STATE OF NEW YORK

S. 3527 A. 3026

2017-2018 Regular Sessions

SENATE - ASSEMBLY

January 24, 2017

IN SENATE -- Introduced by Sen. BRESLIN -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation

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

AN ACT to amend the highway law, in relation to effectuate a transfer of a portion of Route 85 from the New York state department of transportation to the town of Bethlehem; and to repeal paragraph 4 of subdivision 1 of section 341 of the highway law relating thereto

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Paragraph 1 of subdivision 1 of section 341 of the highway law, as amended by chapter 579 of the laws of 1970, is amended to read as follows:

1. Beginning at the Greene-Albany county line, thence running generally northerly through or near the village of Ravena and the hamlets of Coeymans, Selkirk and Becker's Corners to the southern city line of Albany; beginning at the western city line of Albany, thence running generally northwesterly through or near the hamlets of Westmere, Guilderland, Hartman Corners and McCormack Corners to the Albany-Schenectady county line; beginning at the Schoharie-Albany county line, thence running generally easterly through or near the hamlets of West Berne, Berne and East Berne, through Thacher park, through or near the hamlets of New Salem, New Scotland and Slingerlands to the southern city line of Albany; beginning at the northern Albany city line, thence running generally northerly through or near the hamlets of Loudonville, Newtonville and Latham to the Albany-Saratoga county line; beginning at the Schenectady-Albany county line, thence running generally easterly through or near the hamlets of Verdoy and Latham to the western city line of Watervliet; the portion of the bridge between the cities of

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

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Watervliet and Troy which lies within the county of Albany; beginning at the Schoharie-Albany county line, thence running generally easterly through or near the hamlet of West Township to state highway one thousand two hundred seventy-nine in or near the village of Altamont; beginning at the intersection of state highways five thousand six hundred thirty-six and eight thousand eighty-four, west of the hamlet of Guilderland, thence running generally northwesterly to the intersection of state highways one thousand two hundred seventy-nine and eight thousand eighty-four, in or near the hamlet of Dunnsville; beginning at a point on state highway eight hundred forty-nine, in or near the village of Altamont, thence running generally southeasterly to or near the village of Voorheesville, thence running generally northerly to a point on state highway five thousand one hundred fifty-five near the city of Albany; beginning near the intersection of state highways one hundred nineteen and five thousand five hundred fifty-five, thence running generally northeasterly to a point on state highway seven hundred ninety in or near the city of Cohoes; beginning at a point on state highway twenty-two in or near the hamlet of Loudonville, thence running generally easterly through or near the village of Menands to the Albany-Rensselaer county line; beginning at a point on the northern city line of Albany, thence running generally northerly through or near the village of Menands to the southern city line of Watervliet; beginning at a point on the northern city line of Albany, thence running generally northerly, on new location east of the Delaware and Hudson railroad and the Menands regional market, to a point, to be determined by the commissioner, on the southern city line of Watervliet east of Broadway, including a traffic interchange with state highway nine thousand one hundred twelve, and extending from the traffic interchange with state highway nine thousand one hundred twelve southwesterly to a point on the Menands road, state highway one thousand eight hundred seventy-nine, west of the Delaware and Hudson railroad, to be determined by the commissioner, including the separation of grades with the Delaware and Hudson railroad in the village of Menands in accordance with the provisions of the railroad law; beginning at a point to be determined by the commissioner on the northern city line of Watervliet, east of Cohoes road, thence running generally northerly to a point on the southern city line of Cohoes in the vicinity of Dyke avenue, including a traffic interchange with Dyke avenue; beginning at a point near the junction of state highways one hundred seventy-six and three hundred eighty-five, thence running generally northeasterly on or near Wolf road to a point on state highway eight hundred seventy-nine, as determined by the commissioner; beginning at a point on the northern city line of Albany, east of Watervliet avenue, thence running generally northwesterly and northerly to a connection with interstate route 502 in the vicinity of Troy-Shaker road, including a traffic interchange with the Washington avenue-northside route arterial in the city of Albany; beginning at a point on the northern city line of Albany, north of the interchange of the Washington avenue-northside route arterial and the crosstown route arterial, thence running generally northerly to an interchange with interstate route 502 in the vicinity of the Albany-Shaker road, as determined by the commissioner, thence continuing generally northwesterly to the Albany-Schenectady county line, as determined by the commissioner, including necessary connections to Karner road and the Albany airport road; beginning at a point on interstate route connection 540 in the vicinity of the village of Green Island, thence running generally westerly to a connection with interstate route 502 as determined by the commissioner, thence continu-

ing generally westerly to an interchange with interstate route connection 550 in the vicinity of the Albany-Schenectady county line; beginning at a point on the western city line of Albany, east of the Slingerlands bypass, thence running generally northwesterly, to a point on the Albany city line east of Krumkill road; beginning at a point on the western city line of Albany, west of Krumkill road, thence running generally northwesterly, to a point on the west Albany city line west of Fuller road; Slingerlands bypass, beginning at a point [~~on state highway three hundred sixty-six in or near the hamlet of New Scotland, to be determined by the commissioner, thence running generally northeasterly, including necessary connections to existing state highways,~~] **at the intersection of state highway ninety-two and state highway five thousand two hundred thirty-seven in the Town of Bethlehem, thence running generally northeasterly, including necessary connections to existing facilities,** to a point on the southern city line of Albany near Krumkill road; beginning at a point on state highway one hundred ninety-three as determined by the commissioner, thence crossing state highway eight thousand three hundred forty-nine or state highway five thousand six hundred forty-three, in or near the hamlet of Becker's Corners, as determined by the commissioner, thence running generally northwesterly on new location crossing state highways three hundred sixty-seven and one hundred seventy-eight to a point on the Slingerlands bypass near the hamlet of New Scotland, with necessary connections to existing state highways; beginning at a point on the Becker's Corners-Slingerlands bypass highway near state highway three hundred sixty-seven, thence running generally northeasterly to a point on state highway five thousand four hundred ninety-nine, to be determined by the commissioner, with necessary connections to existing state highways; beginning at the Greene-Albany county line, thence running generally northerly to or near the hamlet of Coeymans; beginning at the Greene-Albany county line near the hamlet of Medusa, thence running generally northerly to or near the hamlet of Rensselaerville; beginning at a point in or near the hamlet of Preston Hollow, thence running generally northwesterly to the Albany-Schoharie county line; beginning at the Greene-Albany county line, south of the hamlet of Cooksburg, thence running generally northerly to or near the hamlet of Cooksburg, thence running generally southeasterly to the Albany-Greene county line; beginning at the Greene-Albany county line, thence running generally northeasterly to or near the hamlet of Potter Hollow; beginning at a point on state highway one thousand four hundred sixty-eight in or near the hamlet of Coeymans, thence running generally northeasterly to a point on state highway five hundred eight in or near the hamlet of Coeymans; beginning at a point on Washington avenue, in the city of Albany, at its intersection with Brevator street in said city, thence running generally northwesterly in the city and county of Albany to a point on Karner road to be determined by the commissioner. The total cost of constructing that portion of said Washington avenue extension within the city of Albany may be borne by the state and paid for from any state or federal moneys available for the construction or reconstruction of state highways; beginning at a point in or near the hamlet of Potter Hollow, thence running generally southeasterly to or near the hamlet of Cooksburg, thence running generally northerly to or near the hamlet of Preston Hollow; beginning at a point on state highway one hundred ninety-nine, in or near the hamlet of Rensselaerville, thence running generally northeasterly along the Delaware turnpike, through or near the hamlets of Clarksville, Unionville and Delmar, to the southern city line of Albany; beginning at the Greene-Albany county

line south of the hamlet of South Westerlo, thence running generally northeasterly through or near the hamlets of Dormansville and Feura Bush to or near state highway one hundred ninety-three in or near the hamlet of Glenmont; beginning at a point in or near the village of Ravena, thence running generally northwesterly through or near the hamlets of Aquetuck and Coeymans Hollow to an intersection with state highway nine hundred seventy-nine; beginning at a point in or near the hamlet of Dormansville at an intersection with state highway one thousand four hundred four, thence running generally northwesterly through or near the hamlet of Westerlo to an intersection with state highway one hundred ninety-nine; beginning at a point in or near the hamlet of Selkirk, thence running generally northerly through or near the hamlet of Glenmont to the southern city line of Albany; beginning at a point in or near the hamlet of Callanans Corners, thence running generally easterly to or near the hamlet of Becker's Corners; beginning at a point on state highway three hundred sixty-seven west of the hamlet of Bethlehem Center, thence running generally northerly to a point on state highway forty-one in or near the hamlet of Elsmere; beginning at a point on state highway forty-one in or near the hamlet of Delmar, thence running generally northwesterly to a point on state highway five thousand ten in or near the hamlet of Slingerlands; beginning at a point on state highway five thousand ten east of the hamlet of New Scotland, thence running generally northwesterly to a point on state highway nine hundred forty-eight east of the village of Voorheesville; beginning at a point on state highway three hundred sixty-six in or near the hamlet of New Salem, thence running generally northeasterly to or near the village of Voorheesville; beginning at a point on state highway one hundred ninety-eight in or near the hamlet of Mallorys Corners, thence running generally northwesterly to a point in or near the hamlet of East Berne; beginning at a point on state highway five thousand five hundred one north of the hamlet of East Berne, thence running generally northerly through or near the village of Altamont and the hamlet of Dunnsville to the Albany-Schenectady county line; beginning at a point in or near the hamlet of Berne, thence running generally northeasterly through or near the hamlet of Knox to an intersection with state highway nine hundred seventy-eight; beginning at a point on state highway five thousand five hundred one east of the hamlet of East Berne, thence running generally northerly to a point on state highway nine hundred seventy-eight west of the village of Altamont; beginning at a point in or near the village of Altamont, thence running generally easterly through or near the hamlet of Guilderland Center to an intersection with state highway five thousand one hundred fifty-five; beginning at a point on state highway one hundred seventy-seven east of the village of Altamont, thence running generally northerly to the Albany-Schenectady county line; beginning on the northern city line of Albany, thence running generally northwesterly through or near the village of Colonie to the Albany-Schenectady county line; beginning on the western city line of Watervliet, thence running generally northwesterly to the vicinity of the Adirondack northway; beginning at a point on state highway nine thousand two hundred eighty near the western city line of Cohoes, thence running generally northerly and northwesterly to a point on state highway five thousand five hundred fifty-five west of the city of Cohoes; beginning at a point on state highway one hundred ninety-eight east of the hamlet of Mallorys Corners, thence running generally northerly to an intersection with state highway eight thousand two hundred forty-four; beginning at an intersection with state highway nine thousand one hundred one south of the city of Albany,

thence running generally easterly to an intersection with state highway one thousand one hundred ninety-eight; beginning at a point on the northern city line of Albany, thence running generally northerly near the western boundary of the village of Menands to a point on state highway one thousand eight hundred seventy-nine; beginning on the northern Watervliet city line, thence running generally northerly to the southern city line of Cohoes; beginning at a point in or near the village of Ravena, thence running generally northerly to or near the hamlet of Becker's Corners; beginning at the northern city line of Albany, on or near North Pearl street, thence running generally northeasterly to a point on state highway nine hundred seventy-seven in or near the village of Menands.

§ 2. Paragraph 4 of subdivision 1 of section 341 of the highway law is REPEALED and paragraphs 5 and 6 are renumbered paragraphs 4 and 5, respectively.

§ 3. This act shall take effect immediately.