S T A T E O F N E W Y O R K

3112

2009-2010 Regular Sessions

I N A S S E M B L Y

January 22, 2009

Introduced by M. of A. SCHROEDER -- read once and referred to the Committee on Transportation

AN ACT to amend the highway law, in relation to designating South Park Avenue in the city of Lackawanna as a state highway

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Paragraph 1 of subdivision 14 of section 341 of the highway law, as amended by chapter 639 of the laws of 1987, is amended to read as follows:

1. Beginning at a state highway in or near the hamlet of Collins, thence running generally easterly through or near the village of Springville to a state highway in or near the hamlet of Sardinia; beginning at a state highway in or near the village of Farnham, thence running generally easterly through or near the village of North Collins to a state highway in or near the hamlet of Langford; beginning at state highway two, thence running generally easterly through or near the villages of Orchard Park and East Aurora and the hamlet of Wales Center to the Erie-Wyoming county line; beginning at a state highway in or near the hamlet of Wales Center, thence running generally southeasterly to the Erie-Wyoming county line; Mile Strip road, beginning at a state highway in or near the hamlet of Woodlawn, thence running generally easterly to state highway nine thousand two hundred sixty-nine; beginning at the eastern city line of Buffalo near Seneca street, thence running generally southeasterly to state highway nine thousand three hundred eighty-one; beginning at the eastern city line of Buffalo near Clinton street, thence running generally easterly through or near the hamlet of Marilla to the Erie-Wyoming county line; beginning at the eastern city line of Buffalo near Broadway, thence running generally easterly through or near the villages of Depew, Lancaster and Alden to the Erie-Genesee county line; beginning at the eastern city line of Buffalo near Genesee street, thence running generally easterly through or near the hamlets of

EXPLANATION--Matter in ITALICS (underscored) is new; matter in brackets [ ] is old law to be omitted.

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Bowmansville, Millgrove and Crittendon to the Erie-Genesee county line; beginning at the eastern city line of Buffalo at the Kensington avenue arterial, thence running generally easterly through or near the village of Depew to a state highway in or near the hamlet of Millgrove, said highway to be built with control of access as determined by the commissioner; beginning at the northern city line of Buffalo near Main street, thence running generally easterly through or near the village of Williamsville to the Erie-Genesee county line near the village of Akron; beginning at state highway one hundred twenty-nine near the Grand Island bridge, thence running generally southeasterly and easterly to state highway one hundred thirty; beginning at a point on state highway five thousand one hundred seventy-two near Ellicott creek, thence running generally easterly to a state highway in or near the hamlet of Getzville; beginning at the West River parkway near Staley road, thence running generally easterly to state highway nine hundred ninety-one; beginning at state highway five thousand four hundred fifty-two in the Cattaraugus Indian reservation, thence running generally northerly and northeasterly through or near the villages of Farnham and Angola and the hamlet of Athol Springs to the southern city line of Lackawanna; beginning at the Erie-Chautauqua county line in the Cattaraugus Indian reservation, thence running generally northeasterly to state highway nine thousand two hundred seventeen; beginning at the Grand Island terminus of the South Grand Island bridge, thence running generally northwesterly to the Grand Island terminus of the North Grand Island bridge; beginning at the Erie-Cattaraugus county line in or near the village of Gowanda, thence running generally northerly, northeasterly and northwesterly to a state highway in or near the hamlet of Athol Springs; beginning at state highway one thousand sixty-seven, thence running generally northeasterly to state highway one thousand eight hundred fifty-six in or near the hamlet of Athol Springs; beginning at a state highway in or near the hamlet of Collins Center, thence running generally northerly to a state highway in or near the village of Hamburg; beginning at a state highway in or near the village of Hamburg, thence running generally northerly to the southern city line of the city of Lackawanna; beginning at a state highway known as Mile Strip road, thence running generally northerly to the southern city line of Lackawanna; THAT PORTION OF SOUTH PARK AVENUE BEGINNING AT THE TOWN LINE OF THE CITY OF BUFFALO SOUTH NINE THOUSAND NINE HUNDRED TWENTY FEET TO THE SOUTHERN CITY LINE OF THE CITY OF LACKAWANNA; beginning at the northwesterly city line of Buffalo, thence running generally northwesterly and northeasterly to the western city line of Tonawanda; beginning at state highway twenty-three northwest of the city of Buffalo, thence running generally northeasterly to state highway nine thousand two hundred sixteen; beginning at the northern city line of Buffalo, thence running generally northerly to the southern city line of Tonawanda near Military road; beginning at state highway nine thousand two hundred twenty-one, Military road, thence running generally easterly to state highway nine thousand two hundred twenty, Delaware avenue; beginning at the northern city line of Buffalo, near Delaware avenue, thence running generally northerly to the southern city line of Tonawanda; beginning at a point south of the city of Tonawanda near an interchange with an interstate highway, thence running generally northerly to the southern city line of Tonawanda near Eggert road; beginning at the northern city line of Buffalo near Niagara Falls boulevard, thence running generally northerly to the Erie-Niagara county line; beginning at a point on the northern city line of Buffalo, thence running generally northeasterly to a state highway in or near the hamlet

of Millersport; beginning at a state highway south of the hamlet of Getzville near Campbell boulevard, thence running generally northerly to the Erie-Niagara county line; beginning at state highway sixty-seven or state highway nine thousand two hundred nineteen near Slade avenue, thence running generally northerly near the easterly city line of Buffalo to state highway nine thousand two hundred sixteen; Southern expressway, beginning at state highway one thousand three hundred thirty-three near the village of Springville, thence running generally northerly to the New York state thruway, Erie section, near the city of Lackawanna, said highway to be built with control of access; beginning at the Erie-Cattaraugus county line in or near the village of Springville, thence running generally northerly to a state highway in or near the village of Hamburg; beginning at a state highway in or near the hamlet of North Boston, thence running generally northeasterly, northerly and northwesterly through or near the village of Orchard Park to the eastern city line of Buffalo; beginning at state highway sixty-seven north of the village of Orchard Park, thence running generally northerly to state highway nine thousand two hundred sixteen, near Sheridan drive; beginning at state highway one thousand sixty-six near the village of Orchard Park, thence running generally northerly through the village of Depew to the Erie-Niagara county line in or near the hamlet of Millersport; beginning at the Ontario section of the New York state thruway near William street, thence running generally easterly to state highway five hundred twenty-nine in or near the hamlet of Town Line; Aurora expressway, beginning at the Seneca street interchange of the Erie section of the New York state thruway, thence running generally easterly and southeasterly, through or near the village of East Aurora to state highway five thousand three hundred seventeen in or near the hamlet of South Wales, said highway to be built with control of access; beginning at a state highway in the village of East Aurora, thence running generally northerly to a state highway; beginning in or near the hamlet of Glenwood, thence running generally northwesterly to a state highway in or near the village of Orchard Park near Duells Corners; beginning at the Erie-Cattaraugus county line in or near the hamlet of Chaffee, thence running generally northwesterly through or near the hamlets of Holland and South Wales to a state highway in the village of East Aurora; beginning at a state highway west of the hamlet of Wales Center, thence running generally northerly to state highway five hundred twenty-nine; beginning at a state highway south of the village of Akron, thence running generally northerly, westerly and northerly to the Erie-Niagara county line west of the Tonawanda Indian reservation; beginning at a point on the eastern city line of Buffalo at or near Walden avenue, thence running generally easterly through or near the villages of Depew and Lancaster to a point on a state highway northwest of the village of Alden; beginning at or near Maple avenue in the town of Amherst, thence running generally northerly to a point on state highway one thousand four hundred ninety-two; beginning at or near the Southern expressway, thence running generally easterly to state highway one thousand six hundred sixty-five.

S 2. This act shall take effect immediately.