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11 Bradhurst Avenue
Hawthorne, NY 10532
T: 914.347.7500
F: 914.347.7266
www.maserconsulting.com

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), 9th 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 7th 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

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

HILLTOP MANOR SUBDIVISION EAST FISHKILL, NEW YORK	ENTRY		EXIT	
	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.

FROM DEIS TRAFFIC STUDY

TABLE 1

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

HILLTOP MANOR SUBDIVISION EAST FISHKILL, NEW YORK	ENTRY		EXIT	
	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

FROM DEIS TRAFFIC STUDY

			2010 EXISTING		2015 NO-BUILD		2015 BUILD	
			AM	PM	AM	PM	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	BEEKMAN ROAD (COUNTY ROUTE 9) &	**UNSIGNALIZED**						
	FOSTER ROAD / MARTIN ROAD	EB	A[7.9]	A[7.9]	A[8.0]	A[8.1]	A[8.0]	A[8.1]
		WB	A[7.6]	A[8.1]	A[7.8]	A[8.4]	A[7.8]	A[8.5]
		NB	B[12.0]	C[15.8]	B[13.4]	C[19.8]	B[13.7]	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**						
	NYS ROUTE 82	WB	C[31.5]	D[46.4]	D[39.4]	E[74.5]	D[40.3]	E[76.8]
		NB	B[15.1]	B[18.9]	B[18.7]	D[39.6	B[18.7]	D[41.0]
		SB	B[13.3]	A[7.7]	B[14.2]	A[8.0	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	-	-	-	D[53.0]	-	D[54.1]
		NB	-	-	-	D[53.0]	-	D[54.7]
		SB	-	-	-	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	NYS ROUTE 82 &	**UNSIGNALIZED**						
	MARTIN ROAD	WB	D[25.1]	D[27.4]	D[33.3]	E[36.0]	D[34.0]	E[40.6]
		SB	A[8.6]	B[10.2]	A[8.9]	B[10.9]	A[8.9]	B[10.9]
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**						
	CAROL DRIVE	WB	-	-	-	-	A[8.7]	A[8.7]
		SB	-	-	-	-	A[7.3]	A[7.3]

NOTES:

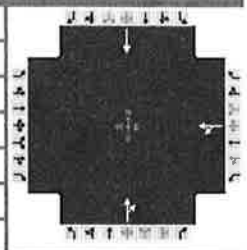
1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND FOR THE KEY APPROACHES FOR THE UNSIGNALIZED LOCATIONS. SEE APPENDIX "D" FOR ADDITIONAL DETAILS.

2010 HIGHWAY
CAPACITY MANUAL ANALYSIS

- Signalized Version 6.41
- Unsignalized Version 5.6

HCS 2010 Signalized Intersection Results Summary

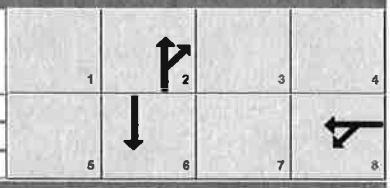
General Information				Intersection Information	
Agency	MC			Duration, h	0.25
Analyst	R.H.	Analysis Date	3/19/2013	Area Type	Other
Jurisdiction		Time Period	PEAK PM HOUR	PHF	0.92
Intersection	BEEKMAN ROAD & NYS F	Analysis Year	2015	Analysis Period	1> 16:00
File Name	190PMNB4.xus				
Project Description	NO-BUILD TRAFFIC VOLUMES				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				361	0			625	424		467	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	58.0	22.0	0.0	0.0	0.0	0.0	
Yellow	3.0	3.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



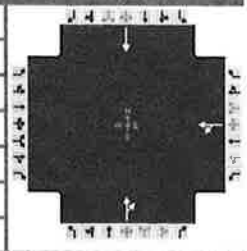
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				12.0		8.0		8.0
Phase Duration, s				27.0		63.0		63.0
Change Period, (*Y+Rc*), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				21.4				
Green Extension Time (g_e), s				0.1		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8			2	12		6	
Adjusted Flow Rate (*v*), veh/h					392			1080			508	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1766			1772			1881	
Queue Service Time (g_s), s					19.4			50.0			11.8	
Cycle Queue Clearance Time (g_c), s					19.4			50.0			11.8	
Capacity (*c*), veh/h					432			1142			1212	
Volume-to-Capacity Ratio (*X*)					0.909			0.946			0.419	
Available Capacity (c_a), veh/h					432			1142			1212	
Back of Queue (*Q*), veh/ln (50th percentile)					10.6			21.2			4.4	
Overflow Queue (Q_3), veh/ln					0.0			0.0			0.0	
Queue Storage Ratio (*RQ*) (50th percentile)					0.00			0.00			0.00	
Uniform Delay (d_1), s/veh					33.0			14.6			7.8	
Incremental Delay (d_2), s/veh					22.4			16.5			1.1	
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	
Control Delay (*d*), s/veh					55.5			31.0			8.9	
Level of Service (LOS)					E			C			A	
Approach Delay, s/veh / LOS	0.0			55.5		E	31.0		C	8.9		A
Intersection Delay, s/veh / LOS	30.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.1	B	1.4	A	1.9	A
Bicycle LOS Score / LOS			1.1	A	2.3	B	1.3	A

HCS 2010 Signalized Intersection Results Summary

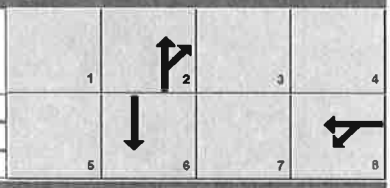
General Information				Intersection Information	
Agency	MC			Duration, h	0.25
Analyst	R.H.	Analysis Date	3/19/2013	Area Type	Other
Jurisdiction		Time Period	PEAK PM HOUR	PHF	0.92
Intersection	BEEKMAN ROAD & NYS F	Analysis Year	2015	Analysis Period	1> 16:00
File Name	190PMB4.xus				
Project Description	BUILD TRAFFIC VOLUMES				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				365	0			625	430		467	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	58.0	22.0		0.0	0.0		0.0			0.0		
Yellow	3.0	3.0		0.0	0.0		0.0			0.0		
Red	2.0	2.0		0.0	0.0		0.0			0.0		



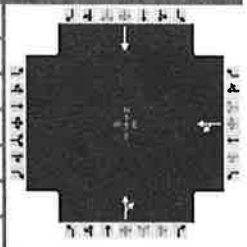
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				12.0		8.0		8.0
Phase Duration, s				27.0		63.0		63.0
Change Period, (*Y+Rc*), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				21.7				
Green Extension Time (g_e), s				0.0		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8			2	12		6	
Adjusted Flow Rate (*v*), veh/h					397			1087			508	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1766			1771			1881	
Queue Service Time (g_s), s					19.7			50.8			11.8	
Cycle Queue Clearance Time (g_c), s					19.7			50.8			11.8	
Capacity (*c*), veh/h					432			1141			1212	
Volume-to-Capacity Ratio (*X*)					0.919			0.952			0.419	
Available Capacity (c_a), veh/h					432			1141			1212	
Back of Queue (*Q*), veh/ln (50th percentile)					11.0			21.8			4.4	
Overflow Queue (Q_3), veh/ln					0.0			0.0			0.0	
Queue Storage Ratio (*RQ*) (50th percentile)					0.00			0.00			0.00	
Uniform Delay (d_1), s/veh					33.1			14.7			7.8	
Incremental Delay (d_2), s/veh					24.2			17.4			1.1	
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	
Control Delay (*d*), s/veh					57.4			32.1			8.9	
Level of Service (LOS)					E			C			A	
Approach Delay, s/veh / LOS	0.0			57.4		E	32.1		C	8.9		A
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.1	B	1.4	A	1.9	A
Bicycle LOS Score / LOS			1.1	A	2.3	B	1.3	A

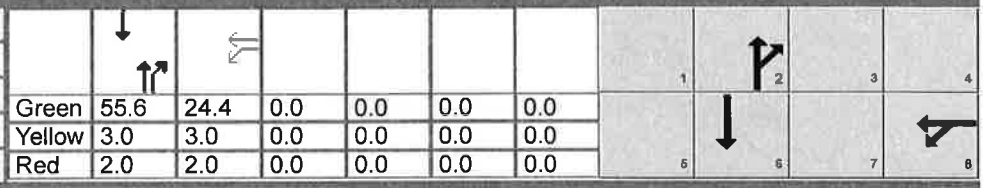
HCS 2010 Signalized Intersection Results Summary

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 F	Analysis Year	2015	Analysis Period	1> 16:00
File Name	190PMB4IM.xus				
Project Description	BUILD TRAFFIC VOLUMES (WITH TIMING IMPROVEMENTS)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				365	0			625	430		467	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	24.4	0.0	0.0	0.0	0.0	
Yellow	3.0	3.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

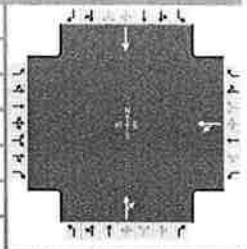
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				12.0		8.0		8.0
Phase Duration, s				29.4		60.6		60.6
Change Period, (*Y+Rc*), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				21.0				
Green Extension Time (g_e), s				0.3		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.83				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8			2	12		6	
Adjusted Flow Rate (*v*), veh/h					397			1087			508	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1766			1771			1881	
Queue Service Time (g_s), s					19.0			54.7			12.7	
Cycle Queue Clearance Time (g_c), s					19.0			54.7			12.7	
Capacity (*c*), veh/h					479			1094			1162	
Volume-to-Capacity Ratio (*X*)					0.829			0.993			0.437	
Available Capacity (c_a), veh/h					479			1094			1162	
Back of Queue (*Q*), veh/ln (50th percentile)					9.2			25.9			4.9	
Overflow Queue (Q_3), veh/ln					0.0			0.0			0.0	
Queue Storage Ratio (*RQ*) (50th percentile)					0.00			0.00			0.00	
Uniform Delay (d_1), s/veh					30.8			17.0			9.0	
Incremental Delay (d_2), s/veh					10.9			25.7			1.2	
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	
Control Delay (*d*), s/veh					41.8			42.7			10.2	
Level of Service (LOS)					D			D			B	
Approach Delay, s/veh / LOS	0.0			41.8		D	42.7		D	10.2		B
Intersection Delay, s/veh / LOS	34.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.1	B	1.4	A	1.9	A
Bicycle LOS Score / LOS			1.1	A	2.3	B	1.3	A

HCS 2010 Signalized Intersection Results Summary

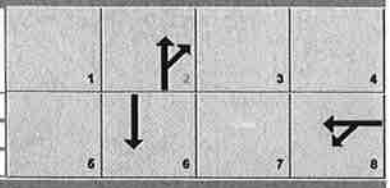
General Information				Intersection Information	
Agency	MC			Duration, h	0.25
Analyst	R.H.	Analysis Date	3/19/2013	Area Type	Other
Jurisdiction		Time Period	PEAK AM HOUR	PHF	0.84
Intersection	BEEKMAN ROAD & NYS F	Analysis Year	2015	Analysis Period	1> 7:00
File Name	190AMB4.xus				
Project Description	BUILD TRAFFIC VOLUMES				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				363	0			333	222		497	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	50.0	30.0	0.0	0.0	0.0	0.0	
Yellow	3.0	3.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



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				35.0		55.0		55.0
Change Period, (*Y+Rc*), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				20.8				
Green Extension Time (g_e), s				0.7		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.02				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8			2	12		6	
Adjusted Flow Rate (*v*), veh/h					432			661			592	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1810			1605			1793	
Queue Service Time (g_s), s					18.8			28.0			19.7	
Cycle Queue Clearance Time (g_c), s					18.8			28.0			19.7	
Capacity (*c*), veh/h					603			892			996	
Volume-to-Capacity Ratio (*X*)					0.716			0.741			0.594	
Available Capacity (c_a), veh/h					603			892			996	
Back of Queue (*Q*), veh/ln (50th percentile)					8.3			10.3			7.8	
Overflow Queue (Q_3), veh/ln					0.0			0.0			0.0	
Queue Storage Ratio (*RQ*) (50th percentile)					0.00			0.00			0.00	
Uniform Delay (d_1), s/veh					26.3			15.1			13.3	
Incremental Delay (d_2), s/veh					3.5			5.5			2.6	
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	
Control Delay (*d*), s/veh					29.8			20.6			15.9	
Level of Service (LOS)					C			C			B	
Approach Delay, s/veh / LOS	0.0			29.8		C	20.6		C	15.9		B
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	1.4	A	1.9	A
Bicycle LOS Score / LOS			1.2	A	1.6	A	1.5	A

HCS+: Unsignalized Intersections Release 5.6

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

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	210	12	5	326	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	1	228	13	5	354	2
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	28	12	19	3	2	9
Peak Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	30	13	20	3	2	9
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	5		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		B			B	
Approach Delay				13.7			11.9	
Approach LOS				B			B	

HCS+: Unsignalized Intersections Release 5.6

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

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	395	42	27	335	6
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	9	429	45	29	364	6
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	34	9	17	2	10	4
Peak Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	36	9	18	2	10	4
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			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		C			C	
Approach Delay				20.6			17.7	
Approach LOS				C			C	

HCS+: Unsignalized Intersections Release 5.6

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	55			19	1
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR	3	61			21	1
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				3		1
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				3		1
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			3	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						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	

HCS+: Unsignalized Intersections Release 5.6

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	2	53			73	7
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR	2	58			81	7
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				4		5
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				4		5
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			3	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						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							A	

Ann Cutignola

Subject: FW: Bridge Data
Attachments: 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.

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 "I90" 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 "90I," 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

Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
08	Dutchess	East Fishkill (Town)	NW QUAD RAMPS I84+TSP INT	84I X	STERN STREAM	NYSDoT	1962	04/25/2011	FO	5.21
08	Dutchess	East Fishkill (Town)	1.8 MI SOUTH JCT I84 &TSP	987G 987G82031008	MILLER HILL ROAD	NYSDoT	1999	05/15/2012	N	5.83
08	Dutchess	East Fishkill (Town)	JCT TSP & RTE 52	987G 987G82031043	52 52 82042118	NYSDoT	1937	05/31/2011	FO	4.64
08	Dutchess	East Fishkill (Town)	1.7 MI SE OF HOPEWELL JCT	987G 987G82031053	MNRR BE LINE	NYSDoT	1937	06/15/2011	FO	5.74
08	Dutchess	East Fishkill (Town)	2.3 MI NE OF HOPEWEL JCT	987G 987G82031069	FISHKILL CREEK	NYSDoT	1936	06/30/2011	FO	5.03
08	Dutchess	East Fishkill (Town)	JCT TSP & RTE 82	987G 987G82031097	82 82 82011079	NYSDoT	1938	05/31/2011	FO	5.00
08	Dutchess	East Fishkill (Town)	2.3 MI NE OF HOPEWELL JCT	BEEKMAN ROAD	SYLVAN LAKE OUTLT	County	1989	04/05/2011	N	5.66
08	Dutchess	East Fishkill (Town)	0.8 MI SE OF HOPEWELL JCT	CAROL DRIVE	FISH KILL CREEK	Town	1987	06/01/2011	N	4.86
08	Dutchess	East Fishkill (Town)	2.0 MI SE OF HOPEWELL JCT	CARPENTER ROAD	MNRR BE LINE	Railroad	1998	11/07/2012	FO	6.17
08	Dutchess	East Fishkill (Town)	1.2 MI NE OF HOPEWELL JCT	CARPENTR RD CR 29	FISHKILL CREEK	County	1940	05/10/2012	N	6.53
08	Dutchess	East Fishkill (Town)	1.1 MI SW OF HOPEWEL JCT	COUNTY ROAD 31	FISHKILL CREEK	County	1963	06/28/2011	FO	4.46
08	Dutchess	East Fishkill (Town)	4.1MI N JCT T.S.PWY & 84I	CR 9BEEKMAN RD.	987G 987G82031073	NYSDoT	1989	07/02/2012	FO	5.64
08	Dutchess	East Fishkill (Town)	2.4 MI E JCT I84 & US 9	FISHKILL HOOK RD	84I 84I82021084	NYSDoT	1963	11/15/2011	FO	5.11
08	Dutchess	East Fishkill (Town)	4MI N JCT TSP & 84I	FromTSP(BeekmanRd	Sylvan Lake Outle	NYSDoT	1989	10/04/2012	N	6.00
08	Dutchess	East Fishkill (Town)	5.4 MI E JCT I84+TSP	HOLMES ROAD	84I 84I82021177	NYSDoT	1968	07/14/2011	FO	5.05
08	Dutchess	East Fishkill (Town)	0.4 Mi NW JCT I-84 & TSP	HOSNER MTN. RD.	987G 987G82031036	NYSDoT	2006	03/14/2011	N	6.42
08	Dutchess	East Fishkill (Town)	0.4 Mi NW of I84 & TSP	HOSNER MTN. ROAD	987G 987G82031036	NYSDoT	2006	03/14/2011	N	6.52
08	Dutchess	East Fishkill (Town)	4.1 MI E JCT RTS I84+9	LIMEKILN RD	84I 84I82021101	NYSDoT	1963	06/26/2012	FO	5.31
08	Dutchess	East Fishkill (Town)	3.6 ME SE OF POUGHQUAG	PHILIPS ROAD	FISHKILL CREEK	County	1932	06/01/2011	SD	4.31
08	Dutchess	East Fishkill (Town)	5.0 MI E JCT RTS I84+9	SHENANDOAH ROAD	84I 84I82021111	NYSDoT	1963	07/13/2011	FO	4.92
08	Dutchess	East Fishkill (Town)	.5 MILE NW JCT I84 & TSP	SOMERSET ROAD	SHENANDOAH CREEK	County	2004	03/05/2012	N	5.82
08	Dutchess	East Fishkill (Town)	3.1 MI E JCT I84 & TSP	STORMVILLE MTN RD	84I 84I82021157	NYSDoT	1968	11/08/2011	FO	5.40
08	Dutchess	East Fishkill (Town)	2.2 MI NE OF HOPEWELL JCT	STORMVILLE ROAD	FISHKILL CREEK	County	1940	05/29/2012	SD	4.21
08	Dutchess	East Fishkill (Town)	1.1 MI S JCT I84 & HOOK	WARREN FARM ROAD	WICCOPEE CREEK	Town	1980	04/06/2011	FO	6.18
08	Dutchess	Fishkill (Town)	0.2 MI E JCT RTS 52 & 82	52 52 82042067	FISHKILL CREEK	NYSDoT	1994	06/21/2012	N	5.94
08	Dutchess	Fishkill (Town)	.9 MI E JCT I84 & SH 9D	84I 84I82021021	FIRST FARM ROAD	NYSDoT	1963	12/06/2011	FO	5.42
08	Dutchess	Fishkill (Town)	AT CAMP BEACON CORR FACIL	84I 84I82021031	CR36-RED SCHLHS R	NYSDoT	1964	07/31/2012	FO	4.41
08	Dutchess	Fishkill (Town)	AT CAMP BEACON CORR FACIL	84I 84I82021031	CR36-RED SCHLHS R	NYSDoT	1964	08/10/2011	FO	4.61
08	Dutchess	Fishkill (Town)	3.3 MI E JCT RTS I84+9D	84I 84I82021045	52 52 82042036	NYSDoT	1963	10/05/2011	FO	4.81
08	Dutchess	Fishkill (Town)	3.3 MI E JCT RTS I84+9D	84I 84I82021045	52 52 82042036	NYSDoT	1963	10/05/2011	FO	4.75
08	Dutchess	Fishkill (Town)	1.2 MI W JCT I84 & US 9	84I 84I82021047	MNRR BE LINE	NYSDoT	1963	06/14/2011	FO	4.36
08	Dutchess	Fishkill (Town)	1.2 MI W JCT I84 & US 9	84I 84I82021047	MNRR BE LINE	NYSDoT	1963	06/14/2011	FO	4.66
08	Dutchess	Fishkill (Town)	1.0 MI W JCT RTS I84+9	84I 84I82021050	FISHKILL CREEK	NYSDoT	1963	08/02/2011	N	4.19
08	Dutchess	Fishkill (Town)	1.0 MI W JCT RTS I84+9	84I 84I82021050	FISHKILL CREEK	NYSDoT	1963	09/12/2011	N	4.53
08	Dutchess	Fishkill (Town)	0.5 MI W JCT RTS I84+9	84I 84I82021054	CLOVE CREEK	NYSDoT	1963	07/13/2011	N	5.91
08	Dutchess	Fishkill (Town)	0.5 MI W JCT RTS I84+9	84I 84I82021054	CLOVE CREEK	NYSDoT	1963	07/13/2011	N	5.52
08	Dutchess	Fishkill (Town)	JCT RTS I-84 & 9	84I 84I82021060	9 9 82051026	NYSDoT	1998	09/25/2012	N	5.59
08	Dutchess	Fishkill (Town)	JCT RTS I-84 & 9	84I 84I82021060	9 9 82051027	NYSDoT	1998	09/25/2012	N	5.31
08	Dutchess	Fishkill (Town)	0.6 MI N JCT RTS I84 & 9	9 9 82051032	FISHKILL CREEK	NYSDoT	1980	06/08/2011	N	4.93
08	Dutchess	Fishkill (Town)	0.6 MI N JCT RTS I84 & 9	9 9 82051032	FISHKILL CREEK	NYSDoT	1980	06/08/2011	N	5.32

NY State Highway Bridge Data: May 31, 2011

Dutchess County

Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
08	Dutchess	East Fishkill (Town)	NW QUAD RAMPS I84+TSP INT	84I X	STERN STREAM	NYSDoT	1962	04/25/2011	FO	5.21
08	Dutchess	East Fishkill (Town)	1.8 MI SOUTH JCT I84 &TSP	987G 987G82031008	MILLER HILL ROAD	NYSDoT	1999	05/19/2010	N	6.00
08	Dutchess	East Fishkill (Town)	JCT TSP & RTE 52	987G 987G82031043	52 52 82042118	NYSDoT	1937	05/06/2009	FO	5.00
08	Dutchess	East Fishkill (Town)	1.7 MI SE OF HOPEWELL JCT	987G 987G82031053	MNRR BE LINE	NYSDoT	1937	08/14/2009	FO	5.74
08	Dutchess	East Fishkill (Town)	2.3 MI NE OF HOPEWEL JCT	987G 987G82031069	FISHKILL CREEK	NYSDoT	1936	06/08/2009	FO	5.17
08	Dutchess	East Fishkill (Town)	JCT TSP & RTE 82	987G 987G82031097	82 82 82011079	NYSDoT	1938	04/08/2009	FO	5.11
08	Dutchess	East Fishkill (Town)	2.3 MI NE OF HOPEWELL JCT	BEEKMAN ROAD	SYLVAN LAKE OUTLT	County	1989	04/05/2011	N	5.66
08	Dutchess	East Fishkill (Town)	0.8 MI SE OF HOPEWELL JCT	CAROL DRIVE	FISH KILL CREEK	Town	1987	05/14/2009	N	5.51
08	Dutchess	East Fishkill (Town)	2.0 MI SE OF HOPEWELL JCT	CARPENTER ROAD	MNRR BE LINE	Railroad	1998	11/24/2010	FO	6.43
08	Dutchess	East Fishkill (Town)	1.2 MI NE OF HOPEWELL JCT	CARPENTR RD CR 29	FISHKILL CREEK	County	1940	05/12/2010	N	6.59
08	Dutchess	East Fishkill (Town)	1.1 MI SW OF HOPEWEL JCT	COUNTY ROAD 31	FISHKILL CREEK	County	1963	05/28/2009	SD	4.79
08	Dutchess	East Fishkill (Town)	4.1MI N JCT T.S.PWY & 84I	CR 9BEEKMAN RD.	987G 987G82031073	NYSDoT	1989	07/28/2010	FO	5.75
08	Dutchess	East Fishkill (Town)	2.4 MI E JCT I84 & US 9	FISHKILL HOOK RD	84I 84I82021084	NYSDoT	1963	08/04/2009	FO	5.28
08	Dutchess	East Fishkill (Town)	4MI N JCT TSP & 84I	FromTSP(BeekmanRd	Sylvan Lake Outle	NYSDoT	1989	10/06/2010	N	6.43
08	Dutchess	East Fishkill (Town)	5.4 MI E JCT I84+TSP	HOLMES ROAD	84I 84I82021177	NYSDoT	1968	06/02/2009	FO	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	N	6.42
08	Dutchess	East Fishkill (Town)	0.4 MI NW of I84 & TSP	HOSNER MTN. ROAD	987G 987G82031036	NYSDoT	2006	03/14/2011	N	6.52
08	Dutchess	East Fishkill (Town)	4.1 MI E JCT RTS I84+9	LIMEKILN RD	84I 84I82021101	NYSDoT	1963	06/04/2010	FO	5.36
08	Dutchess	East Fishkill (Town)	3.6 ME SE OF POUGHQUAG	PHILIPS ROAD	FISHKILL CREEK	County	1932	06/03/2009	FO	4.52
08	Dutchess	East Fishkill (Town)	5.0 MI E JCT RTS I84+9	SHENANDOAH ROAD	84I 84I82021111	NYSDoT	1963	06/04/2009	FO	5.05
08	Dutchess	East Fishkill (Town)	.5 MILE NW JCT I84 & TSP	SOMERSET ROAD	SHENANDOAH CREEK	County	2004	03/09/2010	N	7.00
08	Dutchess	East Fishkill (Town)	3.1 MI E JCT I84 & TSP	STORMVILLE MTN RD	84I 84I82021157	NYSDoT	1968	10/22/2009	FO	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
08	Dutchess	East Fishkill (Town)	1.1 MI S JCT I84 & HOOK	WARREN FARM ROAD	WICCOPEE CREEK	Town	1980	04/06/2011	FO	6.18
08	Dutchess	Fishkill (Town)	0.2 MI E JCT RTS 52 & 82	52 52 82042067	FISHKILL CREEK	NYSDoT	1994	08/31/2010	N	5.94
08	Dutchess	Fishkill (Town)	.9 MI E JCT I84 & SH 9D	84I 84I82021021	FIRST FARM ROAD	NYSDoT	1963	11/02/2009	FO	5.42
08	Dutchess	Fishkill (Town)	AT CAMP BEACON CORR FACIL	84I 84I82021031	CR36-RED SCHLHS R	NYSDoT	1964	06/25/2009	FO	5.06
08	Dutchess	Fishkill (Town)	AT CAMP BEACON CORR FACIL	84I 84I82021031	CR36-RED SCHLHS R	NYSDoT	1964	06/25/2009	FO	4.83
08	Dutchess	Fishkill (Town)	3.3 MI E JCT RTS I84+9D	84I 84I82021045	52 52 82042036	NYSDoT	1963	08/28/2009	FO	4.88
08	Dutchess	Fishkill (Town)	3.3 MI E JCT RTS I84+9D	84I 84I82021045	52 52 82042036	NYSDoT	1963	08/28/2009	FO	4.97
08	Dutchess	Fishkill (Town)	1.2 MI W JCT I84 & US 9	84I 84I82021047	MNRR BE LINE	NYSDoT	1963	08/12/2009	FO	4.43
08	Dutchess	Fishkill (Town)	1.2 MI W JCT I84 & US 9	84I 84I82021047	MNRR BE LINE	NYSDoT	1963	08/12/2009	FO	4.72
08	Dutchess	Fishkill (Town)	1.0 MI W JCT RTS I84+9	84I 84I82021050	FISHKILL CREEK	NYSDoT	1963	06/17/2009	N	5.00
08	Dutchess	Fishkill (Town)	1.0 MI W JCT RTS I84+9	84I 84I82021050	FISHKILL CREEK	NYSDoT	1963	07/01/2009	N	4.77
08	Dutchess	Fishkill (Town)	0.5 MI W JCT RTS I84+9	84I 84I82021054	CLOVE CREEK	NYSDoT	1963	07/24/2009	N	5.88
08	Dutchess	Fishkill (Town)	0.5 MI W JCT RTS I84+9	84I 84I82021054	CLOVE CREEK	NYSDoT	1963	07/24/2009	N	6.00
08	Dutchess	Fishkill (Town)	JCT RTS I-84 & 9	84I 84I82021060	9 9 82051026	NYSDoT	1998	10/06/2010	FO	5.81
08	Dutchess	Fishkill (Town)	JCT RTS I-84 & 9	84I 84I82021060	9 9 82051027	NYSDoT	1998	10/06/2010	FO	5.80
08	Dutchess	Fishkill (Town)	0.6 MI N JCT RTS I84 & 9	9 9 82051032	FISHKILL CREEK	NYSDoT	1980	06/23/2009	N	5.00
08	Dutchess	Fishkill (Town)	0.6 MI N JCT RTS I84 & 9	9 9 82051032	FISHKILL CREEK	NYSDoT	1980	06/23/2009	N	5.02

NY State Highway Bridge Data: May 31, 2011

Dutchess County

Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
08	Dutchess	Wappinger (Town)	1 MI W OF NEW HACKENSACK	COUNTY ROAD 110	WAPPINGER CREEK	County	1955	09/09/2009	FO	5.14
08	Dutchess	Wappinger (Town)	0.5MI E OF HUGHSONVILLE	COUNTY ROAD 28	MILLWOOD CREEK	County	1984	05/21/2009	N	6.57
08	Dutchess	Wappinger (Town)	2.1 MI N OF BRINCKERHOFF	COUNTY ROAD 28	SPROUT CREEK	County	1966	05/21/2009	FO	5.26
08	Dutchess	Wappinger (Town)	1.0 MI N.OF HUGHSONVILLE	COUNTY ROAD 91	HUNTER CREEK	County	1986	05/27/2009	N	6.33
08	Dutchess	Wappinger (Town)	IN THE TOWN OF WAPPINGER	MONTFORT ROAD	SPROUT CREEK	County	1995	06/22/2010	FO	6.46
08	Dutchess	Wappinger (Town)	2.4 MI SE OF NEW HACKSACK	ROBINSON LANE	SPROUT CREEK	County	1993	04/05/2011	N	5.71
08	Dutchess	Wappingers Falls (Village)	1.2 MI S JCT RTS 9D+9	9D 9D82033070	WAPPINGER CREEK	NYSDoT	1884	08/11/2009	N	4.95
08	Dutchess	Wappingers Falls (Village)	VILLAGE WAPPINGER FALLS	MCKINLEY STREET	WAPPINGER CREEK	Village	1999	10/21/2009	N	5.78
08	Dutchess	Washington (Town)	1.4 MI E JCT RTE 44+TSP	44 44 82022109	HAM CREEK	NYSDoT	1939	12/17/2009	N	5.39
08	Dutchess	Washington (Town)	1.3 MI E JCT RTE 44+TSP	44 44 82022109	SOUTH BROOK	NYSDoT	1939	12/17/2009	N	5.22
08	Dutchess	Washington (Town)	0.8 MI NW OF MILLBROOK	44A 44A82011020	E BR WAPPINGER CK	NYSDoT	1989	10/19/2009	N	6.19
08	Dutchess	Washington (Town)	2.0 MI NW OF MILLBROOK	CANOE HILL ROAD	E BR WAPPINGER CK	County	1968	06/22/2009	N	4.76
08	Dutchess	Washington (Town)	2.5 MI W OF AMENIA	COUNTY ROAD 86	DEER HILL CREEK	County	1929	08/25/2009	N	5.23
08	Dutchess	Washington (Town)	2.5 MI W OF MILLBROOK	FOWLER ROAD	E BR WAPPINGER CK	County	1979	04/28/2009	N	5.20
08	Dutchess	Washington (Town)	1.1 MI SE OF HIBERNIA	NARDONE ROAD	E BR WAPPINGER CK	County	1939	07/22/2009	N	4.88
08	Dutchess	Washington (Town)	2.5 MILES SW OF MILLBROOK	TYRELL ROAD	SOUTH BROOK	County	1992	06/29/2009	N	5.54
08	Dutchess	Washington (Town)	2.4 MI SW OF MILLBROOK	VERBANK ROAD	NO NAME CREEK	County	1931	04/07/2011	N	4.65

NOTE:

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.