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### **MEMORANDUM**

To:

Ms. Ann Cutignola, AICP

Mr. Brian Stokosa, P.E.

From:

Philip J. Grealy, Ph.D., P.E.

Date:

March 20, 2013

Re:

Hilltop Manor Subdivision

DEIS (12/20/12 Submission) Town of East Fishkill, New York

MC Project No. 12100156A

Attached for your information and as requested in the February 28, 2013 letter from Hudson Valley Engineering Associates, PC is a revised trip generation table (Table 1R) based on the Institute of Transportation Engineers (ITE), 9<sup>th</sup> Edition, 2012, *Trip Generation Handbook*.

As can be seen from a comparison of this table with the original Table 1 contained in the DEIS, which was developed based on the 7<sup>th</sup> Edition, the trip generation rates for single family dwelling units have not changed significantly in the new manual. In fact, the peak hour trip estimates (based on the new manual) are essentially the same as those in the original traffic study. Also, note that since all of the development vehicles enter and exit via Creek Bend Road, the site generated volumes on that roadway as well as other area roadways would be essentially the same as those previously analyzed.

In addition, since the time of the DEIS, the Transportation Research Board has released the 2010 Highway Capacity Manual and related software updates. We have updated the No-Build and Build analysis for three (3) key intersections, which are expected to handle the highest percentages of the site traffic, to determine any potential impact of the new software compared to the original analysis. The locations reanalyzed included:

- Martin Road and Carol Drive
- Martin Road and Beekman Road/Foster Road
- Beekman Road (CR 9) and Route 82

The first two are unsignalized intersections and the updated analyses, based on the latest HCS Software Version 5.6, are attached. The last intersection is a signalized intersection and has been updated based on the 2010 Highway Capacity Software for signalized intersections, Version



Ms. Ann Cutignola AICP Mr. Brian Stokosa, P.E. March 20, 2013 Page 2

6.41. Comparing these results to those summarized in Table No. 2 from the DEIS Traffic Study indicates similar results.

Based on the above, we conclude that the revisions to the *Trip Generation Handbook* and the release of the *2010 Highway Capacity Manual* and Software do not change any of the conclusions of the DEIS Traffic Impact Study.

If you have any questions or need additional information, please do not hesitate to contact us.

TABLE 1R

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

	EN	TRY	EXIT			
HILLTOP MANOR SUBDIVISION						
EAST FISHKILL, NEW YORK	HTGR*	VOLUME	HTGR*	VOLUME		
SINGLE FAMILY DWELLING (23 DWELLING UNITS)						
PEAK AM HIGHWAY HOUR	0.28	6	0.85	20		
PEAK PM HIGHWAY HOUR	0.77	18	0.45	10		

### NOTES:

1) \* THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON THE DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012.



TABLE 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

	EN	TRY	EXIT		
HILLTOP MANOR SUBDIVISION EAST FISHKILL, NEW YORK	HTGR*	VOLUME	HTGR*	VOLUME	
SINGLE FAMILY DWELLING (23 DWELLING UNITS)					
PEAK AM HIGHWAY HOUR	0.28	6	0.83	19	
PEAK PM HIGHWAY HOUR	0.78	18	0.46	11	

### NOTES:

1) \* THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON THE DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 7TH EDITION, 2003.

### TABLE NO. 2 LEVEL OF SERVICE SUMMARY TABLE



		i	2010 EX	ISTING	2015 NC	-BUILD	2015 B	UILD
			AM	PM	AM	РМ	AM	PM
1	BEEKMAN ROAD (COUNTY ROUTE 9) &	SIGNALIZED						
	CLOVE BRANCH ROAD / CARPENTER ROAD	EB	A[6.4]	A[7.5]	A[6.8]	A[8.3]	A[6.8]	A[8.3]
		WB	A[8.9]	A[9.4]	B[10.4]	B[10.9]	B[10.4]	B[11.0]
		SB	B[17.3]	B[17.2]	B[17.3]	B[17.2]	B[17.3]	B[17.2]
		NB	C[34.5]	C[25.9]	D[47.7]	C[32.2]	D[47.7]	C[32.2]
		OVERALL	B[16.4]	B[12.5]	C[20.4]	B[14.6]	C[20.3]	B[14.6]
2		UNSIGNALIZED						
-	BEEKMAN ROAD (COUNTY ROUTE 9) &	EB	A[7.9]	A[7.9]	A[8.0]	A[8.1]	A[8.0]	A[8.1]
- 1	FOSTER ROAD / MARTIN ROAD	WB	A[7.6]	A[8.1]	A[7.8]	A[8.4]	A[7.8]	A[8.5]
					B[13.4]	C[19.8]	B[13.7]	
1		NB	B[12.0]	C[15.8]				C[20.6]
		SB	B[10.9]	B[14.3]	B[11.6]	C[16.9]	B[11.9]	C[17.7]
3	NYS ROUTE 82 &	UNSIGNALIZED						
	FOSTER ROAD	WB	B[12.7]	B[13.7]	B[13.8]	B[14.6]	B[13.6]	C[14.6]
		SB	A[8.0]	A[8.7]	A[8.1]	A[8.9]	A[8.1]	A[8.9]
4	BEEKMAN ROAD (COUNTY ROUTE 9) &	SIGNALIZED	-	-				
- 1	NYS ROUTE 82	WB	C[31.5]	D[46.4]	D[39.4]	E[74.5]	D[40.3]	E[76.8]
- 1		NB	B[15.1]	B[18.9]	B[18.7]	D[39.6	B[18.7]	D[41.0]
- 1		SB	B[13.3]	A[7.7]	B[14.2]	0.8]A	B[14.2]	A[8.0]
		OVERALL	B[18.5]	C[21.4]	C[22.6]	D[39.1]	C[23.0]	D[40.4]
	WITH SIGNAL TIMING IMPROVEMENTS	WB	? <b>≥</b> :	-		D[53.0]	) <u>=</u> €	D[54.1]
		NB		2	2	D[53.0]	12°	D[54.7]
		SB	\€:	ş	- 2	A[9.2]		A[9.2]
		OVERALL		-		D[42.4]		D[43.6]
5	NYS ROUTE 82 &	UNSIGNALIZED		-				
	TURNER STREET	EB	C[25.8]	B[14.6]	D[33.8]	C[16.5]	D[34.0]	C[16.6]
	,	NB	A[9.7]	A[9.3]	B[10.3]	A[9.7]	B[10.3]	A[9.8]
6	NIVE DOLLTE CO. A	IINCIONALIZED		-				
_	NYS ROUTE 82 &	UNSIGNALIZED WR	D[25 1]	D[27.4]	D[33.3]	E[36.0]	D[34.0]	E[40.6]
	MARTIN ROAD	WB SB	D[25.1]	B[10.2]	A[8.9]	B[10.9]	A[8.9]	B[10.9]
		36	A[8.6]	6[10.2]	\[\(\lambda_{[0.5]}\)	B[10.8]	A[0.9]	[ [e.01]
7	MARTIN ROAD &	UNSIGNALIZED						
	CAROL DRIVE	EB	A[8.7]	A[9.0]	A[8.8]	A[9.1]	A[8.9]	A[9.1]
		NB	A[7.3]	A[7.4]	A[7.3]	A[7.4]	A[7.3]	A[7.4]
10	CREEK BEND ROAD &	UNSIGNALIZED		-				
-1	CAROL DRIVE	WB	쁄		(4)	144	A[8.7]	A[8.7]
- 1	TO THE STATE	SB				74	A[7.3]	A[7.3]

### NOTES:

<sup>1)</sup> THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND FOR THE KEY APPROACHES FOR THE UNSIGNALIZED LOCATIONS. SEE APPENDIX "D\* FOR ADDITIONAL DETAILS.

## 2010 HIGHWAY CAPACITY MANUAL ANALYSIS

- Signalized Version 6.41
- Unsignalized Version 5.6

### **HCS 2010 Signalized Intersection Results Summary** 14141114 **General Information** Intersection Information Agency MC Duration, h 0.25 Analyst R.H. Analysis Date 3/19/2013 Area Type Other Jurisdiction Time Period PEAK PM HOUR PHF 0.92 Intersection BEEKMAN ROAD & NYS I Analysis Year **Analysis Period** 1> 16:00 File Name 190PMNB4.xus **Project Description** NO-BUILD TRAFFIC VOLUMES **Demand Information** EB WB NB SB Approach Movement Т R L R T R L Т R 625 Demand (v), veh/h 361 0 424 467 **Signal Information** 90.0 Reference Phase Cycle, s 2 Offset, s 0 Reference Point End Green 58.0 22.0 0.0 0.0 0.0 0.0 Uncoordinated No Simult. Gap E/W On Yellow 3.0 3.0 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On 2.0 2.0 0.0 0.0 0.0 0.0 Red **Timer Results EBL EBT** WBL WBT NBL NBT SBL SBT **Assigned Phase** 8 2 6 Case Number 12.0 8.0 8.0 Phase Duration, s 27.0 63.0 63.0 Change Period, (Y+Rc), s 5.0 5.0 5.0 Max Allow Headway (MAH), s 3.1 0.0 0.0 21.4 Queue Clearance Time (gs), s Green Extension Time (ge), s 0.1 0.0 0.0 1.00 Phase Call Probability 1.00 Max Out Probability EB WB NB SB **Movement Group Results** Approach Movement L Т R L Τ R L Т R L T R 2 3 8 12 6 Assigned Movement Adjusted Flow Rate (v), veh/h 392 1080 508 1766 1772 Adjusted Saturation Flow Rate (s), veh/h/ln 1881 19.4 Queue Service Time (gs), s 50.0 11.8 Cycle Queue Clearance Time (gc), s 19.4 50.0 11.8 432 Capacity (c), veh/h 1142 1212 Volume-to-Capacity Ratio (X) 0.909 0.946 0.419 Available Capacity (ca), veh/h 432 1142 1212 Back of Queue (Q), veh/ln (50th percentile) 10.6 21.2 4.4 0.0 0.0 0.0 Overflow Queue (Q3), veh/ln Queue Storage Ratio (RQ) (50th percentile) 0.00 0.00 0.00 Uniform Delay (d1), s/veh 33.0 14.6 7.8 Incremental Delay (d2), s/veh 22.4 16.5 1.1 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh 55.5 31.0 8.9 Control Delay (d), s/veh Level of Service (LOS) Ε С 31.0 55.5 С 8.9 Approach Delay, s/veh / LOS 0.0 Ε Α Intersection Delay, s/veh / LOS 30.2 C WB SB **Multimodal Results** EB NB Pedestrian LOS Score / LOS 2.2 В 2.1 B 1.4 Α 1.9 Α 1.1 Α 2.3 В 1.3 Bicycle LOS Score / LOS

### **HCS 2010 Signalized Intersection Results Summary General Information** Intersection Information 1414141 0.25 MC Duration, h Agency Analyst R.H. Analysis Date 3/19/2013 Area Type Other Jurisdiction PEAK PM HOUR PHF 0.92 Time Period Intersection 1> 16:00 BEEKMAN ROAD & NYS F Analysis Year 2015 **Analysis Period** File Name 190PMB4.xus **BUILD TRAFFIC VOLUMES Project Description** ΕB **WB** NB **Demand Information** SB R L R Approach Movement R 365 0 625 430 467 Demand (v), veh/h Signal Information 90.0 Cycle, s Reference Phase 2 0 Reference Point Offset, s End 22.0 0.0 0.0 0.0 Green 58.0 0.0 Uncoordinated No Simult. Gap E/W On 0.0 0.0 Yellow 3.0 3.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S 2.0 2.0 0.0 0.0 On Red 0.0 0.0 NBL **Timer Results EBT WBL WBT NBT** SBL **EBL** SBT 8 2 **Assigned Phase** 6 Case Number 12.0 8.0 8.0 27.0 63.0 63.0 Phase Duration, s 5.0 Change Period, (Y+Rc), s 5.0 5.0 Max Allow Headway (MAH), s 3.1 0.0 0.0 21.7 Queue Clearance Time (gs), s 0.0 0.0 Green Extension Time (ge), s 0.0 1.00 Phase Call Probability 1.00 Max Out Probability **Movement Group Results** EB WB NB SB R Т R T R Approach Movement L T L L R L Т 8 12 Assigned Movement 397 1087 508 Adjusted Flow Rate (v), veh/h 1766 1771 1881 Adjusted Saturation Flow Rate (s), veh/h/ln Queue Service Time (gs), s 19.7 50.8 11.8 Cycle Queue Clearance Time (gc), s 19.7 50.8 11.8 432 Capacity (c), veh/h 1141 1212 Volume-to-Capacity Ratio (X) 0.919 0.952 0.419 432 1141 1212 Available Capacity (ca), veh/h Back of Queue (Q), veh/ln (50th percentile) 11.0 21.8 4.4 0.0 0.0 Overflow Queue (Q3), veh/ln 0.0 Queue Storage Ratio (RQ) (50th percentile) 0.00 0.00 0.00 14.7 7.8 33.1 Uniform Delay (d1), s/veh 24.2 17.4 Incremental Delay (d2), s/veh 1.1 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh 57.4 32.1 8.9 Control Delay (d), s/veh С Level of Service (LOS) E 32.1 8.9 Approach Delay, s/veh / LOS 0.0 57.4 Ε С Α Intersection Delay, s/veh / LOS 31.2 C WB NB SB **Multimodal Results** EB Pedestrian LOS Score / LOS В 2.2 В 2.1 1.4 Α 1.9 Α 1.1 2.3 В Bicycle LOS Score / LOS

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### **HCS 2010 Signalized Intersection Results Summary** Jaleibl **General Information** Intersection Information Duration, h 0.25 Agency MС Analyst R.H. Analysis Date 3/19/2013 Area Type Other PHF 0.92 Time Period PEAK PM HOUR Jurisdiction BEEKMAN ROAD & NYS F Analysis Year **Analysis Period** 1> 16:00 Intersection 2015 File Name 190PMB4IM.xus **Project Description** BUILD TRAFFIC VOLUMES (WITH TIMING IMPROVEMENTS) WB NB SB EB **Demand Information** Т Т R L R R Approach Movement 365 0 625 430 467 Demand (v), veh/h Signal Information Cycle, s 90.0 Reference Phase 2 0 Reference Point Offset, s End Green 55.6 24.4 0.0 0.0 0.0 0.0 Uncoordinated No Simult. Gap E/W On Yellow 3.0 3.0 0.0 0.0 0.0 0.0 2.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S 2.0 0.0 0.0 On Red WBL **WBT NBL NBT** SBL SBT **Timer Results EBL EBT** 8 2 6 **Assigned Phase** 12.0 8.0 8.0 Case Number 29.4 60.6 60.6 Phase Duration, s 5.0 5.0 5.0 Change Period, (Y+Rc), s Max Allow Headway (MAH), s 3.1 0.0 0.0 21.0 Queue Clearance Time (qs), s 0.3 0.0 0.0 Green Extension Time (ge), s 1.00 Phase Call Probability 0.83 Max Out Probability NB SB **Movement Group Results** EB WB R Т R L T R L Τ R Approach Movement L T L 2 8 6 12 Assigned Movement 397 1087 508 Adjusted Flow Rate (v), veh/h 1766 1771 1881 Adjusted Saturation Flow Rate (s), veh/h/ln Queue Service Time (gs), s 19.0 54.7 12.7 54.7 12.7 Cycle Queue Clearance Time (gc), s 19.0 479 1094 1162 Capacity (c), veh/h 0.993 0.437 Volume-to-Capacity Ratio (X) 0.829 1162 479 1094 Available Capacity (ca), veh/h Back of Queue (Q), veh/ln (50th percentile) 9.2 25.9 4.9 0.0 0.0 0.0 Overflow Queue (Q3), veh/ln Queue Storage Ratio (RQ) (50th percentile) 0.00 0.00 0.00 17.0 9.0 30.8 Uniform Delay (d1), s/veh 25.7 Incremental Delay (d2), s/veh 10.9 1.2 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh 41.8 42.7 10.2 Control Delay (d), s/veh Level of Service (LOS) D D 10.2 41.8 42.7 Approach Delay, s/veh / LOS 0.0 D D В Intersection Delay, s/veh / LOS 34.2 C **WB** NB SB **Multimodal Results** EB 2.1 1.4 Α 1.9 Α Pedestrian LOS Score / LOS 2.2 В В 1.1 2.3 В 1.3 Bicycle LOS Score / LOS

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General Inform	ation								Inte	rsecti	on Info	ormatio	n		14 - 1	1- L	
Agency		MC							Dura	ation,	h	0.25		. 1886			
Analyst		R.H.		Analys	is Date	3/19/2	3/19/2013		Area Type		Other		A				
Jurisdiction				Time P	eriod	PEAK AM HOUR		UR	PHF		0.84		*	-1	•		
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Offset, s	0	Reference Point	End	Green	50.0	30.0	0.0	0.0		0.0	0.0	2000	1	1 1 2	3		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0	0.0	0.0		0.0	0.0	100				t	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0		0.0	0.0		6	6	7		
Timer Results				EBL		EBT	WBI		WE	RT.	NB		NBT	SE	21	SBT	
Assigned Phase	2			LUL		CDI	VVDL	-	8		NU		2	OL.	,r_	6	
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Phase Duration				-	-		-	-	35.				55.0			55.0	
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Green Extension			-	-	-	-		-	0.				0.0	-	_	0.0	
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Assigned Move	ment	G 56					3	8	1		T to the	2	12	1	6		
Adjusted Flow F	Rate (v)	, veh/h						432				661			592	1	
		ow Rate (s), veh/h/ln	40.18	esolo il	100	- a		181	0	E. I		1605	U s		1793		
Queue Service								18.8	3			28.0			19.7	T	
Cycle Queue Cl					A	1		18.8	3			28.0	50		19.7		
Capacity (c), ve								603				892			996	1	
Volume-to-Capa		tio (X)					Ü	0.71				0.741	100		0.594		
Available Capac								603				892			996	T	
		n/ln (50th percentile)						8.3	_			10.3	1110		7.8		
Overflow Queue	ALC: UNKNOWN BOOK	The state of the s						0.0	-			0.0	-		0.0	1	
		RQ) (50th percentile	)				<b>TITLE</b>	0.00	_		. 3	0.00	10	100	0.00	110	
Uniform Delay (								26.3	_			15.1		1	13.3	1	
Incremental Del			717, 18		77.77			3.5	_	17-17-1		5.5			2.6		
Initial Queue De								0.0	-			0.0		1	0.0		
Control Delay (			Kir i					29.8				20.6	1		15.9		
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### TWO-WAY STOP CONTROL SUMMARY

Analyst:

R.H.

Agency/Co.:

MC

Date Performed:

MARCH 2013

Analysis Time Period: 2015 BUILD AM PEAK HOUR

Intersection: BEEKMAN RD & FOSTER / MARTIN

Jurisdiction:

Units: U. S. Customary

Analysis Year:

Project ID: 190BDAM2

East/West Street: BEEKMAN ROAD (COUNTY ROUTE 9)
North/South Street: FOSTER ROAD / MARTIN ROAD

Intersection Orientation: EW

Study period (hrs): 0.25

	Vehi	icle Volu	mes an	nd Adjus	tme	nts			
Major Street:	Approach	Eas	tbound	i		Wes	tbound	h	
	Movement	1	2	3		4	5	6	
		L	Т	R		L	T	R	
Volume		1	210	12		5	326	2	
Peak-Hour Fact	or, PHF	0.92	0.92	0.92		0.92	0.92	0.92	
Hourly Flow Ra	te, HFR	1	228	13		5	354	2	
Percent Heavy	Vehicles	5				5			
Median Type/St		Undivi	ded			/			
RT Channelized									
Lanes		0	1	0		0	1	0	
Configuration		LI				LT	_		
Upstream Signa	1?		No			-	No		
1			-1.0				2.0		
Minor Street:	Approach	Nor	thbour	nd			thbour	nd	
	Movement	7	8	9	1	10	11	12	
		L	T	R	1	L	T	R	
Volume		28	12	19		3	2	9	
Peak Hour Fact	or, PHF	0.92	0.92	0.92		0.92	0.92	0.92	
Hourly Flow Ra	ite, HFR	30	13	20		3	2	9	
Percent Heavy	Vehicles	5	5	5		5	5	5	
Percent Grade			0				0		
Flared Approac	, ,	/Storage		No	1		- 5	No	1
Lanes		0	1	0		0	1	0	W.
Configuration		-	LTR			Ů	LTR	Ü	
J =									
						_			
Annroach		Queue Ler				f Servi		+ lo lo = 1	
Approach	EB	WB		rthbound		Ţ,		thbound	1.0

Approach	_Delay, EB	Queue Len WB	gth, and Level of Northbound	Service Southbound	
Movement	1	4	7 8 9	10 11 12	
Lane Config	LTR	LTR	LTR	LTR	
	1	5	C2	1.4	_
v (vph)	1	_	63	14	
C(m) (vph)	1186	1308	475	536	
v/c	0.00	0.00	0.13	0.03	
95% queue length	0.00	0.01	0.45	0.08	
Control Delay	8.0	7.8	13.7	11.9	
LOS	A	A	В	В	
Approach Delay			13.7	11.9	
Approach LOS			В	В	

### TWO-WAY STOP CONTROL SUMMARY

Analyst:

R.H.

Agency/Co.:

MC

Date Performed: MARCH 2013

Analysis Time Period: 2015 BUILD PM PEAK HOUR

Intersection: BEEKMAN RD & FOSTER / MARTIN

Jurisdiction:

Units: U. S. Customary

Analysis Year:

Project ID: 190BDPM2

East/West Street: BEEKMAN ROAD (COUNTY ROUTE 9)
North/South Street: FOSTER ROAD / MARTIN ROAD

Intersection Orientation: EW

Study period (hrs): 0.25

·		le Volu		Adjus	tme	nts			
Major Street:	Approach	Eas	tbound			Wes	tbound		
000	Movement	1	2	3		4	5	6	
		L	T	R	1	L	T	R	
Volume		9	395	42		27	335	6	
Peak-Hour Fact	or, PHF	0.92	0.92	0.92		0.92	0.92	0.92	
Hourly Flow Ra		9	429	45		29	364	6	
Percent Heavy		5				5			
Median Type/St		Undivi	ded			/			
RT Channelized	_					•			
Lanes		0	1 0			0	1	0	
Configuration		LI				LT			
Upstream Signa	al?		No				No		
Minor Street:	Approach	Nor	thbound			Sou	thboun	d	
	I- I		. 01110 0 01110			~ ~ ~	cimoduir	u	
	Movement	7	8	9	Ĭ	10	11	12	
					Ĭ				
		7	8	9	l	10	11	12	
Volume		7	8	9	l	10	11	12	
Peak Hour Fact	Movement	7 L	8 T	9 R	l	10 L	11 T	12 R	
	Movement	7 L	8 T	9 R	1	10 L	11 T	12 R	
Peak Hour Fact	Movement  tor, PHF  ate, HFR	7 L 34 0.92	8 T 9 0.92	9 R 17 0.92	1	10 L 2 0.92	11 T	12 R 4 0.92	
Peak Hour Fact Hourly Flow Ra	Movement  tor, PHF ate, HFR Vehicles	7 L 34 0.92 36	8 T 9 0.92 9	9 R 17 0.92 18	1	10 L 2 0.92 2	11 T 10 0.92 10	12 R 4 0.92 4	
Peak Hour Fact Hourly Flow Ra Percent Heavy	Movement  cor, PHF ate, HFR Vehicles (%)	7 L 34 0.92 36 5	8 T 9 0.92 9 5	9 R 17 0.92 18		10 L 2 0.92 2	11 T 10 0.92 10 5	12 R 4 0.92 4	/
Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade	Movement  cor, PHF ate, HFR Vehicles (%)	7 L 34 0.92 36 5	8 T 9 0.92 9 5	9 R 17 0.92 18 5	1	10 L 2 0.92 2	11 T 10 0.92 10 5	12 R 4 0.92 4 5	/
Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade Flared Approac	Movement  cor, PHF ate, HFR Vehicles (%)	7 L 34 0.92 36 5	8 T 9 0.92 9 5 0	9 R 17 0.92 18 5	1	10 L 2 0.92 2 5	11 T 10 0.92 10 5	12 R 4 0.92 4 5	/
Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade Flared Approac Lanes	Movement  cor, PHF ate, HFR Vehicles (%)	7 L 34 0.92 36 5	8 T 9 0.92 9 5 0	9 R 17 0.92 18 5		10 L 2 0.92 2 5	11 T 10 0.92 10 5 0	12 R 4 0.92 4 5	/

Approach	_Delay, EB	Queue Lei WB	ngth, and Level of Northbound	-	thbound
Movement	1	4	7 8 9	10	11 12
Lane Config	LTR	LTR	LTR	I	LTR
v (vph)	9	29	63		16
C(m) (vph)	1172	1072	293		299
V/C	0.01	0.03	0.22		0.05
95% queue length	0.02	0.08	0.80		0.17
Control Delay	8.1	8.5	20.6		17.7
LOS	A	A	С		C
Approach Delay			20.6		17.7
Approach LOS			С		С

### TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H. Agency/Co.: MC

Date Performed: MARCH 2013

Analysis Time Period: 2015 BUILD AM PEAK HOUR Intersection: CAROL DRIVE & MARTIN ROAD

Jurisdiction:

Units: U. S. Customary

Analysis Year:

Project ID: 190BDAM7

East/West Street: MARTIN ROAD North/South Street: CAROL DRIVE

Intersection Orientation: NS Study period (hrs): 0.25

Major Street:	Approach		mes and		o omon		thboun	7	
najor ocrocc.	Movement	1	2	3	4		5	6	
	110 V OIN 0110	L	T	R	İ		T	R	
Volume		3	55				19	1	
Peak-Hour Fact	or, PHF	0.90	0.90				0.90	0.90	
Hourly Flow Ra	te, HFR	3	61				21	1	
Percent Heavy		5						-	
Median Type/St RT Channelized	orage	Undivi	lded		1				
Lanes		0	1				1	0	
Configuration		L					T	R	
Upstream Signa	1?		No				No		
Minor Street:	Approach	Wes	stbound			Eas	stbound		
	Movement	7	8	9	Î.	10	11	12	
		L	T	R	Ĭ		T	R	
Volume						3		1	
Peak Hour Fact	or, PHF				(	0.90		0.90	
Hourly Flow Ra	te, HFR					3		1	
Percent Heavy	Vehicles				,	5		5	
Percent Grade	(%)		0				3		
Flared Approac	h: Exists?	/Storage			1			No	1
Lanes		2				0		0	YARA
							LR		

Approach	_Delay,	Queue SB	Le	ngt	h, and Leve Westbound	el of	Ser	_	stbound	
Movement	1	4	1	7	8	9	1	10	11	12
Lane Config	LT		j				1		LR	
v (vph)	3								4	
C(m) (vph)	1574								923	
V/C	0.00								0.00	
95% queue length	0.01								0.01	
Control Delay	7.3								8.9	
LOS	A								A	
Approach Delay									8.9	
Approach LOS									A	

### TWO-WAY STOP CONTROL SUMMARY\_\_\_\_

Analyst:

R.H.

Agency/Co.:

MC

Date Performed:

MARCH 2013

Analysis Time Period: 2015 BUILD PM PEAK HOUR Intersection:

CAROL DRIVE & MARTIN ROAD

Jurisdiction:

Units: U. S. Customary

Analysis Year:

Project ID: 190BDPM7

East/West Street: MARTIN ROAD

North/South Street: CAROL DRIVE

Intersection Orientation: NS

Study period (hrs): 0.25

FR 2 Les 5	90 adivi	1	3 R		4 L	Southb 5 T 73 0. 81		7 0.90 7	
2 HF 0. FR 2 Les 5	ndivi	53 0.90 58  ded				73 0. 81	90	7 0.90 7	1
2 HF 0. FR 2 Les 5	ndivi	53 0.90 58  ded	R		/	73 0. 81	90	7 0.90 7 	
HF 0. FR 2 Les 5	ndivi	0.90 58  ded			/	0. 81	90	0.90 7 	
FR 2 Les 5	ndivi	58  ded 1			/	0. 81	90	7	
FR 2 Les 5	ndivi	58  ded 1			/	81		7	
Les 5	0	ded	***		/		0		
	0	1			/	1	0		
						1	0		
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		No				No			
oach	Wes	tbound				Eastbo	und		
ment 7		8	9	1	10	11		12	
L		T	R	Ĭ	L	Т		R	
					4			5	
HF					0.9	0			
FR					4				
					5			5	
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xists?/Stor	rage		3	1				No	1
						0	0		.5
						LR			
1	L HF FR Les kists?/Stor	Ment 7 L  HF FR Les  kists?/Storage	nent 7 8 L T  HF FR Les 0 kists?/Storage	nent 7 8 9 L T R   HF FR Les 0 xists?/Storage	nent 7 8 9   L T R    HF FR Les 0 kists?/Storage /	Ment 7 8 9 1 10 L T R L  4 HF FR Les 0 Kists?/Storage /	Ament 7 8 9 1 10 11 L T R L T  HF 0.90 FR 4 Les 5 Rists?/Storage / 0	Ment 7 8 9 1 10 11 L T R L T   4 0.90 FR Les 0 3 kists?/Storage 0 LR	Then to the first section of t

Approach	_Delay, NB	Queue SB	Le	ngt	h, and Westb	l of	Ser		tbound	
Movement	1	4		7	8	9		10	11	12
Lane Config	LT						I		LR	
v (vph)	2					 			9	
C(m) (vph)	1489								891	
V/C	0.00								0.01	
95% queue length	0.00								0.03	
Control Delay	7.4								9.1	
LOS	A								A	
Approach Delay									9.1	
Approach LOS									Α	

### **Ann Cutignola**

Subject:FW: Bridge DataAttachments:190.Bridge Data.pdf

**From:** Philip Grealy [mailto:pgrealy@maserconsulting.com]

Sent: Wednesday, March 27, 2013 9:55 AM

To: Ann Cutignola (ACutignola@timmillerassociates.com)

**Subject:** Bridge Data

Ann,

Attached is the NYS Highway Bridge information as of February 28, 2013 for the Carol Drive Bridge. As noted in the "SD/FO" column, the bridge is considered neither structurally deficient nor functionally obsolete based on federal standards.

However, based on NYSDOT criteria, a bridge with a condition rating of less than 5.0 is considered a deficient bridge, which is the case for this one (4.86).

Regards, Phil

### Jenny Rosa

Sr. Administrative Assistant

### Maser Consulting P.A.

11 Bradhurst Avenue | Hawthorne, NY 10532 P: 914.347.7500 ext: 4800

www.maserconsulting.com



Please consider the environment before printing this e-mail.

2013 is off to an exciting start at Maser Consulting. We are starting the year with a new management structure! New hire, **Kevin L. Haney, P.E.**, formerly of KLH Consultants and Bohler Engineering, has accepted the position of COO and **Leonardo E. Ponzio, P.L.S.** has been promoted to the newly created CAO position. We are also pleased to announce the acquisition of John Collins Engineers P.C., Westchester County, NY and our new Energy Service line based in Albany and headed by **Steven J. DeCarlo**, former Sr. VP of NY Power Authority.

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### **New York State Highway Bridge Data**

### The Key to New York State Highway Bridge Data

The bridge data tables include information regarding highway bridges in New York State as of February 28, 2013. The second to last column, titled "SD/FO Status," is based upon rating criteria submitted to the Federal Highway Administration annually, most recently on January 31, 2010.

For ease of locating bridges, the tables for each county are arranged alphabetically by "Municipality" and then alphabetically by "Feature Carried" and "Feature Crossed."

The "Location" column of the chart identifies where each bridge is located in relation to highway and geographic features. Location descriptions vary. In some cases, an "I" precedes a highway number to designate an interstate, In that case, the entry "190" would mean Interstate 90. In other cases, particularly under the "Feature Carried" column, the "I" follows the highway route number. In that case, the location appears as "901," which also means Interstate 90.

The "Featured Carried" column identifies which roadway the bridge is on, while the "Feature Crossed" column identifies the roadway, body of water, or other feature the bridge crosses.

The "SD/FO Status" column indicates if a bridge is considered structurally deficient (SD), functionally obsolete (FO), or neither (N) based upon federal standards.

The "NYS Condition Rating" column contains the overall condition rating for each bridge based upon NYSDOT condition ratings. NYSDOT defines a deficient bridge as one with a State condition rating less than 5.0.

# NY State Highway Bridge Data: February 28, 2013

## **Dutchess County**

NYS	Condition Rating	5.21	5,83	4.64	5.74	5.03	2.00	5,66	4.86	6.17	6.53	4.46	5.64	5,11	6,00	5,05	6,42	6,52	5,31	4.31	4.92	5.82	5,40	4.21	6,18	5.94	5,42	4.41	4.61	4.81	4.75	4.36	4.66	4.19	4.53	5.91	5.52	5.59	5,31	4.93
	SD/FO Status	FO	z	9	9	<u>e</u>	Q :	z	z	9	z	FO	9	P.	z	F0	z	z	P.	SD	6	z	9	SD	6	Z	6	6	9	P	6	9	6	z	z	z	z	Z	z	z
Date	of Last Inspection	04/25/2011	05/15/2012	05/31/2011	06/15/2011	06/30/2011	05/31/2011	04/05/2011	06/01/2011	11/07/2012	05/10/2012	06/28/2011	07/02/2012	11/15/2011	10/04/2012	07/14/2011	03/14/2011	03/14/2011	06/26/2012	06/01/2011	07/13/2011	03/05/2012	11/08/2011	05/29/2012	04/06/2011	06/21/2012	12/06/2011	07/31/2012	08/10/2011	10/05/2011	10/05/2011	06/14/2011	06/14/2011	08/02/2011	09/12/2011	07/13/2011	07/13/2011	09/25/2012	09/25/2012	06/08/2011
Year	Built or Replaced	1962	1999	1937	1937	1936	1938	1989	1987	1998	1940	1963	1989	1963	1989	1968	2006	2006	1963	1932	1963	2004	1968	1940	1980	1994	1963	1964	1964	1963	1963	1963	1963	1963	1963	1963	1963	1998	1998	1980
	_	<u> </u>	To	T	F	F	<u></u>			Б			<u></u>	F	T	F	Τ.	T	T		T		Ε.			T.	T	Ti	Ε.	Τ	T	TC	т.	Tc	To	To	Tc	To	To	TC
	Owner	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	County	Town	Railroad	County	County	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	County	NYSDoT	County	NYSDoT	County	Town	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT	NYSDoT
•	Feature Crossed	STERN STREAM	MILLER HILL ROAD	52 52 82042118	MNRR BE LINE	FISHKILL CREEK	82 82 82011079	SYLVAN LAKE OUTLT	FISH KILL CREEK	MNRR BE LINE	FISHKILL CREEK	FISHKILL CREEK	987G 987G82031073	841 84182021084	Sylvan Lake Outle	841 84182021177	987G 987G82031036	987G 987G82031036	841 84182021101	FISHKILL CREEK	841 84182021111	SHENANDOAH CREEK	841 84182021157	FISHKILL CREEK	WICCOPEE CREEK	FISHKILL CREEK	FIRST FARM ROAD	CR36-RED SCHLHS R	CR36-RED SCHLHS R	52 52 82042036	52 52 82042036	MNRR BE LINE	MNRR BE LINE	FISHKILL CREEK	FISHKILL CREEK	CLOVE CREEK	CLOVE CREEK	9 9 82051026	9 82051027	FISHKILL CREEK
	ш	S	2	(r)	2	ĮL.	œ.	S	ш	2	ш	ш	o	80	S	80	O	6	80	щ	80	(r)	00	ш	>	ш.	ш.	U	O	ιΩ	ιΩ	2	2	ш.	ш.	U	9	on •	o	_
											o				-			О					Ω		ΑD															
	Feature Carried	84I X	987G 987G82031008	987G 987G82031043	987G 987G82031053	987G 987GB2031069	987G 987GB2031097	BEEKMAN ROAD	CAROL DRIVE	CARPENTER ROAD	CARPENTR RD CR 29	COUNTY ROAD 31	CR 9BEEKMAN RD.	FISHKILL HOOK RD	FromTSP(BeekmanRd	HOLMES ROAD	HOSNER MTN, RD.	HOSNER MTN. ROAD	LIMEKILN RD	PHILIPS ROAD	SHENANDOAH ROAD	SOMERSET ROAD	STORMVILLE MTN RD	STORMVILLE ROAD	WARREN FARM ROAD	52 52 82042067	841 84182021021	841 84182021031	841 84182021031	841 84182021045	841 84182021045	841 84182021047	84  84 82021047	841 84182021050	841 84182021050	84  84 82021054	841 84182021054	841 84182021060	841 84182021060	9 9 82051032
	Location Feature Carried	RAMPS 184+TSP INT	1,8 MI SOUTH JCT 184 &TSP 987G 987G82031008	JCT TSP & RTE 52 987GB2031043	_	2,3 MI NE OF HOPEWEL JCT 987G 987G82031069		2,3 MI NE OF HOPEWELL JCT BEEKMAN ROAD	0.8 MI SE OF HOPEWELL JCT CAROL DRIVE	2.0 MI SE OF HOPEWELL JCT CARPENTER ROAD	1,2 MI NE OF HOPEWELL JCT CARPENTR RD CR 2	1.1 MI SW OF HOPEWEL JCT COUNTY ROAD 31	4.1MI N JCT T.S.PWY & 84I CR 9BEEKMAN RD.	2,4 MI E JCT 184 & US 9 FISHKILL HOOK RD		0	0.4 Mi NW JCT I-84 & TSP HOSNER MTN, RD,	0,4 Mi NW of 184 & TSP HOSNER MTN, ROA	4,1 MI E JCT RTS 184+9 LIMEKILN RD	3.6 ME SE OF POUGHQUAG PHILIPS ROAD	5,0 MI E JCT RTS 184+9 SHENANDOAH ROA	5 MILE NW JCT 184 & TSP SOMERSET ROAD	3.1 MI E JCT 184 & TSP STORMVILLE MTN R	JCT				AT CAMP BEACON CORR FACIL 84I 84I82021031	AT CAMP BEACON CORR FACIL 84I 84IB2021031		3.3 MI E JCT RTS 184+9D 841 84182021045		1.2 MI W JCT I84 & US 9 84I 84I82021047	1,0 MI W JCT RTS I84+9 84I 84I82021050	1,0 MI W JCT RTS 184+9 84I 84I82021050	0.5 MI W JCT RTS 184+9 841 84182021054		JCT RTS L84 & 9		
		own) NW QUAD RAMPS I84+TSP INT					JCT TSP & RTE 82								4MI N JCT TSP & 84I	5,4 MI E JCT 184+TSP	0.4 Mi NW JCT I-84 & TSP	0,4 Mi NW of 184 & TSP					3,1 MI E JCT 184 & TSP			52				841	841	841	841	841		~	841		841	σ
	Location	Dutchess East Fishkill (Town) NW QUAD RAMPS 184+TSP INT	1,8 MI SOUTH JCT 184 &TSP	JCT TSP & RTE 52	1,7 MI SE OF HOPEWELL JCT	2,3 MI NE OF HOPEWEL JCT	JCT TSP & RTE 82	2,3 MI NE OF HOPEWELL JCT	0,8 MI SE OF HOPEWELL JCT	2.0 MI SE OF HOPEWELL JCT	1,2 MI NE OF HOPEWELL JCT	1.1 MI SW OF HOPEWEL JCT	4,1MI N JCT T.S.PWY & 84I	2,4 MI E JCT 184 & US 9	East Fishkill (Town) 4MI N JCT TSP & 841	East Fishkill (Town) 5,4 MI E JCT 184+TSP	East Fishkill (Town) 0.4 Mi NW JCT I-84 & TSP	0,4 Mi NW of 184 & TSP	4,1 MI E JCT RTS 184+9	3,6 ME SE OF POUGHQUAG	5,0 MI E JCT RTS 184+9	5 MILE NW JCT 184 & TSP	3,1 MI E JCT 184 & TSP	2.2 MI NE OF HOPEWELL JCT	1,1 MI S JCT I84 & HOOK	0,2 MI E JCT RTS 52 & 82 52	.9 MIE JCT 184 & SH 9D	AT CAMP BEACON CORR FACIL	AT CAMP BEACON CORR FACIL	3,3 MI E JCT RTS I84+9D 84I	3.3 MI E JCT RTS I84+9D 841	(Town) 1,2 MI W JCT 184 & US 9 84I	1.2 MI W JCT 184 & US 9 841	1.0 MI W JCT RTS 184+9 841	1,0 MI W JCT RTS 184+9	0.5 MI W JCT RTS I84+9	(Town) 0,5 MI W JCT RTS 184+9 841	JCT RTS L84 & 9	Fishkill (Town) JCT RTS I-84 & 9 841	0,6 MI N JCT RTS I84 & 9

## NY State Highway Bridge Data: May 31, 2011

## **Dutchess County**

							Year	Date		NYS
Region	Region County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Built or Replaced	of Last	SD/FO	Condition
08	Dutchess	East Fishkill (Town)	NW QUAD RAMPS 184+TSP INT	841 X	STERN STREAM	NYSDoT	1982	04/25/2011	ciaido G	Raung
90	Dutchess	East Fishkill (Town)	1.8 MI SOUTH JCT (84 &TSP	987G 987G82031008	MILLER HILL ROAD	Todsyn	1999	05/19/2010	2 2	5.27
80	Dutchess	East Fishkill (Town)	JCT TSP & RTE 52	987G 987G82031043	52 52 82042118	NYSDoT	1937	015/06/2009	<u> </u>	6.00
90	Dutchess	East Fishkill (Town)	1.7 MI SE OF HOPEWELL JCT	987G 987G82031053	MNRR BE LINE	NYSDoT	1937	08/14/2009	5 6	5.74
80	Dutchess	East Fishkill (Town)	2.3 MI NE OF HOPEWEL JCT	987G 987G82031069	FISHKILL CREEK	NYSDoT	1936	06/08/2009	2	100
08	Dutcness	East Fishkill (Town)	JCT TSP & RTE 82	987G 987G82031097	82 82 82011079	NYSDoT	1938	04/08/2009	0.1	5.11
80	Dutchess	East Fishkill (Town)	2.3 MI NE OF HOPEWELL JCT	BEEKWAN ROAD	SYLVAN LAKE OUTLT	County	1989	04/05/2011	z	5.66
08	Dutchess	East Fishkill (Town)	0.8 MI SE OF HOPEWELL JCT	CAROL DRIVE	FISH KILL CREEK	Town	1987	05/14/2009	z	5.51
80	Dutchess	East Fishkill (Town)	2.0 MI SE OF HOPEWELL JCT	CARPENTER ROAD	MNRR BELINE	Railroad	1998	11/24/2010	0	6,43
90	Dutchess	East Fishkill (Town)	1.2 MI NE OF HOPEWELL JCT	CARPENTR RD CR 29	FISHKILL CREEK	County	1940	05/12/2010	z	6.59
90	Dutchess	East Fishkill (Town)	1.1 MI SW OF HOPEWEL JCT	COUNTY ROAD 31	FISHKILL CREEK	County	1963	05/28/2009	SD	4.79
90	Dutchess	East Fishkill (Town)	4.1MI N JCT T.S.PWY & 841	CR 9BEEKMAN RD.	987G 987G82031073	NYSDoT	1989	07/28/2010	O.	5.75
08	Dutchess	East Fishkill (Town)	2.4 MI E JCT 184 & US 9	FISHKILL HOOK RD	841 84182021084	NYSDoT	1963	08/04/2009	O.F.	5.28
90	Dutchess	East Fishkill (Town)	4MI N JOT TSP & 841	From TSP (BeekmanRd	Sylvan Lake Outle	NYSDoT	1989	10/06/2010	Z	6.43
90	Dutchess	East Fishkill (Town)	5.4 MI E JCT 184+TSP	HOLMES ROAD	841 84182021177	NYSDOT	1968	06/02/2009	9	5.57
08	Dutchess	East Fishkill (Town)	0.4 Mi NW JCT I-84 & TSP	HOSNER MTN. RD.	987G 987G82031036	NYSDoT	2006	03/14/2011	z	6,42
90	Dutchess	East Fishkill (Town)	0,4 Mi NW of 184 & TSP	HOSNER MTN. ROAD	987G 987G82031036	NYSDOT	2006	03/14/2011	z	6.52
90	Dutchess	East Fishkill (Town)	4.1 MI E JCT RTS 184+9	LIMEKILN RD	841 84182021101	NYSDoT	1963	06/04/2010	O.	5.36
08	Dutchess	East Fishkill (Town)	3.6 ME SE OF POUGHQUAG	PHILIPS ROAD	FISHKILL CREEK	County	1932	06/03/2009	Ou.	4.52
80	Dutchess	East Fishkill (Town)	5.0 MI E JCT RTS 184+9	SHENANDOAH ROAD	841 84182021111	NYSDoT	1963	06/04/2009	O <sub>II</sub> .	5.05
90	Dutchess	East Fishkill (Town)	.5 MILE NW JCT 184 & TSP	SOMERSET ROAD	SHENANDOAH CREEK	County	2004	03/09/2010	Z	7.00
80	Dutchess	East Fishkill (Town)	3.1 MI E JCT 184 & TSP	STORMVILLE MTN RD	84! 84!82021157	NYSDoT	1968	10/22/2009	or O	5.52
08	Dutchess	East Fishkill (Town)	2.2 MI NE OF HOPEWELL JCT	STORMVILLE ROAD	FISHKILL CREEK	County	1940	05/12/2010	SD	4.45
90	Dutchess	East Fishkill (Town)	1.1 MI S JCT 184 & HOOK	WARREN FARM ROAD	WICCOPEE CREEK	Town	1980	04/06/2011	9	6.18
80	Dutchess	Fishkill (Town)	0.2 MI E JCT RTS 52 & 82	52 52 82042067	FISHKILL OREEK	NYSDoT	1994	08/31/2010	z	5.94
90	Dutchess	Fishkill (Town)	.9 MI E JCT 184 & SH 9D	84  84 82021021	FIRST FARM ROAD	NYSDoT	1963	11/02/2009	O.	5.42
90	Dutchess	Fishkill (Town)	AT CAMP BEACON CORR FACIL	841 84182021031	CR36-RED SCHLHS R	NYSDoT	1964	06/25/2009	9	5.06
08	Dutchess	Fishkill (Town)	AT CAMP BEACON CORR FACIL	841 84182021031	CR36-RED SCHLHS R	NYSDoT	1964	06/25/2009	9	4.83
90	Dutchess	Fishkill (Town)	3.3 MI E JCT RTS 184+9D	841 84182021045	52 52 82042036	NYSDoT	1963	08/28/2009	Q.	88.4
90	Dutchess	Fishkill (Town)	3.3 MI E JCT RTS 184+9D	841 84182021045	52 52 82042036	NYSDoT	1963	08/28/2009	0	4.97
90	Dutchess	Fishkill (Town)	1.2 MI W JCT 184 & US 9	841 84182021047	MNRR BE LINE	NYSDoT	1963	08/12/2009	G.	4,43
90	Dutchess	Fishkill (Town)	1,2 MI W JCT 184 & US 9	841 84182021047	MNRR BE LINE	NYSDOT	1963	08/12/2009	9	4.72
008	Dutchess	Fishkill (Town)	1,0 MI W JCT RTS 184+9	841 84182021050	FISHKILL CREEK	NYSDoT	1963	06/17/2009	z	5.00
90	Dutchess	Fishkill (Town)	1.0 MI W JCT RTS 184+9	841 84182021050	FISHKILL CREEK	NYSDoT	1963	07/01/2009	z	4.77
90	Dutchess	Fishkill (Town)	0.5 MI W JCT RTS 184+9	841 84 82021054	CLOVE CREEK	NYSDoT	1963	07/24/2009	z	5,83
90	Dutchess	Fishkill (Town)	0.5 MI W JCT RTS 184+9	841 84182021054	CLOVE CREEK	NYSDoT	1963	07/24/2009	z	9,00
90	Dutchess	Fishkill (Town)	JCT RTS 1-84 & 9	841 84182021060	9 9 82051026	NYSDoT	1998	10/06/2010	50	5.81
90	Dutchess	Fishkill (Town)	JCT RTS 1-84 & 9	841 84/82021060	9 9 82051027	NYSDoT	1998	10/06/2010	50	5.60
08	Dutchess	Fishkill (Town)	0.6 MI N JCT RTS 184 & 9	9 9 62051032	FISHKILL CREEK	NYSDoT	1980	06/23/2009	z	5.00
980	Dutchess	Fishkill (Town)	0.6 MI N JCT RTS 184 & 9	9 9 82051032	FISHKILL CREEK	NYSDoT	1980	06/23/2009	z	5.02

NY State Highway Bridge Data: May 31, 2011

## **Dutchess County**

NYS	Condition	Rating	5.7	*** «	500	97.6	0.33	6.46	5.71	4.95	82.5	0 (C	D C C	27.6	0.76	4.70	200 4	2 d	, 40 30 40	4.65
	SD/FO	Status	FO	Z	£ 5	2 :	Z	2	Z	Z	Z	: 2	2 2	2 2	2 2	2 Z	: 2	: z	. 2	z
Date	of Last	Inspection	09/09/2009	05/21/2009	05/21/2000	06/07/2000	0012112003	00/22/2010	04/05/2011	08/11/2009	10/21/2009	12/17/2009	12/17/2009	10/18/2009	06/22/2009	08/25/2009	04/28/2009	07/22/2009	06/29/2009	04/07/2011
Year	Built or	Replaced	1955	1984	1986	2000	20 00	0 1	1883	1884	1999	1939	1939	0 00	1968	1929	1979	1939	1992	1931
		<b></b>							,			<u></u>	<b>!</b>	-						
		Owner	County	County	County	County	, yang	County County	County	NYSDO	Village	Todsyn	NYSDoT	NYSDOT	County	County	County	County	County	County
		reature crossed	WAPPINGER CREEK	MILLWOOD CREEK	SPROUT CREEK	HUNTER CREEK	SPROUT CREEK	Au do H	Vitro on Original Vitro	אמטאין רולאי	WAPPINGER CREEK	HAM CREEK	SOUTH BROOK	E BR WAPPINGER CK	E BR WAPPINGER OK	DEER HILL CREEK	E BR WAPPINGER CK	E BR WAPPINGER CK	SOUTH BROOK	NO NAME CREEK
	Feature Carried		COON I ROAD 110	COUNTY ROAD 28	COUNTY ROAD 28	COUNTY ROAD 91	MONTFORT ROAD	ROBINSON	90 9082033020	2	MCKINLEY STREET	44 44 82022109	44 44 82022109	44A 44A82011020	CANOE HILL ROAD	COUNTY ROAD 86	FOWLER ROAD	NARDONE ROAD	TYRELL ROAD	VERBANK ROAD
	Location	1 MIW OF NEW HACKENSACK	VOCAL MARKET TO THE COLUMN TO	U.SMI E OF HUGHSONVILLE	2.1 MI N OF BRINCKERHOFF	1.0 MI N.OF HUGHSONVILLE	IN THE TOWN OF WAPPINGER	2.4 MI SE OF NEW HACKSACK	1.2 MIS JCT RTS 9D+9		VILLAGE WAPPINGER FALLS	1.4 MI E JCT RTE 44+TSP	1.3 MI E JCT RTE 44+TSP	0.8 MI NW OF MILLBROOK	2.0 MI NW OF MILLBROOK	2.5 MI W OF AMENIA	2.5 MI W OF MILLBROOK	1.1 MI SE OF HIBERNIA	2.5 MILES SW OF MILLBROOK	2.4 MI SW OF MILLBROOK
	Municipality	Wappinger (Town)	(minute)	(complete to the complete to t	Wappinger (Town)	Wappinger (Town)	Wappinger (Town)	Wappinger (Town)	Wappingers Falls (Village)	Management of the Control of the Con	vappingers rais (village)	Washington (Town)	Washington (Town)	Washington (Town)	Washington (Town)	Washington (Town)	Washington (Town)	Washington (Town)	Washington (Town)	Washington (Town)
	Region County	Dutchess	Dutchess		nucuess	Dutchess	Dutchess	Dutchess	Dutchess	Dutchoce	Carrieras	Dutchess	Dutchess	Dutchess	Dutchess	Dutchess	Dutchess	Dutchess	Dutchess	Dutchess
	Region	90	08	000	8 :	08	80	08	90	90	3 :	08	80	90	08	80	90	08	90	80

Z C		
1. Data current as of May 31, 2011	•	

1. Data current as of May 31, 2011
2. Structurally Deficient (SD)/Functionally Obsolete (FO) info is current as of March 30, 2011
3. SD/FO Status
SD = Structurally Deficient
FO = Functionally Obsolete
N = Neither SD/FO
Blank = No data available

 4. Other Items
 Blank = Data not available
 5. NYS Condition Rating
 Please refer to the narrative, FAQs and the 'Key to New York State Highway Bridge Data' for additional information.