STATE OF NEW YORK

5237

2025-2026 Regular Sessions

IN ASSEMBLY

February 12, 2025

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

AN ACT to amend the highway law, in relation to designating certain streets in the city of Newburgh as state highways

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

Section 1. Paragraph 1 of subdivision 34 of section 341 of the highway law, as amended by chapter 550 of the laws of 1985, is amended to read as follows:

1. Beginning at the northwestern city line of Port Jervis, thence running generally northwesterly through or near the hamlets of Sparrow Bush and Quarry Hill to the Sullivan-Orange county line; beginning at the northeastern city line of Port Jervis, thence running generally northeasterly through or near the hamlet of Cuddebackville to the Sullivan-Orange county line south of the hamlet of Westbrookville; beginning at the New York-New Jersey state line near the village of Unionville, thence running generally northerly through or near the hamlets of Westtown and Slate Hill to a state highway between the village of Goshen and the city of Middletown; beginning at a state highway in or near the hamlet of Rockville, thence running generally northeasterly through or near the hamlet of Bullville to a state highway in or near the hamlet of Pine Bush; beginning at the Rockland-Orange county line, thence running generally northerly through or near the village of Tuxedo Park, the hamlet of Southfield and the village of Harriman, thence running generally northwesterly through or near the villages of Monroe, Chester and Goshen and the hamlet of Fair Oaks to the Sullivan-Orange county line near the village of Bloomingburg; beginning at the New York-New Jersey state line, thence running generally northeasterly through the hamlet of New Milford and the villages of Warwick, Florida and Goshen to a state highway between the city of Middletown and the village of Montgomery; beginning at the Rockland-Orange county line, thence running generally

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

LBD00407-01-5

northerly through or near the hamlet of Fort Montgomery, the villages of Highland Falls and Cornwall and the hamlet of New Windsor to the southern city line of Newburgh; beginning at the northern city line of Newburgh, thence running generally northerly through or near the hamlet of Middle Hope to the Orange-Ulster county line; beginning at a point on state highway one thousand five hundred thirty-eight north of the city line of Newburgh, thence running generally northwesterly through or near the hamlets of Cronomer and Leptondale to the Orange-Ulster county line; beginning at the Orange-Ulster county line east of the hamlet of Walker Valley, thence running generally easterly through the hamlet of Pine Bush and the village of Walden to the western city line of Newburgh; beginning at or near a state highway between the hamlet of Fair Oaks and the Orange-Sullivan county line, thence running generally easterly through the hamlet of Bullville, the village of Montgomery and the hamlet of Coldenham to the western city line of Newburgh; beginning at a state highway in or near the hamlet of Cuddebackville, thence running generally easterly through or near the village of Otisville to the western city line of Middletown; beginning at the eastern city line of Middletown, thence running generally easterly to a state highway in or near the village of Montgomery; beginning at the eastern city line of Port Jervis, thence running generally easterly to a state highway in or near the hamlet of Slate Hill; beginning at a state highway in or near the village of Florida, thence running generally northeasterly through the villages of Chester and Washingtonville and the hamlet of Vails Gate to state highway forty-one dash two south of the city line of Newburgh; beginning at a state highway in or near the village of Washingtonville, thence running generally northerly through or near the hamlet of Burnside and the villages of Maybrook and Walden to the Orange-Ulster county line; beginning at a state highway between the hamlet of Southfield and the village of Harriman, thence running generally northwesterly through or near the villages of Monroe and Chester to a point on state highway fifty-three dash seven south of the village of Goshen; beginning at a point on state highway fifty-three dash seven in or near the village of Goshen, thence running generally northwesterly to the southern city line of Middletown; beginning at state highway ninety-five, thence running generally easterly to the Erie Lackawanna railroad in the hamlet of New Hampton; beginning at the northern city line of Middletown, thence running generally northerly to a state highway between the hamlet of Fair Oaks and the Orange-Sullivan county line; beginning at a state highway west of the hamlet of Campbell Hall, thence running generally easterly through or near the hamlets of Campbell Hall, Burnside and Little Britain to the western city line of Newburgh; beginning at a state highway near the village of Harriman, thence running generally northeasterly through Harriman state park, the United States Military Academy and the village of Cornwall to a point on state highway eight thousand five hundred thirty-six west of the village of Cornwall; beginning at a state highway in or near the village of Harriman, thence running generally northerly through or near the hamlet of Highland Mills and the hamlets of Mountainville and Vails Gate to the southern city line of Newburgh; beginning at a state highway near the village of Warwick, thence running generally easterly through or near the village of Greenwood Lake to a state highway northeast of the village of Tuxedo Park, thence running easterly to a point on the New York state thruway; beginning at a state highway in or near the hamlet of Fort Montgomery, thence running generally northerly through or near the village of Highland Falls to a state highway between the hamlet of Fort Montgomery and

the village of Cornwall; beginning at a state highway in or near the village of Monroe, thence running generally northerly to a state highway in or near the village of Washingtonville; beginning at the New York-New Jersey state line, thence running generally northeasterly to or near the village of Greenwood Lake; beginning at a point on state highway one hundred fifty-three southwest of Lake Washington, thence running generally northerly through or near the hamlets of Gardnertown and Cronomer Valley to the Orange-Ulster county line south of the hamlet of Plattekill; beginning at the New York-New Jersey state line, thence running generally northerly along the eastern shore of Greenwood Lake to or near the village of Greenwood Lake; beginning at state highway forty-one dash two near the hamlet of New Windsor, thence running generally northwesterly to the southern city line of Newburgh; beginning at the northern city line of Newburgh, thence running generally northeasterly to a state highway near the hamlet of Balmville; beginning at state highway four hundred twelve near the hamlet of Sparrow Bush, thence running generally northwesterly to the Orange-Sullivan county line; beginning at the southeastern city line of Port Jervis, thence running generally southeasterly on new location to state highway two hundred eighty-three; beginning at the northeastern city line of Port Jervis, thence running generally northeasterly to a state highway near the hamlet of Huguenot; beginning at the northern city line of Newburgh, thence running generally northerly to a connection with interstate route five hundred three, as determined by the commissioner; beginning at a state highway in or near the hamlet of Vails Gate, thence running generally northerly to state highway one hundred fifty-three**; beginning at the northern line of the hamlet of New Windsor, thence running generally northerly on Water Street through the city of Newburgh to Leroy Place, thence running generally northwesterly on Leroy Place through the city of Newburgh to North Street, thence running generally westerly on North Street through the city of Newburgh to Plank Road, thence running generally westerly on Plank Road through the city of Newburgh to route nine-w; beginning at the southeastern line of the hamlet of Gardnertown, thence running generally easterly on South Street through the city of Newburgh to Water Street**.

§ 2. This act shall take effect immediately.