jerome Avenue . Mosholu Parkway also links I @-@ 87 to the Henry Hudson and Saw Mill River parkways , which run parallel to the Major Deegan Expressway through the western Bronx and Manhattan . Past Jerome Avenue , the freeway gains a pair of service roads and heads north to the New York City ? Yonkers border .

= = = = New York State Thruway = = = =

At the New York City ? Yonkers border , I @-@ 87 changes to the New York State Thruway as the

mainline proceeds northward through Yonkers and southern Westchester County . It connects with Central Park Avenue ( NY 100 ) at exit 1 , the first of 12 exits within the county . The first few exits serve various local streets , with exit 2 providing access to Yonkers Raceway and exit 3 serving the Cross County Shopping Center . At exit 4 , I @-@ 87 connects to the Cross County Parkway , an east ? west parkway providing access to the Saw Mill River , Bronx River , and Hutchinson River parkways . The north @-@ south parkways and I @-@ 95 run parallel to the Thruway through Southern Westchester . The Bronx River parkway leaves to the northeast midway through Yonkers , while the Saw Mill and Sprain Brook parkways follow the Thruway out of the city .

All three highways take generally parallel tracks to Elmsford , where I @-@ 87 directly intersects the Saw Mill River Parkway at exit 7A . Not far to the north is exit 8 , a semi @-@ directional T interchange with I @-@ 287 ( the Cross @-@ Westchester Expressway ) . I @-@ 287 joins the Thruway here , following I @-@ 87 west across the Hudson River into Rockland County on the Tappan Zee Bridge . I @-@ 87 and I @-@ 287 remain overlapped for 15 miles ( 24 km ) through the densely populated southern portion of Rockland County , meeting the Palisades Interstate Parkway and the New York segment of the Garden State Parkway at exits 13 and 14A , respectively . The Thruway continues generally westward to Suffern , where I @-@ 87 and I @-@ 287 split at a large semi @-@ directional T interchange ( exit 15 ) near the New Jersey border . At this point , I @-@ 287 heads south into New Jersey while I @-@ 87 and the Thruway turn northward into the valley of the Ramapo River .

The Thruway continues north through the river valley toward Harriman , where it encounters the Woodbury toll barrier , the southeastern end of the mainline 's major closed ticket system . The barrier is located on the mainline within exit 16 ( NY 17 ) , a trumpet interchange . Along with the mainline barrier in Harriman , a separate toll plaza exists on the exit 16 ramp midway between the Thruway and NY 17 exit 131 ( NY 32 ) . Now a completely tolled highway , the Thruway heads northward , roughly paralleling the Hudson River to the river 's west as it serves the city of Newburgh , the village of New Paltz , and the city of Kingston , indirectly connecting to the short I @-@ 587 in the latter .

Past Kingston , the highway runs closer to the river as it parallels U.S. Route 9W ( US 9W ) through the towns of Saugerties , Catskill , Coxsackie , and Ravena . Just north of Ravena , the Thruway meets the west end of the Berkshire Connector , a spur linking the Thruway mainline to the Massachusetts Turnpike 25 miles ( 40 km ) to the east . The highway continues into the vicinity of Albany , where it connects to Troy via I @-@ 787 at exit 23 and intersects I @-@ 90 at exit 24 . The latter of the two junctions is the busiest of the Thruway 's exits , serving an estimated 27 million vehicles a year . I @-@ 87 then runs across the capital city 's residential suburbs for 6 miles ( 9 @.@ 7 km ) to exit 24 , a complex interchange with I @-@ 90 . At this point , I @-@ 87 leaves the Thruway to access the nearby south end of the toll @-@ free Adirondack Northway , also known simply as the Northway , while I @-@ 90 merges in from the east to follow the Thruway toward Pennsylvania .

= = = Adirondack Northway = = =

Off the Thruway , I @-@ 87 and I @-@ 90 overlap for a half @-@ mile along I @-@ 90 's toll @-@ free path through the Albany area . The brief concurrency ends at exit 1 of the Adirondack Northway in Guilderland , a junction also numbered as exit 1 on I @-@ 90 . Here , I @-@ 87 turns to head north toward the Canadian border at Champlain while I @-@ 90 continues east toward downtown Albany and Rensselaer County . South of this point , the Northway feeds into a 0 @.@ 86 @-@ mile ( 1 @.@ 38 km ) expressway spur known locally as Fuller Road Alternate , which links I @-@ 87 and I @-@ 90 to US 20 . Fuller Road Alternate is designated as NY 910F , an unsigned reference route , by the New York State Department of Transportation ( NYSDOT ) . In 2004 , NYSDOT ceremonially designated the entire 176 @-@ mile ( 283 km ) Northway as the Adirondack Veterans Memorial Highway .

= = = Albany and Saratoga counties = = =

I @-@ 87 heads northeast from I @-@ 90 as a six @-@ lane freeway with three lanes in each direction . It immediately traverses the Albany Pine Bush Preserve and passes west of Rensselaer Lake before crossing CSX Transportation 's Hudson Subdivision and running parallel to Wolf Road , a business thoroughfare through the town of Colonie . Wolf Road itself begins adjacent to exit 2 , a cloverleaf interchange with NY 5 ( Central Avenue ) . Heading northbound , the ramp for exit 2E feeds directly into the intersection of NY 5 and Wolf Road , located just west of Colonie Center , one of the Capital District 's largest enclosed shopping malls . I @-@ 87 continues to run alongside Wolf Road to exit 4 , a modified diamond interchange serving County Route 151 ( CR 151 , named Albany Shaker Road ) and Albany International Airport . Wolf Road ends south of the exit ; however , another section begins north of the junction , carrying NY 155 away from the airport . Prior to the Thruway , there was no break in Wolf Road ; in essence , Exit 4 was built on top of Wolf Road 's intersection with Watervliet Shaker Road . I @-@ 87 and NY 155 meet at exit 5 , with the latter routed along Watervliet Shaker Road .

After a brief stretch of housing tracts , I @-@ 87 connects to NY 2 and NY 7 at exit 6 , a single @-@ point urban interchange , in a commercialized part of Latham . NY 7 joins I @-@ 87 here , following the freeway for roughly 0 @. @ 8 miles ( 1 @. @ 3 km ) to exit 7 , the west end of a limited @-@ access highway previously known locally as Alternate Route 7 . While NY 7 heads east toward Troy , I @-@ 87 continues north past gradually less commercialized areas as it approaches the northern county line . The businesses ultimately give way to stretches of homes and subdivisions as the highway crosses into Saratoga County by way of the Thaddeus Kosciuszko Bridge , called by locals " the twin bridges " , spanning the Mohawk River . The northern portion of the Northway through Colonie and Saratoga County is now a heavily @-@ traveled commuter route as a six @-@ lane freeway . Since the highway 's construction , Saratoga County has become the fastest growing area of the Capital District , and indeed all of upstate New York .

For its first few miles in Saratoga County , I @-@ 87 runs across lightly developed parts of the towns of Halfmoon and Clifton Park . Near exit 9 , however , the freeway passes through the commercial center of Clifton Park as it connects to NY 146 . Clifton Park Center , one of several shopping plazas at the junction , is situated southwest of the exit . Past exit 9 , the commercial development subsides as I @-@ 87 traverses another area dominated by housing tracts . Just north of the exit , the freeway passes a rest area for northbound traffic . The freeway continues on , passing to the west of the centers of Round Lake at exit 11 and Malta at exit 12 . After Malta , I @-@ 87 turns slightly to the northeast and begins to loosely parallel the northwestern edge of Saratoga Lake as it crosses Kayaderosseras Creek and enters Saratoga Springs .

As the route comes close to downtown Saratoga Springs , it meets NY 9P at exit 14 . The junction is adjacent to the regionally popular Saratoga Race Course and thus receives heavy traffic during the racing season . A southbound @-@ only entrance ramp exists off Nelson Avenue Extension about 1 mile ( 1 @. @ 6 km ) south of exit 14 , designed to handle traffic exiting the track at Saratoga Race Course and the Saratoga Casino and Raceway . The highway continues around the eastern edge of Saratoga Springs to exit 15 , where the relatively undeveloped areas east of I @-@ 87 are briefly replaced by Wilton 's commercial district along NY 50 . As I @-@ 87 continues northeast through Wilton , it heads across significantly less developed areas , with open fields becoming the most common feature along the road . It continues into Moreau , connecting to US 9 and serving Moreau Lake State Park by way of exit 17 , a cloverleaf interchange , before crossing the Hudson River and entering Warren County .

= = = = Warren and Essex counties = = = =

Between the bridge and exit 18 , I @-@ 87 passes two rest areas , one for each direction . The road 's northward course through Queensbury quickly brings it to the outskirts of Glens Falls , and as such the highway heads across another swath of residential neighborhoods . Exits 18 and 19 are the main exits for the city , with the latter connecting to NY 254 near the commercial center of Queensbury . Just east of the exit is Aviation Mall , located on NY 254 just west of the route 's

junction with US 9 . A northwestern turn in the freeway takes I @-@ 87 past the Great Escape amusement park and lodge , both of which are accessed from exit 20 and NY 149 . Past exit 20 , I @-@ 87 runs across increasingly remote areas of Queensbury as the road enters Adirondack Park and heads toward Lake George . The freeway closely follows US 9 northwest to the village of Lake George , where I @-@ 87 meets NY 9N via exits 21 and 22 .

North of Lake George , I @-@ 87 narrows from six to four lanes as it runs alongside US 9 to Warrensburg , a small hamlet on the Schroon River served by exit 23 . While US 9 heads northwest into the community , I @-@ 87 turns northward to follow the east bank of the Schroon River for 17 miles ( 27 km ) through a deep , remote valley . The stretch ends at exit 27 , where I @-@ 87 reconnects to US 9 at the southern tip of Schroon Lake . At this point , I @-@ 87 makes a slight turn to the northeast to follow US 9 as the latter road runs along the western shoreline of Schroon Lake . Both roads pass a handful of lakefront properties on their way into Essex County and the town of Schroon , where the lake comes to an end and NY 74 begins its eastward trek to Ticonderoga at exit 28 . The Schroon River resumes north of the exit , and I @-@ 87 and US 9 follow the river and its rural valley to the northeast for 15 miles ( 24 km ) to the town of North Hudson .

In North Hudson , the valley becomes less pronounced as the Schroon River reaches its source near exit 30 . Here , US 9 and I @-@ 87 cross paths again , with the former heading northwest toward Keene and the latter continuing northeast in a narrow valley formed by Ash Craft Brook . After 5 miles ( 8 @. @ 0 km ) , the stream reaches its source at Lincoln Pond , leaving the Northway to climb in elevation and wind its way northeastward across the surrounding mountains . It reaches slightly more level ground in Westport , where I @-@ 87 connects to NY 9N at exit 31 . From here , the highway takes a generally northerly track across the Bouquet River to the town of Lewis , rejoining US 9 as both roads head toward Clinton County . They split again after 7 miles ( 11 km ) as US 9 veers more easterly than I @-@ 87 to serve Keeseville . The Northway , meanwhile , heads to the northwest , bypassing the village to cross the Ausable River and enter Clinton County .

== == Clinton County == ==

Just across the county line , I @-@ 87 intersects NY 9N again at exit 34 , the southernmost junction to feature bilingual guide signs in English and French due to the road 's proximity to Quebec . Past NY 9N , the Northway curves to the north , running along the west side of Keeseville before entering another rural but fairly level stretch that follows I @-@ 87 out of Adirondack Park . Now outside the park , the highway encounters more frequent pockets of development as it follows NY 22 into the town of Plattsburgh . Just inside the town line , the Northway crosses over the Salmon River and intersects NY 22 at exit 36 , a junction serving nearby Plattsburgh International Airport . While NY 22 heads northeast into the city of Plattsburgh , I @-@ 87 runs north through its western suburbs , passing over the Saranac River and intersecting NY 3 at exit 37 . The Northway and NY 22 meet again north of downtown at exit 38 .

The section of I @-@ 87 between exits 38 and 39 crosses a marshy area surrounding Dead Creek , a stream feeding into nearby Cumberland Bay . Access to the bay shore is provided off to the northeast by exit 39 , a modified cloverleaf interchange for NY 314 . Continuing away from the junction , I @-@ 87 comes within 1 mile ( 1 @. @ 6 km ) of Lake Champlain as it follows US 9 away from Plattsburgh and northward across open , rolling fields in the towns of Beekmantown and Chazy . Outside of the hamlet of Chazy , the Northway begins to run across a series of wetlands along the west side of US 9 . The marshy terrain follows I @-@ 87 into the town of Champlain , where I @-@ 87 encounters the northernmost community along its course , the village of Champlain . I @-@ 87 veers slightly westward to avoid the village , and in doing so it meets US 11 at exit 42 , a diamond interchange just west of the village limits .

I @-@ 87 takes a northerly track from US 11 , crossing the Great Chazy River and briefly entering the village limits , where it runs past a series of homes and businesses built up along nearby US 9 . As both roads head north out of the village , US 9 connects to the Northway one last time at exit 43 , the last interchange on I @-@ 87 before the Canadian border . Past the exit , the highway doubles in width , becoming eight lanes wide as it begins to run past the customs facilities on the American

side of the border . The Northway and I @-@ 87 end shortly thereafter at the Canadian border , where the highway continues past the Champlain @-@ St. Bernard de Lacolle Border Crossing into Quebec as A @-@ 15 .

= = History = =

= = Designation and early construction = =

I @-@ 87 was assigned on August 14 , 1957 , as part of the establishment of the Interstate Highway System . The highway initially utilized the pre @-@ existing New York State Thruway from Albany to Newburgh and in lower Westchester County , and the Major Deegan Expressway in New York City . From Newburgh to the Elmsford area , I @-@ 87 was to follow a new highway running parallel to US 9 northward along the eastern bank of the Hudson River to Fishkill . I @-@ 87 would then have followed the proposed I @-@ 84 across the Hudson to rejoin the Thruway outside of Newburgh . After the Hudson River Expressway proposal was cancelled in the 1960s , the alignment of I @-@ 87 was shifted further east to follow a newly @-@ completed freeway in the Route 22 corridor that started at I @-@ 287 in White Plains , then cut north through the extreme southwest corner of Connecticut before re @-@ entering New York and reaching I @-@ 84 at Brewster . I @-@ 87 then followed I @-@ 84 west to Newburgh . In 1970 , the I @-@ 87 designation was shifted to the New York State Thruway between Newburgh and the Deegan Expressway ; its previous alignment between Brewster and White Plains was redesignated as Interstate 684 . Meanwhile , all of the Adirondack Northway , the portion of I @-@ 87 slated to extend from Albany north to the Canadian border , had yet to be built . Fuller Road Alternate , the spur leading south from the Adirondack Northway to US 20 , was originally intended to be part of the Southern Albany Expressway , a proposed highway which would have connected the Northway with I @-@ 787 and run parallel to the Thruway between exits 23 and 24 .

The Northway was built in segments , which became I @-@ 87 as they were completed and linked to the pre @-@ existing route . Construction began in the late 1950s on the portion of the Northway between the Thruway and NY 7 near Latham . This segment was open to traffic by 1960 , by which time work had begun on two additional segments from Latham to Malta ( at NY 67 ) and from US 9 in northern Saratoga County to US 9 and NY 149 midway between Glens Falls and Lake George village . The expressway was completed between Latham and Clifton Park ( NY 146 ) and from US 9 south of Glens Falls to the Hudson River c . 1961 . The US 9 ? NY 149 section of the highway was finished on May 26 , 1961 , at a total cost of \$ 9 @. @ 5 million ( equivalent to \$ 75 @. @ 2 million in 2016 ) . Work on the Latham ? Malta segment concluded on November 22 on that year with the opening of a \$ 6 @. @ 6 million piece ( equivalent to \$ 52 @. @ 3 million in 2016 ) between NY 146 and NY 67 . When the Latham ? Malta segment was opened , it featured one of the few railroad grade crossings on an Interstate Highway , just south of the Thaddeus Kosciuszko Bridge over the Hudson . This at @-@ grade crossing was removed within a couple of years when the railroad line was cut backwards and the crossing was no longer needed . Construction on the portion of highway between the two segments began c . 1962 . The 1 @. @ 8 @-@ mile ( 2 @. @ 9 km ) part between NY 9P and NY 50 near Saratoga Springs was finished on July 19 , 1963 , and the entire NY 67 ? US 9 segment was completed by 1964 . An extension linking NY 149 to NY 9N south of Lake George village opened in mid @-@ 1963 .

By July 1963 , the Northway was completed from the Canadian border south to exit 34 at Keeseville . Additionally , the existing Albany ? Lake George section was extended slightly by May 1966 to serve the northern part of Lake George . At the time , I @-@ 87 curved around the western outskirts of the village to end at NY 9N north of the village on a highway built c . 1964 . In mid @-@ 1966 , the state opened a \$ 23 million section ( equivalent to \$ 168 million in 2016 ) of the Northway between Lake George and exit 26 at Pottersville . I @-@ 87 was reconfigured slightly near Lake George as a result : instead of heading east to NY 9N , it continued north on a parallel routing to US 9 . The Northway 's former routing to NY 9N , known infrequently today as the Lake George

Connector , is now NY 912Q , an unsigned reference route 0 @. @ 66 miles ( 1 @. @ 06 km ) in length . NY 912Q has one intermediate interchange with US 9 . On March 5 , 1967 , the Lake George ? Pottersville portion of I @- @ 87 was chosen as America 's Most Scenic New Highway of 1966 by Parade Magazine . It became the second New York highway to win the award , as a stretch of NY 17 in Broome and Delaware counties was selected for the title in 1964 .

= = = Filling the gaps = = =

The gap in the Northway between Pottersville and Keeseville was narrowed considerably by July 1967 with the completion of a 25 @- @ mile ( 40 km ) segment from Pottersville to exit 30 at Underwood . It was closed further on July 25 , 1967 , with the opening of a 3 @- @ mile ( 4 @. @ 8 km ) stretch near Keeseville between exits 34 and 33 . The last section of the Northway to be built , a 30 @- @ mile ( 48 km ) stretch between Underwood and Keeseville ( exit 33 ) , was finished on August 31 , 1967 . The completion of the Northway linked New York City with Montreal by way of a direct , limited @- @ access highway , with I @- @ 87 becoming A @- @ 15 at the Canadian border . The total cost to build the Adirondack Northway was \$ 208 million ( equivalent to \$ 1 @. @ 48 billion in 2016 ) .

Another gap in I @- @ 87 existed in downstate New York , as the plan to build I @- @ 87 along the proposed Hudson River Expressway had been scrapped by 1962 . Instead , I @- @ 87 was now proposed to begin in Port Chester and follow a new routing through Purchase , Armonk , and Katonah to Brewster , where it would join I @- @ 84 . The routing was modified slightly by 1968 : I @- @ 87 still began in New York City , then overlapped with I @- @ 287 east to Purchase . From there , I @- @ 87 headed north along the now @- @ open expressway to Armonk , where it ended at NY 22 . Another portion of the highway , from Goldens Bridge ( NY 138 ) to Brewster , was open as well while the part from Armonk to Katonah was under construction . This segment , as well as the part from Katonah to Goldens Bridge , was completed by 1971 . On January 1 , 1970 , I @- @ 87 was rerouted between Elmsford and Newburgh to follow the mainline of the Thruway instead , leaving the Purchase ? Brewster freeway to become I @- @ 684 .

= = = Tappan Zee Bridge replacement = = =

State and federal agencies are in the process of replacing the Tappan Zee Bridge over New York 's Hudson River . The original Tappan Zee bridge is a cantilever bridge built during 1952 ? 55 . The bridge is three miles ( 4 @. @ 8 km ) long and spans the Hudson at its second @- @ widest point . The deteriorating current structure bears an average of 138 @, @ 000 vehicles per day , substantially more traffic than its designed capacity . During its first decade , the bridge carried fewer than 40 @, @ 000 vehicles per day . Part of the justification for replacing the bridge stems from its construction immediately following the Korean War on a low budget of only \$ 81 million . Unlike other major bridges in metropolitan New York , the Tappan Zee was designed to last only 50 years . The Federal Highway Administration issued a report in October 2011 designating the Tappan Zee 's replacement to be a dual @- @ span twin bridge . The new bridge is now under construction a few yards to the north of the existing bridge , and will connect to the existing highway approaches of the New York State Thruway ( I @- @ 87 / I @- @ 287 ) on both river banks . Construction began in 2013 , with opening targeted for 2018 . When completed in 2018 , the new Tappan Zee Bridge will be one of the longest cable @- @ stayed spans in the nation .

= = = Other developments = = =

A long stretch of the Northway through the Adirondack Park had been an unserved zone for cellular telephone service . In 2007 , a driver who crashed off the road was unable to summon help , prompting messages from local governments to telephone companies to add new wireless towers to address the problem and warning signs to inform travelers of the so @- @ called " dark zone " . Throughout this area , roadside emergency call boxes are located approximately every two miles on

both sides of the roadway . These boxes use a two @-@ way UHF radio network to connect directly to New York State Police dispatchers . The first of 13 new cellular phone towers along I @-@ 87 was installed in October 2008 . A second cellular phone tower was completed just one month later .

Exit 6 on the Adirondack Northway was originally a diamond interchange . Construction to convert the junction into a single @-@ point urban interchange began in mid @-@ 2008 and was completed on September 12 , 2010 . The total cost of the project was \$ 41 @. @ 9 million .

There is no exit 3 on the Northway section of I @-@ 87 , as this number was reserved for an interchange with the cancelled I @-@ 687 . A project to improve access to the Albany International Airport at exit 4 is currently underway . The two old bridges at exit 4 that carry 102 @, @ 000 vehicles a day are deteriorating and subsequently are being replaced . Once the new replacement bridges are built , the old bridges will be demolished . Construction began in February 2015 and is expected to be completed by October 31 , 2015 .

= = Exit list = =

The list below contains the exits along the Adirondack Northway . For exits within New York City , see the Major Deegan Expressway 's exit list . For exits along the New York State Thruway , see Exits 1 to 24 of the Thruway mainline 's exit list .

The mileposts below follow actual signage , where mile 0 @. @ 00 is located just north of the overpass with I @-@ 90 .

= = Auxiliary routes = =

The road has three current spur routes , all located along the Thruway portion of I @-@ 87 . I @-@ 287 serves as a 99 @-@ mile ( 159 km ) bypass around New York City , beginning at the New Jersey Turnpike in Middlesex County , New Jersey , and ending at I @-@ 95 ( the New England Thruway ) near the Connecticut border in Rye . I @-@ 287 and I @-@ 87 overlap for 19 miles ( 31 km ) across Westchester and Rockland counties . East of the concurrency , I @-@ 287 is known as the Cross @-@ Westchester Expressway . The other two spurs , the 2 @-@ mile ( 3 @. @ 2 km ) I @-@ 587 and the 10 @-@ mile ( 16 km ) I @-@ 787 , link I @-@ 87 to the cities of Kingston and Albany , respectively .

Two other spurs of I @-@ 87 were planned but never constructed . In the Hudson Valley , I @-@ 487 would have run along the Hudson River from I @-@ 87 and I @-@ 287 in Tarrytown to I @-@ 84 east of Beacon . The other spur , I @-@ 687 , would have connected I @-@ 90 in Albany to I @-@ 87 near Albany International Airport in Colonie . Both routes were cancelled in the 1970s as a result of public opposition .