**New York State Route 9A**

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| **NYS Route 9A** |
| Map of the [New York City](http://en.wikipedia.org/wiki/New_York_City) area with NY 9A highlighted in red |
| **Route information** |
| Auxiliary route of [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) |
| Maintained by [NYSDOT](http://en.wikipedia.org/wiki/NYSDOT), [NYCDOT](http://en.wikipedia.org/wiki/NYCDOT) and [City of Yonkers](http://en.wikipedia.org/wiki/Yonkers%2C_New_York) |
| **Length:** | 47.25 mi (76.04 km) |
| **Existed:** | 1930 – present |
| **Major junctions** |
| **South end:** | [I-478](http://en.wikipedia.org/wiki/Interstate_478_%28New_York%29) / [FDR Drive](http://en.wikipedia.org/wiki/Franklin_D._Roosevelt_East_River_Drive) in [Manhattan](http://en.wikipedia.org/wiki/Manhattan) |
|  | [NY 495](http://en.wikipedia.org/wiki/New_York_State_Route_495) in [Manhattan](http://en.wikipedia.org/wiki/Manhattan)[I-95](http://en.wikipedia.org/wiki/Interstate_95_%28New_York%29) / [US 1](http://en.wikipedia.org/wiki/U.S._Route_1_in_New_York) / [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) in [Manhattan](http://en.wikipedia.org/wiki/Manhattan)[US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) / [Henry Hudson Parkway](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway) in [The Bronx](http://en.wikipedia.org/wiki/The_Bronx)[Saw Mill Parkway](http://en.wikipedia.org/wiki/Saw_Mill_River_Parkway) in [Yonkers](http://en.wikipedia.org/wiki/Yonkers%2C_New_York)[I-87](http://en.wikipedia.org/wiki/Interstate_87_%28New_York%29) / [Thruway](http://en.wikipedia.org/wiki/New_York_State_Thruway) in [Ardsley](http://en.wikipedia.org/wiki/Ardsley%2C_New_York)[I-287](http://en.wikipedia.org/wiki/Interstate_287_%28New_York%29) in [Elmsford](http://en.wikipedia.org/wiki/Elmsford%2C_New_York)[Saw Mill Parkway](http://en.wikipedia.org/wiki/Saw_Mill_River_Parkway) in [Hawthorne](http://en.wikipedia.org/wiki/Hawthorne%2C_New_York)[US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) in [Ossining](http://en.wikipedia.org/wiki/Ossining_%28town%29%2C_New_York) |
| **North end:** | [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) in [Peekskill](http://en.wikipedia.org/wiki/Peekskill%2C_New_York) |
| **Location** |
| **Counties:** | [New York](http://en.wikipedia.org/wiki/Manhattan), [Bronx](http://en.wikipedia.org/wiki/The_Bronx), [Westchester](http://en.wikipedia.org/wiki/Westchester_County%2C_New_York) |
| **Highway system** |
| [**Numbered highways in New York**](http://en.wikipedia.org/wiki/List_of_numbered_highways_in_New_York)[Interstate](http://en.wikipedia.org/wiki/List_of_Interstate_Highways_in_New_York) • [U.S.](http://en.wikipedia.org/wiki/List_of_U.S._Routes_in_New_York) • [N.Y.](http://en.wikipedia.org/wiki/List_of_State_Routes_in_New_York) ([former](http://en.wikipedia.org/wiki/List_of_former_state_routes_in_New_York)) • [Reference](http://en.wikipedia.org/wiki/List_of_reference_routes_in_New_York) • [County](http://en.wikipedia.org/wiki/County_routes_in_New_York)

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| ← [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) |  | [NY 9B](http://en.wikipedia.org/wiki/New_York_State_Route_9B) → |

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**New York State Route 9A** (**NY 9A**) is a [state highway](http://en.wikipedia.org/wiki/State_highway) in the vicinity of [New York City](http://en.wikipedia.org/wiki/New_York_City), [New York](http://en.wikipedia.org/wiki/New_York), [United States](http://en.wikipedia.org/wiki/United_States). Its southern terminus is at the northern end of the [Brooklyn–Battery Tunnel](http://en.wikipedia.org/wiki/Brooklyn%E2%80%93Battery_Tunnel) in New York City, where it intersects with both [Interstate 478](http://en.wikipedia.org/wiki/Interstate_478) (I-478) and [FDR Drive](http://en.wikipedia.org/wiki/FDR_Drive). The northern terminus of NY 9A is at [U.S. Route 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) (US 9) in [Peekskill](http://en.wikipedia.org/wiki/Peekskill%2C_New_York). It is predominantly an alternate route of US 9 between New York City and Peekskill; however, in New York City, it is a major route of its own as it runs along the [West Side Highway](http://en.wikipedia.org/wiki/West_Side_Highway) and [Henry Hudson Parkway](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway). In [Westchester County](http://en.wikipedia.org/wiki/Westchester_County%2C_New_York), NY 9A follows the **Briarcliff–Peekskill Parkway**.

The origins of NY 9A date back to the 1920s when an alternate route of then-[NY 6](http://en.wikipedia.org/wiki/New_York_State_Route_6_%281924%E2%80%931927%29) from [Yonkers](http://en.wikipedia.org/wiki/Yonkers%2C_New_York) to [Tarrytown](http://en.wikipedia.org/wiki/Tarrytown%2C_New_York) was designated as **New York State Route 6A**. NY 6 was redesignated as US 9 in 1927; however, NY 6A was not renumbered to NY 9A until the [1930 renumbering of state highways in New York](http://en.wikipedia.org/wiki/1930_renumbering_%28New_York%29). NY 9A was extended south into New York City in 1934 and north to Ossining in the late 1930s. In 1933, the Briarcliff–Peekskill Parkway opened as **New York State Route 404**. All of NY 404 was incorporated into an extended NY 9A in the late 1940s. NY 9A was extended northward to Peekskill in 1967 following the completion of the [Croton Expressway](http://en.wikipedia.org/wiki/Croton_Expressway) and southward to the Brooklyn–Battery Tunnel between 1985 and 1995.

**Route description**

*Further information:* [*West Side Highway*](http://en.wikipedia.org/wiki/West_Side_Highway)*and*[*Henry Hudson Parkway*](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway)

Signage for NY 9A in Manhattan.

Route 9A begins in [lower Manhattan](http://en.wikipedia.org/wiki/Lower_Manhattan) at the north end of the [Brooklyn-Battery Tunnel](http://en.wikipedia.org/wiki/Brooklyn-Battery_Tunnel) ([I-478](http://en.wikipedia.org/wiki/Interstate_478)) and heads north on the surface [West Side Highway](http://en.wikipedia.org/wiki/West_Side_Highway) and [Henry Hudson Parkway](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway), crossing [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) for the first time at the east end of the [George Washington Bridge](http://en.wikipedia.org/wiki/George_Washington_Bridge). After crossing into [the Bronx](http://en.wikipedia.org/wiki/The_Bronx) via the [Henry Hudson Bridge](http://en.wikipedia.org/wiki/Henry_Hudson_Bridge), Route 9A proceeds to leave the parkway at exit 23, joining US 9 on Broadway. The portions of NY 9A between 34th and 72nd Streets in Manhattan and from the Henry Hudson Parkway to the New York City line in the Bronx is maintained by the [New York City Department of Transportation](http://en.wikipedia.org/wiki/New_York_City_Department_of_Transportation). The concurrency between US 9 and NY 9A runs for 2.87 miles (4.62 km) within the city of [Yonkers](http://en.wikipedia.org/wiki/Yonkers%2C_New_York). All of NY 9A within Yonkers is maintained by the city.

NY 9A separates from US 9 along Ashburton Avenue and heads north as Saw Mill River Road. It parallels the [Saw Mill River Parkway](http://en.wikipedia.org/wiki/Saw_Mill_River_Parkway) through [Ardsley](http://en.wikipedia.org/wiki/Ardsley_%28NY%29) and [Elmsford](http://en.wikipedia.org/wiki/Elmsford_%28NY%29), to the west side of [Hawthorne](http://en.wikipedia.org/wiki/Hawthorne_%28NY%29). The route meets the southbound [New York State Thruway](http://en.wikipedia.org/wiki/New_York_State_Thruway) ([I-87](http://en.wikipedia.org/wiki/Interstate_87)) at a partial interchange and later meets [I-287](http://en.wikipedia.org/wiki/Interstate_287) (the [Cross Westchester Expressway](http://en.wikipedia.org/wiki/Cross_Westchester_Expressway)) at a full interchange that provides a route to the northbound Thruway (I-87). [NY 100](http://en.wikipedia.org/wiki/New_York_State_Route_100) merges with NY 9A to form a 3.11-mile (5.01 km) concurrency carrying the names Saw Mill River Road and Briarcliff–Peekskill Parkway, parallel to the [Taconic State Parkway](http://en.wikipedia.org/wiki/Taconic_State_Parkway). NY 9A exits off this highway along the Briarcliff–Peekskill Parkway, while NY 100 continues straight as Saw Mill River Road. NY 9A merges to form a brief concurrency with US 9 as the Croton Expressway in [Ossining](http://en.wikipedia.org/wiki/Ossining_%28town%29%2C_New_York) just south of the Croton River.

The second concurrency between US 9 and NY 9A runs for 0.65 mile (1 km), with Route 9A leaving the Croton Expressway at Croton Point Avenue in [Croton-on-Hudson](http://en.wikipedia.org/wiki/Croton-on-Hudson%2C_New_York). The highway heads north along Riverside Avenue and eventually joins old [Albany Post Road](http://en.wikipedia.org/wiki/Albany_Post_Road). After crossing US 9 once more in [Cortlandt](http://en.wikipedia.org/wiki/Cortlandt_%28NY%29), Route 9A ends at the Welcher Avenue [interchange](http://en.wikipedia.org/wiki/Interchange_%28road%29) in southern [Peekskill](http://en.wikipedia.org/wiki/Peekskill_%28NY%29).

**History**

**Origins**

Prior to the establishment of the [U.S. Highway System](http://en.wikipedia.org/wiki/U.S._Highway_System), [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_%28New_York%29) was designated as [NY 6](http://en.wikipedia.org/wiki/New_York_State_Route_6_%281924%E2%80%931927%29). An alternate route from [Yonkers](http://en.wikipedia.org/wiki/Yonkers%2C_New_York) to [Tarrytown](http://en.wikipedia.org/wiki/Tarrytown%2C_New_York) was assigned the NY 6A designation by 1926. This ran along the present alignment of NY 9A from Yonkers to north of [Elmsford](http://en.wikipedia.org/wiki/Elmsford%2C_New_York), where it turned west on Saw Mill Road, Neperan Road, County House Road and Bedford Road to end at NY 6 in Tarrytown. NY 6 was redesignated as US 9 when U.S. Highways were first posted in New York in 1927; however, NY 6A was not renumbered at this time. It was finally renumbered to NY 9A as part of the [1930 renumbering of state highways in New York](http://en.wikipedia.org/wiki/1930_state_highway_renumbering_%28New_York%29).

Tarrytown, including US 9 and NY 9A, in 1938.

[New York City](http://en.wikipedia.org/wiki/New_York_City) initially did not mark numbered routes within its limits. In 1932, the [New York Automobile Club](http://en.wikipedia.org/w/index.php?title=New_York_Automobile_Club&action=edit&redlink=1) drafted a plan establishing alignments for several routes through the city. In this plan, NY 9A went south through [the Bronx](http://en.wikipedia.org/wiki/The_Bronx) and into [Manhattan](http://en.wikipedia.org/wiki/Manhattan) on [Broadway](http://en.wikipedia.org/wiki/Broadway_%28Manhattan%29) while US 9 used [Riverdale Avenue](http://en.wikipedia.org/w/index.php?title=Riverdale_Avenue_(Bronx)&action=edit&redlink=1) north of [230th Street](http://en.wikipedia.org/w/index.php?title=230th_Street_(Bronx)&action=edit&redlink=1). As a result, the two routes would have had a short [concurrency](http://en.wikipedia.org/wiki/Concurrency_%28road%29) across [Spuyten Duyvil Creek](http://en.wikipedia.org/wiki/Spuyten_Duyvil_Creek). NY 9A would have split to the south on [Tenth Avenue](http://en.wikipedia.org/wiki/Tenth_Avenue_%28Manhattan%29) at [218th Street](http://en.wikipedia.org/wiki/218th_Street_%28Manhattan%29) in order to join the [Harlem River Drive](http://en.wikipedia.org/wiki/Harlem_River_Drive) via [Nagle Avenue](http://en.wikipedia.org/w/index.php?title=Nagle_Avenue_(Manhattan)&action=edit&redlink=1) and [Dyckman Street](http://en.wikipedia.org/wiki/Dyckman_Street_%28Manhattan%29). From there it would head west on [155th Street](http://en.wikipedia.org/wiki/155th_Street_%28Manhattan%29) to [Amsterdam Avenue](http://en.wikipedia.org/wiki/Amsterdam_Avenue_%28Manhattan%29), where it would head south to [79th Street](http://en.wikipedia.org/wiki/79th_Street_%28Manhattan%29), heading west there to rejoin US 9 at [Riverside Drive](http://en.wikipedia.org/wiki/Riverside_Drive_%28New_York%29). US 9 would have continued south through [lower Manhattan](http://en.wikipedia.org/wiki/Lower_Manhattan) to [Staten Island](http://en.wikipedia.org/wiki/Staten_Island) via the [Staten Island Ferry](http://en.wikipedia.org/wiki/Staten_Island_Ferry); however, it is unclear whether NY 9A would have continued south with US 9 to lower Manhattan.

The New York Automobile Club released another plan in 1933. This plan made no changes to NY 9A; however, US 9 was changed to use Broadway all the way through the Bronx and to travel to [New Jersey](http://en.wikipedia.org/wiki/New_Jersey) by way of the [Holland Tunnel](http://en.wikipedia.org/wiki/Holland_Tunnel). In the final plan implemented in mid-December 1934, no route was assigned to the Harlem River Drive – Amsterdam Avenue corridor. Instead, NY 9A used what had been planned as US 9, splitting at [Broadway](http://en.wikipedia.org/wiki/Broadway_%28Manhattan%29) and [Dyckman Street](http://en.wikipedia.org/wiki/Dyckman_Street_%28Manhattan%29). NY 9A ran south along the west side of Manhattan on [Riverside Drive](http://en.wikipedia.org/wiki/Riverside_Drive_%28Manhattan%29) and the [West Side Elevated Highway](http://en.wikipedia.org/wiki/West_Side_Elevated_Highway) (detouring around an unfinished section via [57th Street](http://en.wikipedia.org/wiki/57th_Street_%28Manhattan%29), [Eleventh Avenue](http://en.wikipedia.org/wiki/Eleventh_Avenue_%28Manhattan%29) and [48th Street](http://en.wikipedia.org/wiki/48th_Street_%28Manhattan%29)) to end at the entrance and exit plazas of the Holland Tunnel. US 9 was shifted northward to enter New Jersey via the [George Washington Bridge](http://en.wikipedia.org/wiki/George_Washington_Bridge).

**Westchester County**

In [Westchester County](http://en.wikipedia.org/wiki/Westchester_County%2C_New_York), a new highway was built around [Ossining](http://en.wikipedia.org/wiki/Ossining_%28village%29%2C_New_York) from [Saw Mill River Road](http://en.wikipedia.org/w/index.php?title=Saw_Mill_River_Road&action=edit&redlink=1) ([NY 100](http://en.wikipedia.org/wiki/New_York_State_Route_100)) in [Briarcliff Manor](http://en.wikipedia.org/wiki/Briarcliff_Manor%2C_New_York) to US 9 north of Ossining. The highway, known as the Briarcliff–Peekskill Parkway, was completed in 1933 and initially designated as NY 404. Ca. 1939, NY 9A was extended northward from Tarrytown to Archville, a small [hamlet](http://en.wikipedia.org/wiki/Hamlet_%28New_York%29) midway between Tarrytown and Ossining, by way of Sleepy Hollow Road. It was altered again in the late 1940s to continue north along Saw Mill River Road from [NY 100C](http://en.wikipedia.org/wiki/New_York_State_Route_100C) near [Elmsford](http://en.wikipedia.org/wiki/Elmsford%2C_New_York) to the south end of the Briarcliff–Peekskill Parkway in Briarcliff Manor. At this point, NY 9A left Saw Mill River Road and followed the parkway to its end at US 9, supplanting NY 404. The realignment created a 3-mile (5 km) overlap between NY 9A and NY 100 from [Hawthorne](http://en.wikipedia.org/wiki/Hawthorne%2C_New_York) to Briarcliff Manor.

1974 photo of the collapsed section of the West Side Elevated Highway at 14th Street

Construction on the [Croton Expressway](http://en.wikipedia.org/wiki/Croton_Expressway), the only piece of the failed [Hudson River Expressway](http://en.wikipedia.org/wiki/Hudson_River_Expressway) project that was ever built, began in the mid-1960s. It became part of a realigned US 9 when it was completed in 1967. The former surface routing of US 9 along [Albany Post Road](http://en.wikipedia.org/wiki/Albany_Post_Road) between [Croton-on-Hudson](http://en.wikipedia.org/wiki/Croton-on-Hudson%2C_New_York) and [Buchanan](http://en.wikipedia.org/wiki/Buchanan%2C_New_York) became a northward extension of NY 9A, which reached the old alignment by way of an overlap with US 9 from the north end of the Briarcliff–Peekskill Parkway to Croton-on-Hudson.

**New York City**

*Further information:* [*Henry Hudson Parkway*](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway)*,*[*West Side Elevated Highway*](http://en.wikipedia.org/wiki/West_Side_Elevated_Highway)*, and*[*West Side Highway*](http://en.wikipedia.org/wiki/West_Side_Highway)

As the [Henry Hudson Parkway](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway) replaced [Riverside Drive](http://en.wikipedia.org/wiki/Riverside_Drive_%28Manhattan%29) in the mid-1930s, NY 9A was moved onto it, eventually using the new parkway to where it crossed US 9 (Broadway) in the Bronx. Here, NY 9A exited the parkway and ran [concurrent](http://en.wikipedia.org/wiki/Concurrent_%28road%29) with US 9 to the split in [Yonkers](http://en.wikipedia.org/wiki/Yonkers%2C_New_York). The [Brooklyn–Battery Tunnel](http://en.wikipedia.org/wiki/Brooklyn%E2%80%93Battery_Tunnel) connecting Manhattan's [Battery Park](http://en.wikipedia.org/wiki/Battery_Park) to [Brooklyn](http://en.wikipedia.org/wiki/Brooklyn) was completed in 1950. By 1960, an extension of the West Side Elevated Highway south to the Manhattan tunnel portal became part of [NY 27A](http://en.wikipedia.org/wiki/New_York_State_Route_27A), which had ended in Brooklyn prior to the construction of the tunnel. On January 1, 1970, NY 27A was truncated on its western end to eastern [Nassau County](http://en.wikipedia.org/wiki/Nassau_County%2C_New_York) while [NY 27](http://en.wikipedia.org/wiki/New_York_State_Route_27) was extended northward over NY 27A's former routing through the Battery Tunnel and the West Side Elevated Highway.

However, by 1973, NY 27 had been cut back to its interchange with the [Gowanus Expressway](http://en.wikipedia.org/wiki/Gowanus_Expressway) in Brooklyn while [I-478](http://en.wikipedia.org/wiki/Interstate_478) was assigned to both the Battery Tunnel and all of the West Side Elevated Highway south of the [Lincoln Tunnel](http://en.wikipedia.org/wiki/Lincoln_Tunnel). NY 9A was cut back to the Lincoln Tunnel as a result. The extension of I-478 into Manhattan was eliminated following the collapse of part of the Elevated Highway in 1973, which led to the demolition of the highway south of [59th Street](http://en.wikipedia.org/wiki/59th_Street_%28Manhattan%29). Demolition was completed in 1989. The surface streets that the Elevated Highway had run atop of—[West Street](http://en.wikipedia.org/wiki/West_Street_%28Manhattan%29), [11th Avenue](http://en.wikipedia.org/wiki/11th_Avenue_%28Manhattan%29) and [12th Avenue](http://en.wikipedia.org/wiki/12th_Avenue_%28Manhattan%29)—became an extension of NY 9A at some point between 1985 and 1995. In early 1996, construction began on a project to convert this section of NY 9A into the [West Side Highway](http://en.wikipedia.org/wiki/West_Side_Highway), a six-lane [urban boulevard](http://en.wikipedia.org/wiki/Urban_boulevard) with a parkway-style median and decorative light posts. The first of the project's seven segments—between Clarkson and Horatio Streets in the [Greenwich Village](http://en.wikipedia.org/wiki/Greenwich_Village%2C_New_York) neighborhood—was completed in 1998. The last of the project's pieces was completed in August 2001.

**Major intersections**

*For a complete list of interchanges along NY 9A in New York City, see* [*West Side Highway*](http://en.wikipedia.org/wiki/West_Side_Highway) *and* [*Henry Hudson Parkway*](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway)*.*

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| **County** | **Location** | **Mile** | **Roads intersected** | **Notes** |
| [New York](http://en.wikipedia.org/wiki/New_York_County%2C_New_York) | [Manhattan](http://en.wikipedia.org/wiki/Manhattan) | 0.00 | [I-478](http://en.wikipedia.org/wiki/Interstate_478_%28New_York%29) ([Brooklyn–Battery Tunnel](http://en.wikipedia.org/wiki/Brooklyn%E2%80%93Battery_Tunnel)) / [FDR Drive](http://en.wikipedia.org/wiki/Franklin_D._Roosevelt_East_River_Drive) | Northern terminus of I-478; southern terminus of FDR Drive |
|  | [I-78](http://en.wikipedia.org/wiki/Interstate_78_%28New_York%29) ([Holland Tunnel](http://en.wikipedia.org/wiki/Holland_Tunnel)) via Canal Street | Eastern terminus of I-78 |
|  | [NY 495](http://en.wikipedia.org/wiki/New_York_State_Route_495) ([Lincoln Tunnel](http://en.wikipedia.org/wiki/Lincoln_Tunnel)) via [30th Street](http://en.wikipedia.org/wiki/30th_Street_%28Manhattan%29) | Eastern terminus of NY 495 |
| 5.29 | [Henry Hudson Parkway](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway) / [72nd Street](http://en.wikipedia.org/wiki/72nd_Street_%28Manhattan%29) | Southern terminus of NY 9A / Henry Hudson Parkway overlap; southern terminus of Henry Hudson Parkway |
| 10.21 | [I-95](http://en.wikipedia.org/wiki/Interstate_95_%28New_York%29) ([George Washington Bridge](http://en.wikipedia.org/wiki/George_Washington_Bridge)) / [US 1](http://en.wikipedia.org/wiki/U.S._Route_1_in_New_York) / [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) |  |
| [Bronx](http://en.wikipedia.org/wiki/Bronx_County%2C_New_York) | [The Bronx](http://en.wikipedia.org/wiki/The_Bronx) | 15.34 | [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) south / [Henry Hudson Parkway](http://en.wikipedia.org/wiki/Henry_Hudson_Parkway) north | Northern terminus of NY 9A / Henry Hudson Parkway overlap; southern terminus of US 9 / NY 9A overlap |
| [Westchester](http://en.wikipedia.org/wiki/Westchester_County%2C_New_York) | [Yonkers](http://en.wikipedia.org/wiki/Yonkers%2C_New_York) | 18.21 | [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) north | Northern terminus of US 9 / NY 9A overlap |
| 20.19 | [Saw Mill Parkway](http://en.wikipedia.org/wiki/Saw_Mill_River_Parkway) north |  |
| [Ardsley](http://en.wikipedia.org/wiki/Ardsley%2C_New_York) | 24.17 | [I-87](http://en.wikipedia.org/wiki/Interstate_87_%28New_York%29) / [Thruway](http://en.wikipedia.org/wiki/New_York_State_Thruway) | Exit 7 (I-87 / Thruway) |
| [Greenburgh](http://en.wikipedia.org/wiki/Greenburgh%2C_New_York) | 25.58 | [NY 100B](http://en.wikipedia.org/wiki/New_York_State_Route_100B) | Western terminus of NY 100B |
| [Elmsford](http://en.wikipedia.org/wiki/Elmsford%2C_New_York) | 28.13 | [NY 119](http://en.wikipedia.org/wiki/New_York_State_Route_119) |  |
| 28.41 | [I-287](http://en.wikipedia.org/wiki/Interstate_287_%28New_York%29) | Exit 2 (I-287) |
| Greenburgh – Mount Pleasant line | 29.54 | [NY 100C](http://en.wikipedia.org/wiki/New_York_State_Route_100C) | Western terminus of NY 100C |
| [Mount Pleasant](http://en.wikipedia.org/wiki/Mount_Pleasant%2C_New_York) | 30.94 | [Saw Mill Parkway](http://en.wikipedia.org/wiki/Saw_Mill_River_Parkway) north |  |
| 32.02 | [NY 141](http://en.wikipedia.org/wiki/New_York_State_Route_141) | Western terminus of NY 141 |
| 32.22 | [NY 100](http://en.wikipedia.org/wiki/New_York_State_Route_100) south | Hamlet of Hawthorne; southern terminus of NY 9A / NY 100 overlap |
| 33.35 | [NY 117](http://en.wikipedia.org/wiki/New_York_State_Route_117) |  |
| Briarcliff Manor – Mount Pleasant line | 35.33 | [NY 100](http://en.wikipedia.org/wiki/New_York_State_Route_100) north | Northern terminus of NY 9A / NY 100 overlap |
| [Village of Ossining](http://en.wikipedia.org/wiki/Ossining_%28village%29%2C_New_York) | 36.85 | [NY 133](http://en.wikipedia.org/wiki/New_York_State_Route_133) |  |
| [Town of Ossining](http://en.wikipedia.org/wiki/Ossining_%28town%29%2C_New_York) | 38.20 | [NY 134](http://en.wikipedia.org/wiki/New_York_State_Route_134) |  |
| 39.71 | [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) south | Southern terminus of US 9 / NY 9A overlap |
| [Croton-on-Hudson](http://en.wikipedia.org/wiki/Croton-on-Hudson%2C_New_York) | 40.36 | [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) north | Northern terminus of US 9 / NY 9A overlap |
| [Cortlandt](http://en.wikipedia.org/wiki/Cortlandt%2C_New_York) | 43.99 | [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) |  |
| [Peekskill](http://en.wikipedia.org/wiki/Peekskill%2C_New_York) | 47.25 | [US 9](http://en.wikipedia.org/wiki/U.S._Route_9_in_New_York) |  |
| 1.000 mi = 1.609 km; 1.000 km = 0.621 mi |

**See also**

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|  | [***New York Roads portal***](http://en.wikipedia.org/wiki/Portal%3ANew_York_Roads) |

* [U.S. Route 9 Business](http://en.wikipedia.org/wiki/U.S._Route_9_Business_%28Jersey_City%29) (now [Route 139](http://en.wikipedia.org/wiki/Route_139_%28New_Jersey%29)), which continued Route 9A back to its parent in [Jersey City, New Jersey](http://en.wikipedia.org/wiki/Jersey_City%2C_New_Jersey)

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