

10729

I N A S S E M B L Y

June 18, 2012

Introduced by COMMITTEE ON RULES -- (at request of M. of A. Kearns) --  
read once and referred to the Committee on Transportation

AN ACT to amend the highway law, in relation to including part of Ridge  
Road in the city of Lackawanna as a state highway

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

1 Section 1. Paragraph 1 of subdivision 14 of section 341 of the highway  
2 law, as amended by chapter 639 of the laws of 1987, is amended to read  
3 as follows:  
4 1. Beginning at a state highway in or near the hamlet of Collins,  
5 thence running generally easterly through or near the village of Spring-  
6 ville to a state highway in or near the hamlet of Sardinia; beginning at  
7 a state highway in or near the village of Farnham, thence running gener-  
8 ally easterly through or near the village of North Collins to a state  
9 highway in or near the hamlet of Langford; beginning at state highway  
10 two, thence running generally easterly through or near the villages of  
11 Orchard Park and East Aurora and the hamlet of Wales Center to the Erie-  
12 Wyoming county line; beginning at a state highway in or near the hamlet  
13 of Wales Center, thence running generally southeasterly to the Erie-  
14 Wyoming county line; Mile Strip road, beginning at a state highway in or  
15 near the hamlet of Woodlawn, thence running generally easterly to state  
16 highway nine thousand two hundred sixty-nine; beginning at the eastern  
17 city line of Buffalo near Seneca street, thence running generally south-  
18 easterly to state highway nine thousand three hundred eighty-one; begin-  
19 ning at the eastern city line of Buffalo near Clinton street, thence  
20 running generally easterly through or near the hamlet of Marilla to the  
21 Erie-Wyoming county line; beginning at the eastern city line of Buffalo  
22 near Broadway, thence running generally easterly through or near the  
23 villages of Depew, Lancaster and Alden to the Erie-Genesee county line;  
24 beginning at the eastern city line of Buffalo near Genesee street,  
25 thence running generally easterly through or near the hamlets of  
26 Bowmansville, Millgrove and Crittendon to the Erie-Genesee county line;  
27 beginning at the eastern city line of Buffalo at the Kensington avenue  
28 arterial, thence running generally easterly through or near the village

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

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1 of Depew to a state highway in or near the hamlet of Millgrove, said  
2 highway to be built with control of access as determined by the commis-  
3 sioner; beginning at the northern city line of Buffalo near Main street,  
4 thence running generally easterly through or near the village of  
5 Williamsville to the Erie-Genesee county line near the village of Akron;  
6 beginning at state highway one hundred twenty-nine near the Grand Island  
7 bridge, thence running generally southeasterly and easterly to state  
8 highway one hundred thirty; beginning at a point on state highway five  
9 thousand one hundred seventy-two near Ellicott creek, thence running  
10 generally easterly to a state highway in or near the hamlet of Getz-  
11 ville; beginning at the West River parkway near Staley road, thence  
12 running generally easterly to state highway nine hundred ninety-one;  
13 beginning at state highway five thousand four hundred fifty-two in the  
14 Cattaraugus Indian reservation, thence running generally northerly and  
15 northeasterly through or near the villages of Farnham and Angola and the  
16 hamlet of Athol Springs to the southern city line of Lackawanna; begin-  
17 ning at the Erie-Chautauqua county line in the Cattaraugus Indian reser-  
18 vation, thence running generally northeasterly to state highway nine  
19 thousand two hundred seventeen; beginning at the Grand Island terminus  
20 of the South Grand Island bridge, thence running generally northwesterly  
21 to the Grand Island terminus of the North Grand Island bridge; beginning  
22 at the Erie-Cattaraugus county line in or near the village of Gowanda,  
23 thence running generally northerly, northeasterly and northwesterly to a  
24 state highway in or near the hamlet of Athol Springs; beginning at state  
25 highway one thousand sixty-seven, thence running generally northeasterly  
26 to state highway one thousand eight hundred fifty-six in or near the  
27 hamlet of Athol Springs; beginning at a state highway in or near the  
28 hamlet of Collins Center, thence running generally northerly to a state  
29 highway in or near the village of Hamburg; beginning at a state highway  
30 in or near the village of Hamburg, thence running generally northerly to  
31 the southern city line of the city of Lackawanna; beginning at a state  
32 highway known as Mile Strip road, thence running generally northerly to  
33 the southern city line of Lackawanna; beginning at the northwesterly  
34 city line of Buffalo, thence running generally northwesterly and  
35 northeasterly to the western city line of Tonawanda; beginning at state  
36 highway twenty-three northwest of the city of Buffalo, thence running  
37 generally northeasterly to state highway nine thousand two hundred  
38 sixteen; beginning at the northern city line of Buffalo, thence running  
39 generally northerly to the southern city line of Tonawanda near Military  
40 road; beginning at state highway nine thousand two hundred twenty-one,  
41 Military road, thence running generally easterly to state highway nine  
42 thousand two hundred twenty, Delaware avenue; beginning at the northern  
43 city line of Buffalo, near Delaware avenue, thence running generally  
44 northerly to the southern city line of Tonawanda; beginning at a point  
45 south of the city of Tonawanda near an interchange with an interstate  
46 highway, thence running generally northerly to the southern city line of  
47 Tonawanda near Eggert road; beginning at the northern city line of  
48 Buffalo near Niagara Falls boulevard, thence running generally northerly  
49 to the Erie-Niagara county line; beginning at a point on the northern  
50 city line of Buffalo, thence running generally northeasterly to a state  
51 highway in or near the hamlet of Millersport; beginning at a state high-  
52 way south of the hamlet of Getzville near Campbell boulevard, thence  
53 running generally northerly to the Erie-Niagara county line; beginning  
54 at state highway sixty-seven or state highway nine thousand two hundred  
55 nineteen near Slade avenue, thence running generally northerly near the  
56 easterly city line of Buffalo to state highway nine thousand two hundred

1 sixteen; Southern expressway, beginning at state highway one thousand  
2 three hundred thirty-three near the village of Springville, thence  
3 running generally northerly to the New York state thruway, Erie section,  
4 near the city of Lackawanna, said highway to be built with control of  
5 access; beginning at the Erie-Cattaraugus county line in or near the  
6 village of Springville, thence running generally northerly to a state  
7 highway in or near the village of Hamburg; beginning at a state highway  
8 in or near the hamlet of North Boston, thence running generally  
9 northeasterly, northerly and northwesterly through or near the village  
10 of Orchard Park to the eastern city line of Buffalo; beginning at state  
11 highway sixty-seven north of the village of Orchard Park, thence running  
12 generally northerly to state highway nine thousand two hundred sixteen,  
13 near Sheridan drive; beginning at state highway one thousand sixty-six  
14 near the village of Orchard Park, thence running generally northerly  
15 through the village of Depew to the Erie-Niagara county line in or near  
16 the hamlet of Millersport; beginning at the Ontario section of the New  
17 York state thruway near William street, thence running generally easter-  
18 ly to state highway five hundred twenty-nine in or near the hamlet of  
19 Town Line; Aurora expressway, beginning at the Seneca street interchange  
20 of the Erie section of the New York state thruway, thence running gener-  
21 ally easterly and southeasterly, through or near the village of East  
22 Aurora to state highway five thousand three hundred seventeen in or near  
23 the hamlet of South Wales, said highway to be built with control of  
24 access; beginning at a state highway in the village of East Aurora,  
25 thence running generally northerly to a state highway; beginning in or  
26 near the hamlet of Glenwood, thence running generally northwesterly to a  
27 state highway in or near the village of Orchard Park near Duells  
28 Corners; beginning at the Erie-Cattaraugus county line in or near the  
29 hamlet of Chaffee, thence running generally northwesterly through or  
30 near the hamlets of Holland and South Wales to a state highway in the  
31 village of East Aurora; beginning at a state highway west of the hamlet  
32 of Wales Center, thence running generally northerly to state highway  
33 five hundred twenty-nine; beginning at a state highway south of the  
34 village of Akron, thence running generally northerly, westerly and  
35 northerly to the Erie-Niagara county line west of the Tonawanda Indian  
36 reservation; beginning at a point on the eastern city line of Buffalo at  
37 or near Walden avenue, thence running generally easterly through or near  
38 the villages of Depew and Lancaster to a point on a state highway north-  
39 west of the village of Alden; beginning at or near Maple avenue in the  
40 town of Amherst, thence running generally northerly to a point on state  
41 highway one thousand four hundred ninety-two; beginning at or near the  
42 Southern expressway, thence running generally easterly to state highway  
43 one thousand six hundred sixty-five; BEGINNING AT THE WESTERN LINE OF  
44 THE TOWN OF WEST SENECA, THENCE RUNNING GENERALLY WESTERLY ON OR NEAR  
45 RIDGE ROAD THROUGH THE CITY OF LACKAWANNA TO A POINT ON STATE HIGHWAY  
46 FIVE.

47 S 2. This act shall take effect immediately.