

= New York State Route 33 =

New York State Route 33 (NY 33) is an east - west state highway in western New York in the United States . The route extends for just under 70 miles (113 km) from NY 5 in Buffalo in the west to NY 31 in Rochester in the east . It is , in fact , the only state highway that directly connects both cities , although it is rarely used today for that purpose . The westernmost 10 miles (16 km) of NY 33 in Buffalo and the neighboring town of Cheektowaga have been upgraded into the Kensington Expressway . This section of NY 33 is one of several expressways leading out of downtown and serves as a main route to the Buffalo Niagara International Airport .

On the Rochester end , NY 33 primarily serves as a paralleling local route to Interstate 490 (I -490) , of less importance to the area 's traffic patterns . Between the two cities , it is mostly a rural two -lane highway . The largest location on this stretch is the Genesee County city of Batavia , where NY 33 reconnects to NY 5 and crosses NY 63 and NY 98 , two regionally important north - south highways . NY 33 overlaps with all three routes at one point or another as it traverses Batavia . A southerly alternate route , designated NY 33A , leaves NY 33 northeast of Batavia in Bergen and rejoins its parent in Rochester .

NY 33 was assigned in the mid -1920s , but only to the portion of its modern routing between Batavia and Rochester . It was extended on both ends - to Buffalo in the west and Marion in the east - as part of the 1930 renumbering of state highways in New York ; however , the eastern extension was eliminated in 1949 . In Buffalo , NY 33 was moved onto the Kensington Expressway in the mid -1960s , and its former surface routing along Genesee Street subsequently became the short -lived New York State Route 33B . Smaller realignments in the years since have moved NY 33 's western terminus from the heart of downtown Buffalo to the northern fringe of the city 's center .

= Route description =

Most of NY 33 , including the entirety of the highway in Erie County , is state -maintained ; however , two sections - from NY 5 to the eastern Batavia city line and all of NY 33 within the city of Rochester - are maintained by the cities of Batavia and Rochester , respectively .

= Kensington Expressway =

The Kensington Expressway was started in 1958 , and its construction radically changed the nature of the neighborhoods on the east -side . The below grade construction was an attempt to minimize noise .

The highway begins as two one -way streets , Goodell Street (traveling west) and East Tupper Street (traveling east) . Both intersect with NY 5 (Ellicott Street) in Buffalo , from where they serve as a one -way couplet for three blocks before they merge to become the Kensington Expressway , a limited -access highway . It initially travels through dense urban areas by way of a cut , in which both roadways are separated only by a Jersey barrier . The expressway runs past the Buffalo Museum of Science , located at Martin Luther King , Jr . Park , and through the middle of Humboldt Parkway in Buffalo , where the Scajaquada Expressway (NY 198) leaves at the former exit for Main Street . The section of the expressway between the Scajaquada and Harlem Road (NY 240) just outside the city limit is the busiest on all of NY 33 , handling in excess of 100 ,000 vehicles per day in areas .

East of NY 198 , the road becomes more open as it passes through neighborhoods with a more suburban residential feel to them . Along this stretch , NY 33 connects to several streets , including Bailey Avenue (U.S. Route 62 or US 62) and Harlem Road (NY 240) . Past Harlem Road , the expressway makes a slight curve to the south as it prepares to meet a toll -free section of the New York State Thruway (I -90) at a cloverleaf interchange . Beyond I -90 , the expressway veers to the south again , traversing an S -curve before connecting to Union Road (NY 277) by way of a partial interchange . After another 0 .5 miles (0 .8 km) , NY 33

curves south under Genesee Street before joining it at a traffic light in front of the Buffalo Niagara International Airport .

= = = Buffalo Airport to Batavia = = =

Now returning to its pre @-@ Kensington route , NY 33 follows a six @-@ lane , divided Genesee Street past the airport on one side and numerous associated businesses such as hotels and fast food restaurants on the other . The large aerospace contractor Calspan has its headquarters here , and Westinghouse once operated a large industrial lathe plant on the airport side of the road (it was torn down when the airport was rebuilt in the late 1990s) . Beyond the airport , the divider ends , the travel lanes are reduced to four and , after a short curve and minimal descent , NY 33 intersects Transit Road (NY 78) and enters the town of Lancaster . After this junction , the highway becomes a two @-@ lane route once again through the small hamlet of Bowmansville , where it crosses Ellicott Creek near some rapids .

For the next several miles , NY 33 runs parallel to the Thruway and very close to it , with both roads visible from the other . Much of this section of Lancaster has remained rural in character ; however , that began to change in the mid @-@ 1990s when Tops Friendly Markets , the regional supermarket chain headquartered in nearby Williamsville , chose a site near the Gunville Road intersection for a major distribution center . It necessitated the widening of the highway and construction of a traffic light and turn lanes at its entrance .

NY 33 becomes a two @-@ lane route once again as it heads out into Alden and eventually joins another state @-@ maintained street radiating out from the city , Walden Avenue , unsigned NY 952Q . NY 33 and the Genesee Street name take over Walden 's straight , slightly north @-@ trending course as it leaves Erie County for Genesee County . In the latter , it intersects with NY 77 in the center of the first community it encounters , the small village of Corfu . At the Batavia town line , it becomes Pearl Street , a name it keeps until it reaches NY 98 within the city of Batavia .

= = = Batavia to Bergen = = =

In the knot of highways that is the Genesee County seat , NY 33 crosses and briefly overlaps with not only NY 5 , the other east ? west route in town , but both north ? south routes , NY 63 and NY 98 . While concurrent with NY 98 on Oak Street Extension , NY 33 passes over Tonawanda Creek , which travels through Batavia on a roughly northwest ? southeast alignment . The brief overlap with NY 98 ends at Main Street , which carries NY 5 and NY 63 through the western portion of the city . NY 33 turns east here , overlapping with NY 5 and NY 63 for five blocks along the four @-@ lane , mostly commercial Main Street . NY 63 leaves in downtown Batavia at Ellicott Street ; however , NY 5 and NY 33 continue to follow Main Street through much of the city 's eastern half .

At the eastern fringe of Batavia , NY 33 splits in a northeast direction from NY 5 , becoming Clinton Street , and , once outside the city limits , Clinton Street Road . In the town of Batavia , the highway passes through a residential area on its way to a junction with Batavia ? Stafford Town Line Road , a county road providing access to Genesee Community College , located about 1 mile (1 @. @ 6 km) to the north of NY 33 . The route continues on a northeastward course into the town of Stafford , where it crosses over the CSX Transportation @-@ owned Rochester Subdivision railroad line and the Thruway by way of overpasses less than 1 mile (1 @. @ 6 km) apart . Unlike in Buffalo , there is no connection between NY 33 and the Thruway at this point .

It remains close to the Interstate Highway for about 4 miles (6 km) , intersecting NY 237 less than a mile (1 @. @ 6 km) north of the overpass taking that highway over the Thruway , but leaves it behind for good shortly thereafter as it turns even more to the north , taking it into the town of Bergen and the small village of the same name in the county 's northeast corner . Here , NY 33 crosses NY 19 , a long north ? south route . Shortly afterward , NY 33A begins to the east while the main route turns to the north yet again and becomes Buffalo Road . Just east of this point , NY 33A connects to I @-@ 490 , which briefly runs along the Monroe County line through this area . From the west end of NY 33A to the county line , NY 33 and I @-@ 490 follow virtually identical

northeasterly alignments .

== Monroe County ==

Once across the county line , NY 33 crosses over the Rochester Subdivision rail line for a second time before returning to a more easterly orientation . It parallels the CSX main line and I @-@ 490 ? both located a short distance to the south of NY 33 ? into the village of Churchville , where the route has a brief concurrency with NY 36 . Farther east , NY 33 intersects NY 259 at North Chili and picks up another short concurrency with NY 386 as the suburbs begin at Gates . Here , NY 33 finally has a direct exit with I @-@ 490 . Also directly accessible from this junction is NY 531 , which begins about 0 @.@ 75 miles (1 @.@ 21 km) to the north . At this point , I @-@ 490 trades positions with NY 33 as it continues to parallel the latter , but now to the north instead .

The route continues another 1 @.@ 5 miles (2 @.@ 4 km) to Gates Center , meeting Howard Road (formerly part of NY 47 and still state @-@ maintained as unsigned NY 940L) and crossing over , but not connecting to I @-@ 390 . A crossing of the Erie Canal soon follows , bringing the route into the city of Rochester . Across the city line , NY 33 runs along the Rochester Subdivision rail line for about 1 mile (1 @.@ 6 km) , serving an industrial area built up along the north side of the railroad . It connects to Mount Read Boulevard by way of a signalized traffic circle before abruptly turning southward to pass under the tracks and meet up with West Avenue .

At West Avenue , NY 33 turns east into the densely populated western portion of the city , taking on the West Avenue name for 0 @.@ 75 miles (1 @.@ 21 km) to a junction with Chili Avenue , which carries NY 33A into the city . Here , NY 33A completes its southern loop and NY 33 picks up its final designation as West Main Street . NY 33 travels east ? northeast along Main Street to the junction of West Main and West Broad Streets adjacent to where I @-@ 490 passes over the former . NY 33 ends here , giving way to NY 31 , which enters from the north on Broad Street and continues to the east on Main Street . Nick Tahou Hots , a local restaurant , is located on the northwest corner of the junction .

== History ==

== Designation ==

NY 33 was assigned in the mid @-@ 1920s to the portion of its modern alignment east of NY 5 in Batavia . West of Batavia , what is now NY 33 was unnumbered and only partially state @-@ maintained . At the time , state maintenance of this segment began at the Buffalo city line and ended at current NY 77 in Corfu . The Corfu ? Batavia segment was taken over by the state of New York in the late 1920s , and NY 33 was extended west over the now entirely state @-@ maintained Genesee Street to Main Street (NY 5) in downtown Buffalo as part of the 1930 renumbering of state highways in New York .

At the same time , the route was extended east through Rochester to the Wayne County town of Marion 20 miles (32 km) to the east . It was routed along West Main Street and East Avenue from NY 31 in Rochester to Penfield Road in Brighton , overlapping NY 15 (now NY 96) from downtown Rochester to Brighton . NY 33 broke from NY 15 at Penfield Road and continued generally eastward on Penfield , Walworth ? Penfield , and Walworth ? Marion Roads through Brighton , Penfield and Walworth to Marion , where it ended at an intersection with NY 21 . The route was cut back to its current eastern terminus at the end of a brief over lap of NY 31 in downtown Rochester on January 1 , 1949 , at which time the portion of NY 33 's former routing east of NY 96 in Brighton was redesignated as NY 441 .

== Buffalo area ==

Construction began c . 1961 on the Kensington Expressway , a limited @-@ access highway

connecting downtown Buffalo to the Buffalo Niagara International Airport . The first section of the expressway was completed between 1962 and 1964 and extended from Michigan Avenue (Harriet Tubman Way) to Best Street . The remainder of the highway was completed c . 1965 , at which time NY 33 was realigned to follow the new expressway from Michigan Avenue to the airport . Its former routing on Genesee Street became NY 33B . There were once plans to extend the Kensington Expressway west to I @-@ 190 at exit 8 ; however , this extension was never built .

The western end of NY 33 has been located in downtown Buffalo since 1930 ; however , the exact location of its terminus has varied over time . In the mid @-@ 1970s , the northbound and southbound directions of NY 5 were split and rerouted to follow a series of streets through downtown Buffalo . Northbound NY 5 left the southbound direction at the north end of the Skyway and followed Church , South Division , Ellicott , and Chippewa Streets around downtown to Main Street , where both directions converged and continued north on Main Street . As a result , NY 33 was truncated eastward to the junction of Genesee and Ellicott Streets . At some point between 1979 and 1985 , a pair of ramps were constructed between the west end of the Kensington Expressway and Oak and Elm Streets , a pre @-@ existing one @-@ way couplet one block to the west of Michigan Avenue . NY 33 initially followed the new ramps to Genesee Street ; however , the route was altered in the latter half of the 1980s to connect to Ellicott Street (by this point part of NY 5 north) by way of Goodell and East Tupper Streets , another pre @-@ existing one @-@ way couplet .

= = Suffixed routes = =

NY 33 has one current alternate route and one former spur designation that has been reused multiple times .

NY 33A (17 @. @ 15 miles or 27 @. @ 60 kilometres) is an alternate route in the Rochester area that was assigned as part of the 1930 renumbering of state highways in New York .

NY 33B is a designation that has been used for three different routes since the 1930s .

The original NY 33B was an alternate route of NY 33 through eastern Monroe and western Wayne counties . It was assigned c . 1931 and mostly renumbered to NY 31F when NY 33 was truncated to Rochester in 1949 .

The second NY 33B was assigned to Brooks Avenue and Genesee Park Boulevard between NY 33A and NY 383 in Gates and Rochester . It was assigned c . 1962 and removed c . 1965 . The Gates portion of its former routing is now part of NY 204 .

The third alignment was a spur in the Buffalo area that followed NY 33 's pre @-@ Kensington Expressway routing on Genesee Street . It was assigned c . 1965 and removed in the mid @-@ 1970s . The section of former NY 33B between current NY 33 and the Buffalo city line is now NY 952A , an unsigned reference route .

= = Major intersections = =