

= New York State Route 47 =

New York State Route 47 (NY 47) was a 19 @. @ 34 @- @ mile (31 @. @ 12 km) long state highway around Rochester in New York , in the United States . It formed a semicircle through the inner suburbs of Rochester , following expressways west and east of the city and surface streets south of Rochester . The western terminus of the route was at an interchange with NY 104 west of the city limits in Greece . The eastern terminus was at an intersection with Culver Road in Irondequoit mere yards from Lake Ontario . In between its western and eastern extents , NY 47 met Interstate 490 (I @- @ 490) twice . The limited @- @ access highway portions of the route were known as the Rochester Outer Loop (or Outer Loop) in contrast to the Inner Loop around downtown Rochester .

NY 47 was originally routed along surface streets through the city when it was assigned c . 1937 . It began at NY 31 in Gates and followed Howard Road and Brooks Avenue southeast into Rochester , where it continued eastward on Genesee Park Boulevard and Elmwood Avenue . NY 47 remained on the latter through Brighton to an area known as Twelve Corners . At this point , the route turned north onto Winton Road and followed that street through the eastern fringe of the city to Irondequoit , where NY 47 ended at a junction with U.S. Route 104 (US 104 , now NY 404) . The Outer Loop was constructed in stages , beginning with the portion of the Sea Breeze Expressway north of Ridge Road in the early 1950s . From that point on , construction progressed in a generally clockwise fashion around the city .

By the late 1960s and early 1970s , the Outer Loop was complete from NY 383 to US 104 west of the city and from modern I @- @ 590 exit 1 to the lakeshore east of Rochester . NY 47 followed the loop from US 104 south to NY 383 and from Elmwood Avenue north to modern NY 590 exit 8 ; north of that point , the expressway was part of US 104 and NY 18 . NY 47 was extended northward along the remainder of the Sea Breeze Expressway in 1970 . On March 18 , 1980 , the NY 47 designation was removed and replaced with several others , primarily I @- @ 390 , I @- @ 590 , NY 390 , and NY 590 .

= = Route description = =

NY 47 followed a half @- @ circle routing around the city of Rochester , beginning northwest of downtown in the town of Greece and proceeding generally counterclockwise around the city before ending northeast of downtown at the Lake Ontario shoreline in Irondequoit . The limited @- @ access highway portions of NY 47 were named the " Rochester Outer Loop " (or " Outer Loop ") in contrast to the Inner Loop around downtown Rochester . This moniker remains in use to this day , now referring to the designations that have since replaced NY 47 along the loop . Conceptually , NY 104 completes the Outer Loop along the north side of the city . However , only the section east of the Genesee River is expressway , leaving NY 104 from modern NY 390 to the Veterans Memorial Bridge as the only at @- @ grade portion of the loop . The at @- @ grade portion of NY 47 along Scottsville Road and Elmwood Avenue was known as the " Rochester Bypass " prior to the completion of the Outer Loop . The alignment described within this section is of NY 47 upon its removal in 1980 .

= = = Western expressway = = =

NY 47 began at an interchange with NY 104 (now the interchange between NY 390 and NY 104) in Greece one mile (1 @. @ 6 km) west of the Rochester city limits . Although , at the time , the freeway terminated just north of the interchange , the interchange itself was roughly complete , with only ramps to and from future NY 390 north of the interchange missing . NY 47 followed the modern NY 390 alignment south to I @- @ 490 , where NY 47 continued onto what is now I @- @ 390 . The routings of NY 47 and current I @- @ 390 were identical to NY 383 (Scottsville Road) in Chili , where NY 47 was forced to grade level via a partially constructed interchange , as modern I @- @ 390 had yet to be constructed in the area southeast of NY 383 .

== At @-@ grade ==

Off the expressway and now at @-@ grade , NY 47 turned north onto NY 383 , forming a short concurrency with NY 383 into Rochester . At Elmwood Avenue , NY 47 and NY 383 departed Scottsville Road and proceeded eastward on Elmwood Avenue . Two blocks to the east , at an intersection with South Plymouth Avenue , NY 383 split from NY 47 , following Plymouth Avenue into downtown Rochester . NY 47 remained routed on Elmwood Avenue , crossing the Genesee River and passing north of Strong Memorial Hospital prior to intersecting NY 15 (Mount Hope Avenue) in the shadow of Mount Hope Cemetery . East of NY 15 , NY 47 progressed along Elmwood Avenue , intersecting several local streets before entering Brighton .

Within Brighton , NY 47 continued on Elmwood Avenue through " Twelve Corners " , intersecting NY 31 (Monroe Avenue) at the location , to what is now I @-@ 590 . At the northbound entrance ramp of the modern interchange between I @-@ 590 and Elmwood Avenue , NY 47 separated from the latter , entering the freeway . While what is now I @-@ 590 was constructed and open from Winton Road to I @-@ 490 , it had no signed designation between Winton and Elmwood .

== Eastern expressway ==

NY 47 followed modern I @-@ 590 northward through Brighton to the Can of Worms , where NY 47 met I @-@ 490 for the second time . Due to the way the interchange was designed at the time , traffic continuing on NY 47 across I @-@ 490 had to merge with I @-@ 490 traffic for roughly 1 @, @ 000 feet (305 m) before exiting I @-@ 490 onto the other portion of NY 47 . North of I @-@ 490 , NY 47 followed the length of what is now NY 590 through Brighton , Rochester , and Irondequoit to Culver Road at the Lake Ontario shoreline .

== History ==

== Original alignment ==

When NY 47 was first commissioned in the Rochester area c . 1937 , it was routed along previously unnumbered roadways , with its northwest terminus located at the intersection of NY 31 (Lyell Avenue) and Howard Road in Gates . NY 47 took Howard Road south , passing through Gates Center and intersecting NY 33 before crossing the then @-@ New York Central Railroad main line (now the CSX Transportation @-@ owned Rochester Subdivision) at @-@ grade . The route remained on Howard Road until the intersection of Howard Road and Chili Avenue (NY 33A) , which also included Brooks Avenue at this juncture of time . NY 47 turned east onto Brooks Avenue and proceeded toward the Greater Rochester International Airport , joining the current routing of NY 204 at Beahan Road (now Old Beahan Road) .

NY 47 followed the entire alignment of NY 204 to what is now I @-@ 390 and continued on Brooks Avenue into Rochester to Genesee Park Boulevard . Route 47 turned south onto the street , which circles around the southwestern quadrant of the city , and followed its length to Genesee Street , where it turned south for a short distance before resuming its eastward alignment on Elmwood Avenue . The route remained on Elmwood Avenue into Brighton , where it turned north onto South Winton Road at Twelve Corners . At Highland Avenue , NY 47 reentered Rochester and became North Winton Road at East Avenue (NY 96) . The route remained on Winton through Rochester and Irondequoit before terminating at Empire Boulevard (then US 104 , now NY 404) just west of Irondequoit Bay .

== Expressway realignments ==

===== East of Rochester =====

In the early 1950s , construction began on the Sea Breeze Expressway , a mostly limited @-@ access highway linking the Lake Ontario shoreline to the proposed I @-@ 490 east of Rochester . The first portion of the road , a divided highway extending from East Ridge Road in Irondequoit to Culver Road just west of the Irondequoit Bay Outlet , was opened to traffic by 1954 as a realignment of NY 18 . Construction on a limited @-@ access extension south to Empire Boulevard (three blocks west of NY 47 's western terminus) began at some point between 1956 and 1958 and was completed by 1960 as a realignment of US 104 . Another extension of the highway south to the partially complete I @-@ 490 in Brighton was completed c . 1961 and largely became part of a rerouted NY 47 by the following year . At the time , NY 47 left the expressway at Blossom Road and followed it west to Winton Road , where it rejoined its original routing .

By 1964 , construction was underway on a new expressway leading south from I @-@ 490 at the Can of Worms to Elmwood Avenue east of Twelve Corners . The highway was completed c . 1965 , at which time NY 47 was realigned to follow the Sea Breeze Expressway and the new expressway south through the Can of Worms to its end at a partial interchange with Elmwood Avenue (now I @-@ 590 exit 3) . It continued west on Elmwood Avenue to Twelve Corners , where it reconnected to its old alignment at Winton Road .

===== West of Rochester =====

The first realignment of NY 47 west of the city occurred c . 1962 when it was rerouted between Chili and Elmwood Avenues to bypass the then @-@ Rochester ? Monroe County Airport to the south . Instead of turning east onto Brooks Avenue as it did prior to 1962 , the route continued south on Beahan Road to Scottsville Road (NY 383) , where it turned to overlap NY 383 north to Elmwood Avenue . At the time , Beahan Road connected directly to Scottsville Road (via modern Old Beahan Road) as the primary runway southwest of the airport had yet to be extended to its present length . By 1962 , construction was underway on a new limited @-@ access highway paralleling NY 47 (Howard Road) to the east between NY 31 and NY 33 . Within two years , work had begun on an extension of the highway south along the Erie Canal to Scottsville Road . Farther east , construction was underway on a new highway leading south from I @-@ 490 to Elmwood Avenue east of Twelve Corners .

All of the limited @-@ access highway between NY 31 and NY 383 opened to traffic c . 1965 . NY 47 was reconfigured to begin a half @-@ mile (0 @-@ 8 km) to the east of Howard Road at modern NY 390 exit 21 and follow the new highway southeastward to its temporary end at what is now I @-@ 390 exit 17 east of the airport . At this point , NY 47 joined its pre @-@ 1965 routing and followed NY 383 northeastward into the city limits . By 1968 , construction was underway on a northward extension of the expressway to US 104 in Greece . It was completed and opened to traffic by 1971 .

===== Extensions and deletion =====

NY 47 was officially extended on both ends on January 1 , 1970 , to terminate at Lake Ontario on opposite sides of Rochester . In Greece , the designation officially followed what is now NY 390 north to the Lake Ontario State Parkway ; however , the portion between US 104 and the parkway had yet to be constructed . To the east in Irondequoit , NY 47 was stretched northward along the Sea Breeze Expressway to Culver Road , resulting in overlaps with both US 104 and NY 18 . At the time , the overlap with US 104 existed only between Empire Boulevard and the Keeler Street Expressway , which became the new alignment of the route through Irondequoit after its completion in 1969 . The overlap with US 104 was eliminated entirely the following year when that route was realigned onto a new expressway alignment between NY 47 and Webster that traversed Irondequoit Bay via the newly built Irondequoit Bay Bridge . The overlap with NY 18 was eliminated c . 1973 when NY 18 was truncated to its current eastern terminus in Kodak Park .

On March 18 , 1980 , the NY 47 designation was eliminated and split into four other routes . From NY 104 in Greece to I @-@ 490 , NY 47 became NY 390 . The section from I @-@ 490 south to NY 383 was designated as part of I @-@ 390 ; however , it would not connect to the existing portion of I @-@ 390 south of Rochester until 1981 , when the interchange between I @-@ 390 and I @-@ 590 was completed . The segment of NY 47 from Elmwood Avenue north to the Can of Worms became part of I @-@ 590 , which continued southwest along the freeway to Winton Road . From the Can of Worms to Lake Ontario , NY 47 was redesignated NY 590 .

Off the expressways , the former alignments of NY 47 now carry several designations . Howard Road , bypassed by the 1960s realignment in Gates , is still maintained by the New York State Department of Transportation as NY 940L , an unsigned reference route 2 @.@ 37 miles (3 @.@ 81 km) in length . Beahan Road , also bypassed by the same 1960s rerouting , was reconfigured into its current alignment by 1971 due to an expansion by the airport . The section of Beahan Road that carried NY 47 is currently maintained by Monroe County as part of County Route 164 (CR 164) , the county 's unsigned designation for all of Beahan Road . The portion of NY 47 on Elmwood Avenue from the Rochester city line to I @-@ 590 is also maintained by Monroe County as part of CR 87 . Lastly , the segments of Winton Road outside of the Rochester city limits are now part of CR 98 . The remainder of c . 1980 NY 47 and the former alignments of the route are currently locally maintained .

= = Major intersections = =

The entire route was in Monroe County .