



## **GTS Consulting**

1396 White Bridge Road

Chittenango, NY 13037

Tel: (315) 391-5110 Fax: (315) 687-6267

May 16, 2023

Bohler Engineering  
17 Computer Drive West  
Albany, NY 12205

Attn: Ms. Caryn Mlodzianowski

**Re: Existing Traffic Data Review – Proposed CarMax Development  
Smithtown Road – Wappinger, NY**

Dear Ms. Mlodzianowski:

I have completed my review of existing traffic operations on Smithtown Road associated with the proposed CarMax development in Wappinger, NY. Specifically, existing traffic volumes, pedestrian volumes and traffic queues on Smithtown Road have been reviewed. This letter summarizes the work completed as well as my findings.

### *Data Collection*

Site visits were conducted on Thursday – May 11<sup>th</sup>, Friday – May 12<sup>th</sup>, and Saturday – May 13<sup>th</sup>, 2023. The weather conditions were sunny and dry, with temperatures in the low to mid 70's on all three days. The following data was collected:

- Existing Traffic Volume Counts – Traffic turning movement counts were collected at the intersection of US Route 9 with Smithtown Road during the weekday morning (7-9am), and evening (4-6pm) peak travel periods on the weekdays, and during the midday (11am-1pm) peak travel period on the Saturday to ensure that actual peak hours of the adjacent streets were captured. Separate heavy vehicles counts were collected by movement.
- Pedestrian Volume Counts – Pedestrian volume counts crossing each leg of the intersection as well as walking along each corner of the intersection were collected during the traffic count periods.
- Traffic Queue Data – Traffic queues in the eastbound direction on Smithtown Road at the signalized intersection with Route 9, were observed and recorded at the beginning of each green phase throughout the traffic count periods in order to identify average and maximum traffic queues, and any impacts they may have on access to the site.

### *Existing Operations*

Smithtown Road has one through lane in each direction passing the site with no auxiliary lanes at the signalized intersection with Route 9. It is noted that eastbound right turning vehicles at the signal will

**Re: Existing Traffic Data Review – Proposed CarMax Development  
Smithtown Road – Wappinger, NY**

occasionally use the shoulder to form two lanes at the signal, or to bypass a waiting vehicle to turn right on red.

Based on the traffic counts collected, the peak hours were identified as follows during each day:

Thursday – May 11<sup>th</sup>, 2023

Morning Peak Hour – 7:15am to 8:15am

Evening Peak Hour – 4:15pm to 5:15pm

Friday – May 12<sup>th</sup>, 2023

Morning Peak Hour – 8:00am to 9:00am

Evening Peak Hour – 4:00pm to 5:00pm

Saturday – May 13<sup>th</sup>, 2023

Midday Peak Hour – 11:45am to 12:45pm

The 2023 existing traffic and pedestrian volumes collected in May for each peak hour are shown in the attached Figure 1. The traffic count data has been attached.

The traffic volumes on Smithtown Road were generally consistent in order of magnitude during each of the 5 peak hours reviewed as follows:

Thursday – May 11<sup>th</sup>, 2023

Morning Peak Hour – 304 vehicles eastbound / 33 vehicles westbound

Evening Peak Hour – 305 vehicles eastbound / 86 vehicles westbound

Friday – May 12<sup>th</sup>, 2023

Morning Peak Hour – 278 vehicles eastbound / 55 vehicles westbound

Evening Peak Hour – 285 vehicles eastbound / 114 vehicles westbound

Saturday – May 13<sup>th</sup>, 2023

Midday Peak Hour – 254 vehicles eastbound / 75 vehicles westbound

Smithtown Road primarily carries eastbound traffic to Route 9 with 80-85% turning left to travel north on Route 9. Based on the existing road network, the data would indicate that traffic traveling to the north uses Smithtown Road to access the traffic signal to turn left onto Route 9, while traffic returning

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Smithtown Road – Wappinger, NY**

from the north primarily turns directly onto Osborne Hill Road as it does not need to use the traffic signal.

Heavy vehicle volumes on Smithtown Road were generally low, making up 5% or less of the total traffic volumes during each of the peak hours.

Pedestrian volumes in the area were minimal during all five count periods with 6 total pedestrians or fewer observed during each of the peak hours. There were 4 pedestrians observed walking along the north side of Smithtown Road past the site during both the of the morning peak hours with no pedestrians observed along Smithtown Road during either of the evening peak hours or the Saturday peak hour.

The average traffic queues in the eastbound lane on Smithtown Road at Route 9 were between 5 and 6 vehicles during both the morning peak hours, between 6-8 vehicles during both the evening peak hours, and 6 vehicles during the Saturday peak hour. Assuming an average queue length of 25 feet per vehicle, the average eastbound traffic queues at the signal are 150-200 feet during the peak hours. With the proposed site driveway being located approximately 275 feet from the Route 9 intersection, the average traffic queues at the signal will have no impacts on the site access.

It is noted that maximum traffic queues observed will occasionally extend past the proposed site driveway. These blockages occur for a short duration and quickly clear during the green signal phase on Smithtown Road. The maximum queues observed were 12-15 vehicles during each peak hour which will extend between 300-375 feet. Queues exceeding 11 vehicles, which would potentially extend past the driveway were infrequent, occurring during only 2 out 36 signal cycles and only 3 out 36 signal cycles during the two morning peak hours, during only 5 out 39 signal cycles and only 2 out 31 signal cycles during the two evening peak hours, and during only 4 out of 34 signal cycles during the Saturday midday peak hour. In the event that a vehicle has to wait for the queue to clear to turn left into the site, there are no concerns with westbound traffic backing up on Smithtown Road as the westbound volumes are low, averaging less than 4 cars per cycle of the signal during each of the peak hours.

### *Conclusions*

With approximately 200-300 eastbound vehicles and 50-100 westbound vehicles passing the site on Smithtown Road during the peak hours, there are ample gaps in traffic to accommodate turning movements into and out of the site. Typical traffic queues from the Route 9 signal will have no impact on access to the site. While maximum queues from the signal may temporarily block the site access, these blockage will be short in duration and quickly clear on the Smithtown Road green phase. Pedestrian volumes in the area are minimal.

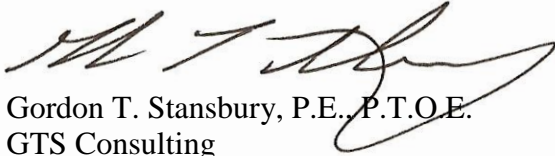


Ms. Mlodzianowski  
May 16, 2023  
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**Re: Existing Traffic Data Review – Proposed CarMax Development  
Smithtown Road – Wappinger, NY**

If you have any questions or need additional information, please call.

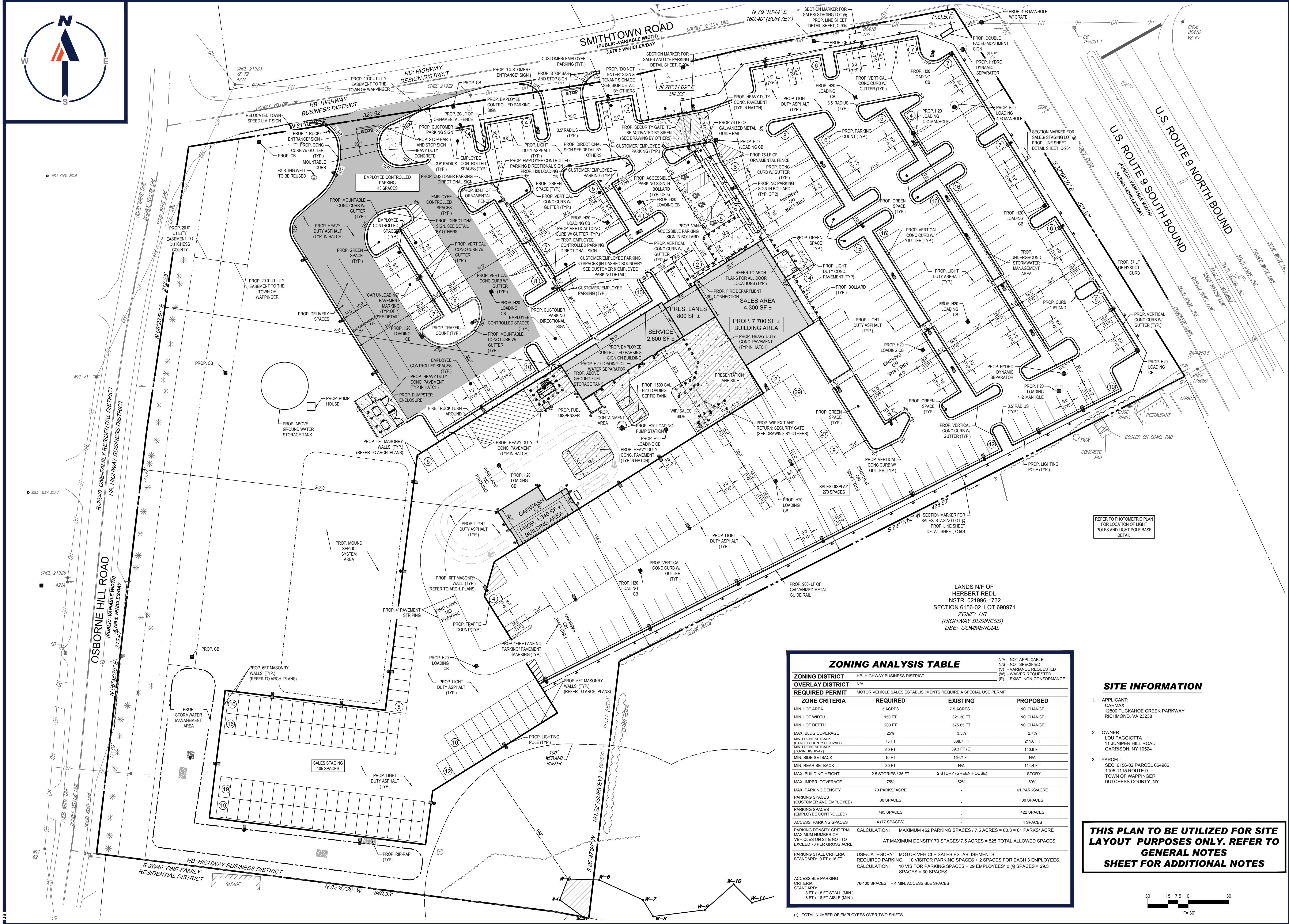
Sincerely,



Gordon T. Stansbury, P.E., P.T.O.E.  
GTS Consulting

Attachments –      Site Plan  
                             Volume Figure 1  
                             Count Data





BOHLER

SITE CIVIL AND CONSULTING ENGINEERING

PROGRAM MANAGEMENT

LANDSCAPE ARCHITECTURE

SUSTAINABLE DESIGN

PERMITTING SERVICES

TRANSPORTATION SERVICES

REVISIONS				
REV	DATE	COMMENT	CHECKED BY	DRAWN BY
7	3/1/2022	PER CLIENT COMMENTS	MDL	MDL
8	5/16/2022	PER TOWN COMMENTS	MDL	MDL
9	8/05/2022	PER TOWN COMMENTS	MDL	MDL
10	9/30/2022	PER TOWN COMMENTS	MDL	MDL
11	10/18/2022	DOT & DOH SUBMITTAL	MDL	MDL
12	11/30/2022	PER DOT COMMENT	MDL	MDL
13	2/06/2023	PER TOWN COMMENT	MDL	MDL
14	3/20/2023	PER TOWN COMMENT	MDL	MDL
15	4/26/2023	PER TOWN COMMENT	JRS	CVM

811

Know what's below.  
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PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: B210118  
DRAWN BY: MDL  
CHECKED BY: RWO  
DATE: 09/01/2024  
CAD ID: B210118SS00

PROPOSED SITE PLAN DOCUMENTS

FOR

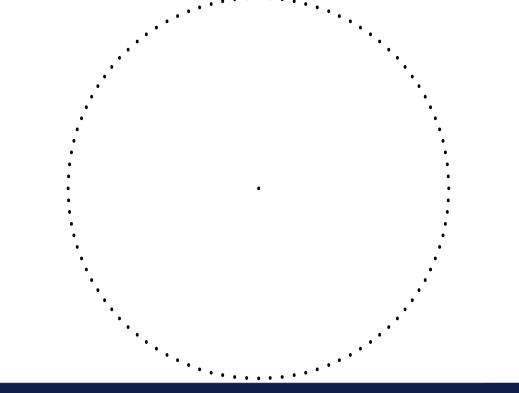
CARMAX AUTO SUPERSTORES, INC.

PROPOSED DEVELOPMENT

SEC. 6156-02- PARCEL 664986  
1105-1115 ROUTE 9  
TOWN OF WAPPINGER  
DUTCHESS COUNTY,  
NEW YORK

BOHLER

17 COMPUTER DRIVE WEST  
ALBANY, NY 12205  
Phone: (518) 438-9900  
Fax: (518) 438-0900  
www.BohlerEngineering.com



SHEET TITLE:

SITE LAYOUT PLAN

SHEET NUMBER:

C-301

REVISION 15 - 4/26/2023

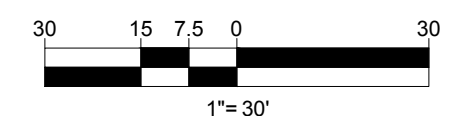
ZONING ANALYSIS TABLE			
ZONING DISTRICT	HB-HIGHWAY BUSINESS DISTRICT	N/A - NOT APPLICABLE	
OVERLAY DISTRICT	N/A	N/S - NOT SPECIFIED	
REQUIRED PERMIT	MOTOR VEHICLE SALES ESTABLISHMENTS REQUIRE A SPECIAL USE PERMIT	(V) - VARIANCE REQUESTED	
		(W) - WAIVER REQUESTED	
		(E) - EXIST. NON-CONFORMANCE	
ZONE CRITERIA	REQUIRED	EXISTING	PROPOSED
MIN. LOT AREA	3 ACRES	7.5 ACRES ±	NO CHANGE
MIN. LOT WIDTH	150 FT	321.30 FT	NO CHANGE
MIN. LOT DEPTH	200 FT	575.65 FT	NO CHANGE
MAX. BLDG COVERAGE	25%	3.5%	2.7%
MIN. FRONT SETBACK (STATE/COUNTY HIGHWAY)	75 FT	338.7 FT	211.6 FT
MIN. FRONT SETBACK (TOWN HIGHWAY)	50 FT	39.3 FT (E)	140.9 FT
MIN. SIDE SETBACK	10 FT	154.7 FT	N/A
MIN. REAR SETBACK	30 FT	N/A	114.4 FT
MAX. BUILDING HEIGHT	2.5 STORIES / 35 FT	2 STORY (GREEN HOUSE)	1 STORY
MAX. IMPER. COVERAGE	75%	52%	59%
MAX. PARKING DENSITY	70 PARKS/ ACRE	-	61 PARKS/ACRE
PARKING SPACES (CUSTOMER AND EMPLOYEE)	30 SPACES	-	30 SPACES
PARKING SPACES (EMPLOYEE CONTROLLED)	495 SPACES	-	422 SPACES
ACCESS. PARKING SPACES	4 (77 SPACES)	-	4 SPACES
PARKING DENSITY CRITERIA	MAXIMUM 452 PARKING SPACES / 7.5 ACRES = 60.3 = 61 PARKS/ ACRE		
AT MAXIMUM DENSITY 70 SPACES/7.5 ACRES = 525 TOTAL ALLOWED SPACES			
PARKING STALL CRITERIA	USE/CATEGORY: MOTOR VEHICLE SALES ESTABLISHMENTS		
STANDARD: 9 FT x 18 FT	REQUIRED PARKING: 10 VISITOR PARKING SPACES + 2 SPACES FOR EACH 3 EMPLOYEES.		
	CALCULATION: 10 VISITOR PARKING SPACES + 29 EMPLOYEES x (3) SPACES = 29.3 SPACES = 30 SPACES		
ACCESSIBLE PARKING CRITERIA	76-100 SPACES = 4 MIN. ACCESSIBLE SPACES		
STANDARD: 8 FT x 18 FT STALL (MIN.)			
8 FT x 18 FT AISLE (MIN.)			

(\*) - TOTAL NUMBER OF EMPLOYEES OVER TWO SHIFTS

### SITE INFORMATION

- APPLICANT: CARMAX  
12800 TUCKAHOE CREEK PARKWAY  
RICHMOND, VA 23238
- OWNER: LOU PAGGIOTTA  
11 JUNIPER HILL ROAD  
GARRISON, NY 10524
- PARCEL: SEC. 6156-02 PARCEL 664986  
1105-1115 ROUTE 9  
TOWN OF WAPPINGER  
DUTCHESS COUNTY, NY

THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY. REFER TO GENERAL NOTES SHEET FOR ADDITIONAL NOTES







**Thursday - May 11th, 2023**  
**Weekday Morning (Evening) Peak Hour**



**Friday - May 12th, 2023**  
**Weekday Morning (Evening) Peak Hour**



**Saturday - May 13th, 2023**  
**Saturday Midday Peak Hour**

## 2023 Existing Traffic/Pedestrian Volumes - Collected May 11th-13th, 2023

### Figure 1

Not to Scale



File Name : Route 9 @ Smithtown - 5-11-23

Site Code : 00000000

Start Date : 5/11/2023

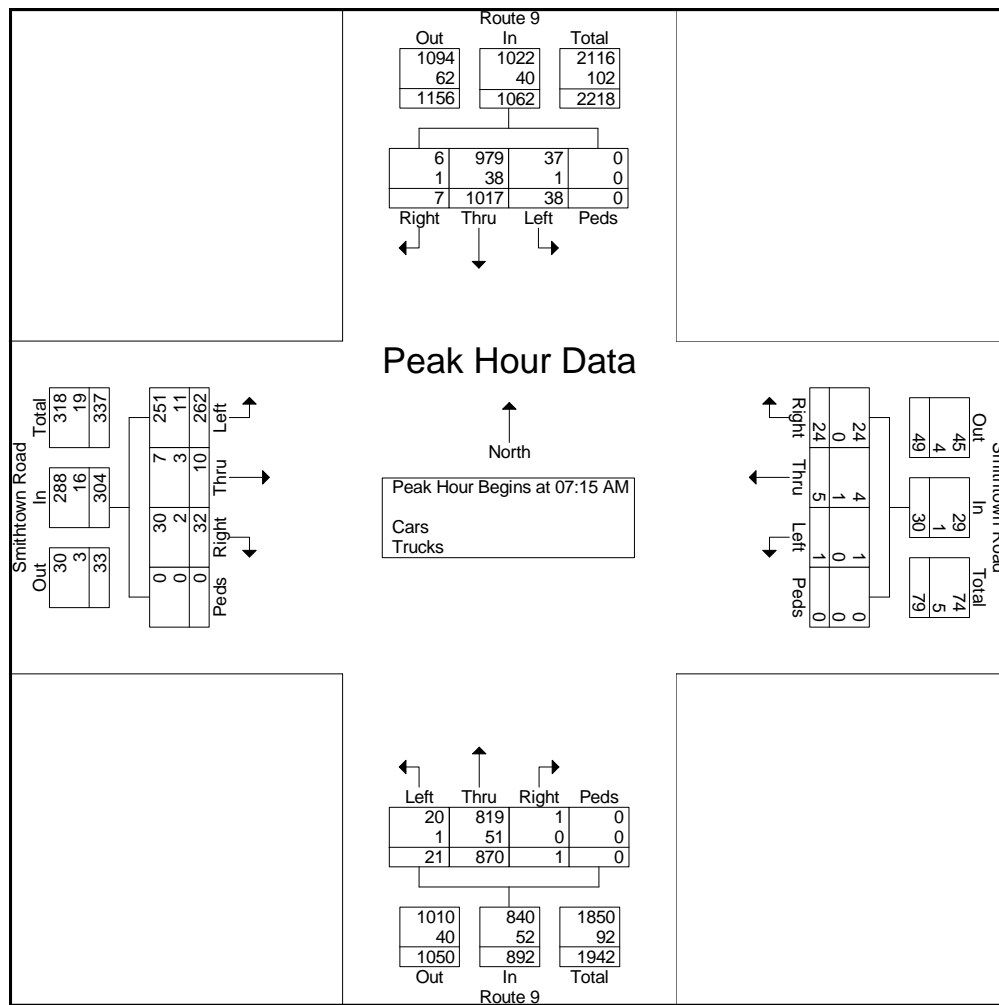
Page No : 1

Groups Printed- Cars - Trucks

	Route 9 Southbound				Smithtown Road Westbound				Route 9 Northbound				Smithtown Road Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	1	244	3	0	5	0	1	0	1	146	3	1	6	5	46	0	462
07:15 AM	2	285	10	0	3	3	1	0	1	206	6	0	7	3	44	0	571
07:30 AM	1	226	10	0	8	0	0	0	0	225	4	0	7	5	65	0	551
07:45 AM	3	253	8	0	6	0	0	0	0	248	5	0	10	1	77	0	611
Total	7	1008	31	0	22	3	2	0	2	825	18	1	30	14	232	0	2195
08:00 AM	1	253	10	0	7	2	0	0	0	191	6	0	8	1	76	0	555
08:15 AM	1	255	10	0	4	1	0	0	0	205	8	0	6	1	47	0	538
08:30 AM	0	271	22	0	3	0	1	0	0	206	11	0	4	2	60	0	580
08:45 AM	1	242	13	0	5	1	1	0	1	182	4	0	13	0	49	0	512
Total	3	1021	55	0	19	4	2	0	1	784	29	0	31	4	232	0	2185
04:00 PM	2	261	15	0	4	2	0	0	2	333	21	0	9	2	65	0	716
04:15 PM	4	240	15	0	7	2	1	0	2	372	16	0	12	1	73	0	745
04:30 PM	2	230	14	0	6	0	0	0	1	360	25	0	7	2	72	0	719
04:45 PM	2	283	24	0	6	2	0	0	0	339	17	1	10	1	51	0	736
Total	10	1014	68	0	23	6	1	0	5	1404	79	1	38	6	261	0	2916
05:00 PM	2	256	11	0	12	3	0	0	3	363	11	0	5	1	70	0	737
05:15 PM	5	270	10	0	6	2	0	0	2	331	21	0	11	4	76	0	738
05:30 PM	2	223	55	1	5	1	0	0	1	250	38	0	9	2	29	0	616
05:45 PM	3	276	16	0	6	2	2	0	0	233	11	0	5	4	55	0	613
Total	12	1025	92	1	29	8	2	0	6	1177	81	0	30	11	230	0	2704
Grand Total	32	4068	246	1	93	21	7	0	14	4190	207	2	129	35	955	0	10000
Apprch %	0.7	93.6	5.7	0	76.9	17.4	5.8	0	0.3	94.9	4.7	0	11.5	3.1	85.3	0	
Total %	0.3	40.7	2.5	0	0.9	0.2	0.1	0	0.1	41.9	2.1	0	1.3	0.3	9.6	0	
Cars	31	3941	243	1	92	20	6	0	13	4059	204	2	126	32	930	0	9700
% Cars	96.9	96.9	98.8	100	98.9	95.2	85.7	0	92.9	96.9	98.6	100	97.7	91.4	97.4	0	97
Trucks	1	127	3	0	1	1	1	0	1	131	3	0	3	3	25	0	300
% Trucks	3.1	3.1	1.2	0	1.1	4.8	14.3	0	7.1	3.1	1.4	0	2.3	8.6	2.6	0	3

File Name : Route 9 @ Smithtown - 5-11-23  
 Site Code : 00000000  
 Start Date : 5/11/2023  
 Page No : 2

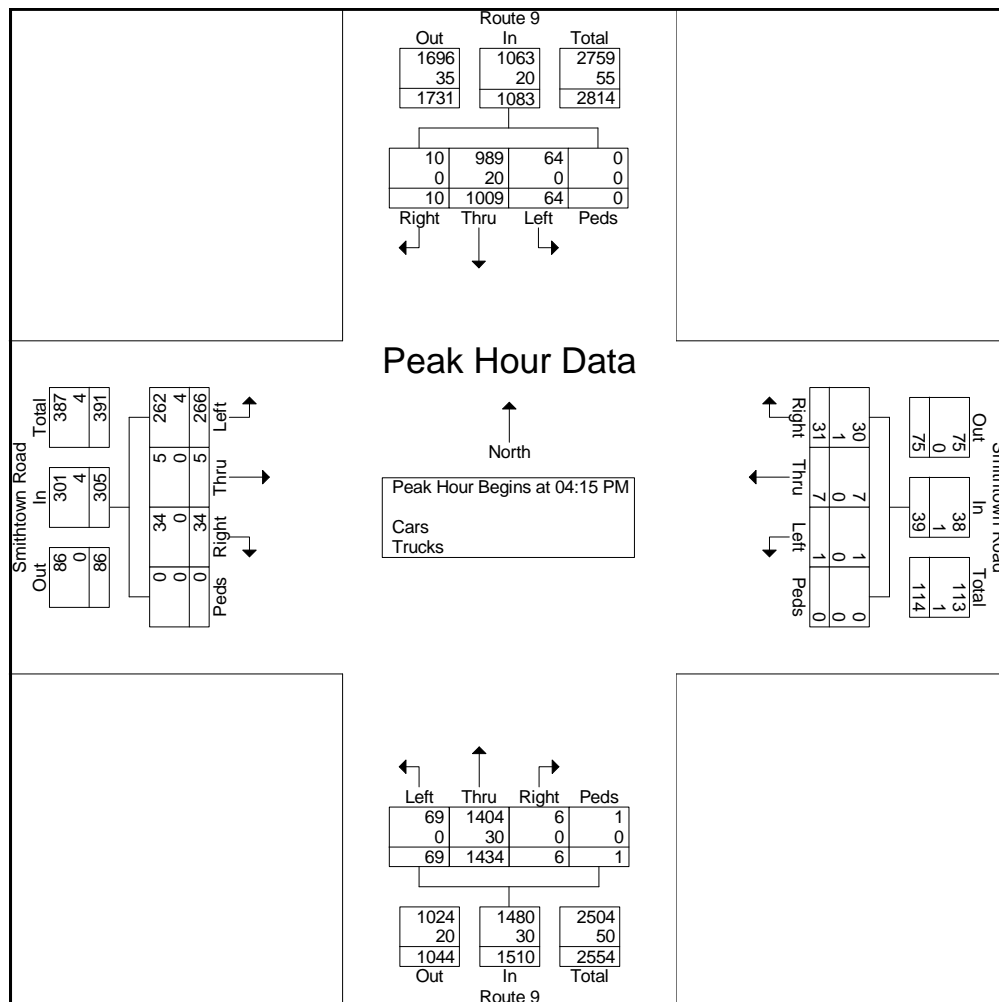
	Route 9 Southbound					Smithtown Road Westbound					Route 9 Northbound					Smithtown Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	285	10	0	297	3	3	1	0	7	1	206	6	0	213	7	3	44	0	54	571
07:30 AM	1	226	10	0	237	8	0	0	0	8	0	225	4	0	229	7	5	65	0	77	551
07:45 AM	3	253	8	0	264	6	0	0	0	6	0	248	5	0	253	10	1	77	0	88	611
08:00 AM	1	253	10	0	264	7	2	0	0	9	0	191	6	0	197	8	1	76	0	85	555
Total Volume	7	1017	38	0	1062	24	5	1	0	30	1	870	21	0	892	32	10	262	0	304	2288
% App. Total	0.7	95.8	3.6	0		80	16.7	3.3	0		0.1	97.5	2.4	0		10.5	3.3	86.2	0		
PHF	.583	.892	.950	.000	.894	.750	.417	.250	.000	.833	.250	.877	.875	.000	.881	.800	.500	.851	.000	.864	.936
Cars	6	979	37	0	1022	24	4	1	0	29	1	819	20	0	840	30	7	251	0	288	2179
% Cars	85.7	96.3	97.4	0	96.2	100	80.0	100	0	96.7	100	94.1	95.2	0	94.2	93.8	70.0	95.8	0	94.7	95.2
Trucks	1	38	1	0	40	0	1	0	0	1	0	51	1	0	52	2	3	11	0	16	109
% Trucks	14.3	3.7	2.6	0	3.8	0	20.0	0	0	3.3	0	5.9	4.8	0	5.8	6.3	30.0	4.2	0	5.3	4.8





File Name : Route 9 @ Smithtown - 5-11-23  
 Site Code : 00000000  
 Start Date : 5/11/2023  
 Page No : 3

	Route 9 Southbound					Smithtown Road Westbound					Route 9 Northbound					Smithtown Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	4	240	15	0	259	7	2	1	0	10	2	372	16	0	390	12	1	73	0	86	745
04:30 PM	2	230	14	0	246	6	0	0	0	6	1	360	25	0	386	7	2	72	0	81	719
04:45 PM	2	283	24	0	309	6	2	0	0	8	0	339	17	1	357	10	1	51	0	62	736
05:00 PM	2	256	11	0	269	12	3	0	0	15	3	363	11	0	377	5	1	70	0	76	737
Total Volume	10	1009	64	0	1083	31	7	1	0	39	6	1434	69	1	1510	34	5	266	0	305	2937
% App. Total	0.9	93.2	5.9	0		79.5	17.9	2.6	0		0.4	95	4.6	0.1		11.1	1.6	87.2	0		
PHF	.625	.891	.667	.000	.876	.646	.583	.250	.000	.650	.500	.964	.690	.250	.968	.708	.625	.911	.000	.887	.986
Cars	10	989	64	0	1063	30	7	1	0	38	6	1404				100	100	98.5	0	98.7	98.1
% Cars	100	98.0	100	0	98.2	96.8	100	100	0	97.4	100	97.9	100	100	98.0						
Trucks	0	20	0	0	20	1	0	0	0	1	0	30	0	0	30	0	0	4	0	4	55
% Trucks	0	2.0	0	0	1.8	3.2	0	0	0	2.6	0	2.1	0	0	2.0	0	0	1.5	0	1.3	1.9



File Name : Route 9 @ Smithtown - 5-11-23  
 Site Code : 00000000  
 Start Date : 5/11/2023  
 Page No : 1

Groups Printed- Pedestrians

	Route 9 Southbound				Smithtown Road Westbound				Route 9 Northbound				Smithtown Road Eastbound				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
Total	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	5
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Grand Total	4	0	1	1	1	0	0	1	0	2	0	0	0	0	0	2	12
Apprch %	66.7	0	16.7	16.7	50	0	0	50	0	100	0	0	0	0	0	100	
Total %	33.3	0	8.3	8.3	8.3	0	0	8.3	0	16.7	0	0	0	0	0	16.7	

File Name : Route 9 @ Smithtown - 5-12-23

Site Code : 00000000

Start Date : 5/12/2023

Page No : 1

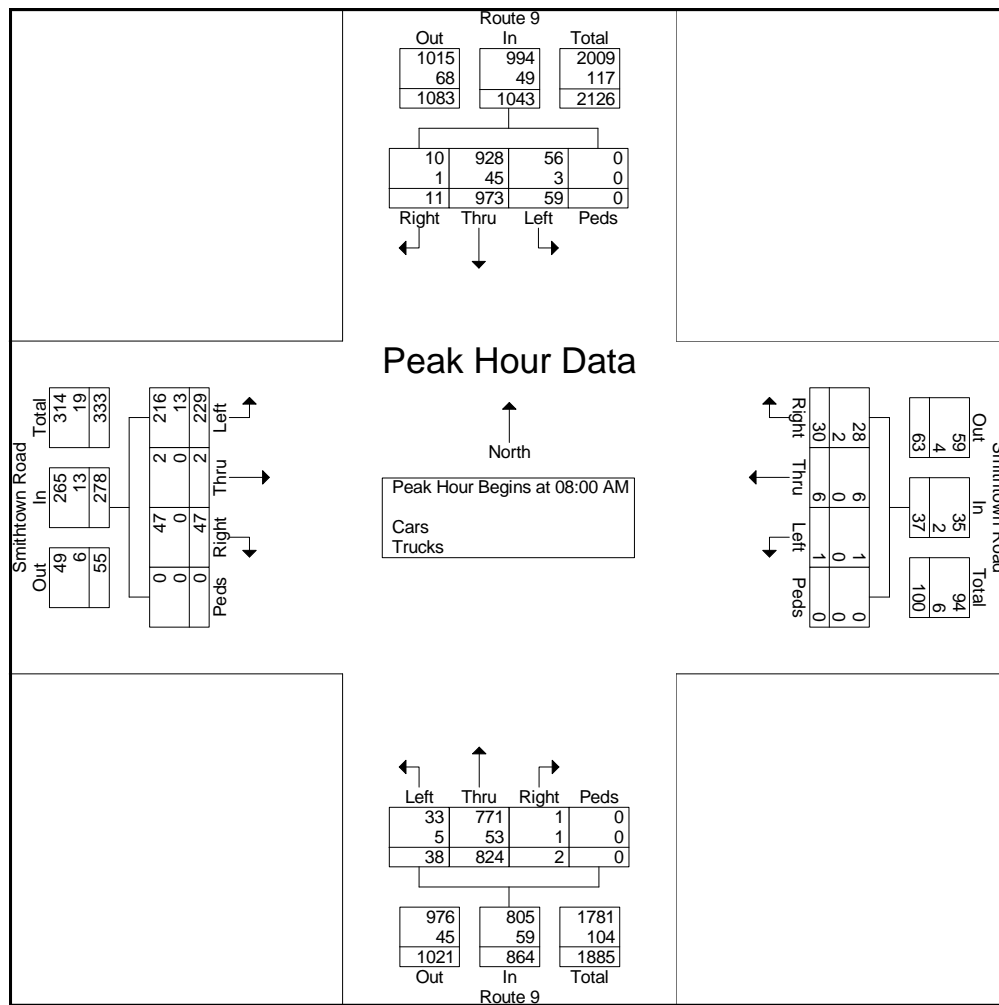
Groups Printed- Cars - Trucks

	Route 9 Southbound				Smithtown Road Westbound				Route 9 Northbound				Smithtown Road Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	1	246	5	0	0	0	1	0	1	150	4	0	8	2	43	0	461
07:15 AM	1	254	8	0	5	3	0	0	0	189	6	0	6	1	45	0	518
07:30 AM	1	256	14	0	10	2	0	0	2	217	11	0	7	3	42	0	565
07:45 AM	0	241	20	0	6	0	1	0	0	186	9	0	8	0	57	0	528
Total	3	997	47	0	21	5	2	0	3	742	30	0	29	6	187	0	2072
08:00 AM	4	252	6	0	1	0	0	0	1	204	12	0	7	0	76	0	563
08:15 AM	2	253	16	0	8	2	0	0	0	204	8	0	13	1	49	0	556
08:30 AM	3	242	16	0	9	4	0	0	1	201	11	0	12	0	51	0	550
08:45 AM	2	226	21	0	12	0	1	0	0	215	7	0	15	1	53	0	553
Total	11	973	59	0	30	6	1	0	2	824	38	0	47	2	229	0	2222
04:00 PM	4	290	24	0	4	3	0	0	2	337	29	0	12	4	73	0	782
04:15 PM	2	276	12	0	5	2	0	0	1	359	13	0	7	0	69	0	746
04:30 PM	5	307	22	0	7	3	0	0	0	340	22	0	11	4	42	0	763
04:45 PM	4	305	29	0	5	4	1	0	1	295	23	0	14	1	48	0	730
Total	15	1178	87	0	21	12	1	0	4	1331	87	0	44	9	232	0	3021
05:00 PM	14	237	24	0	7	5	0	0	2	318	21	0	17	2	58	0	705
05:15 PM	2	281	11	0	14	3	1	0	0	360	16	0	5	0	65	0	758
05:30 PM	5	265	21	0	4	1	0	0	0	314	23	0	3	3	51	0	690
05:45 PM	1	270	25	0	6	1	0	0	0	321	14	0	5	2	39	0	684
Total	22	1053	81	0	31	10	1	0	2	1313	74	0	30	7	213	0	2837
Grand Total	51	4201	274	0	103	33	5	0	11	4210	229	0	150	24	861	0	10152
Apprch %	1.1	92.8	6.1	0	73	23.4	3.5	0	0.2	94.6	5.1	0	14.5	2.3	83.2	0	
Total %	0.5	41.4	2.7	0	1	0.3	0	0	0.1	41.5	2.3	0	1.5	0.2	8.5	0	
Cars	49	4079	269	0	101	32	5	0	9	4084	217	0	149	23	836	0	9853
% Cars	96.1	97.1	98.2	0	98.1	97	100	0	81.8	97	94.8	0	99.3	95.8	97.1	0	97.1
Trucks	2	122	5	0	2	1	0	0	2	126	12	0	1	1	25	0	299
% Trucks	3.9	2.9	1.8	0	1.9	3	0	0	18.2	3	5.2	0	0.7	4.2	2.9	0	2.9



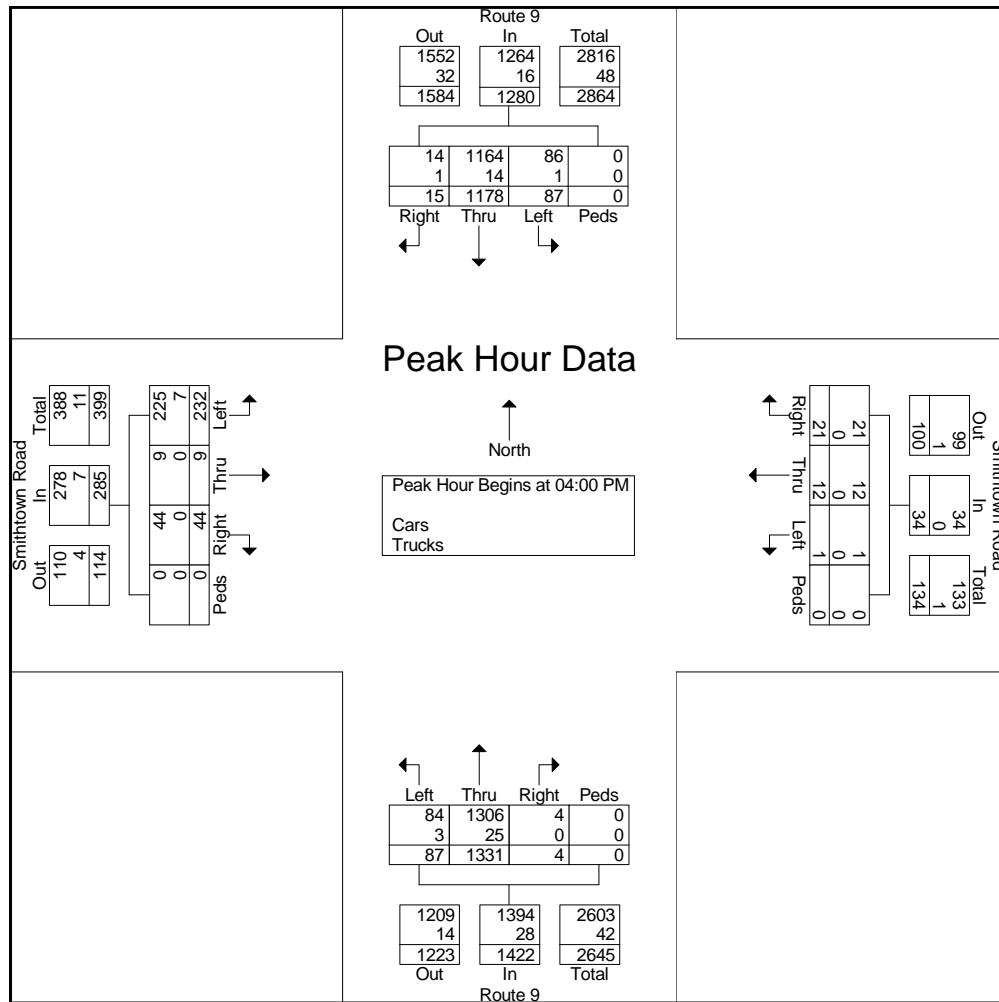
File Name : Route 9 @ Smithtown - 5-12-23  
 Site Code : 00000000  
 Start Date : 5/12/2023  
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	Route 9 Southbound					Smithtown Road Westbound					Route 9 Northbound					Smithtown Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	252	6	0	262	1	0	0	0	1	1	204	12	0	217	7	0	76	0	83	563
08:15 AM	2	253	16	0	271	8	2	0	0	10	0	204	8	0	212	13	1	49	0	63	556
08:30 AM	3	242	16	0	261	9	4	0	0	13	1	201	11	0	213	12	0	51	0	63	550
08:45 AM	2	226	21	0	249	12	0	1	0	13	0	215	7	0	222	15	1	53	0	69	553
Total Volume	11	973	59	0	1043	30	6	1	0	37	2	824	38	0	864	47	2	229	0	278	2222
% App. Total	1.1	93.3	5.7	0		81.1	16.2	2.7	0		0.2	95.4	4.4	0		16.9	0.7	82.4	0		
PHF	.688	.961	.702	.000	.962	.625	.375	.250	.000	.712	.500	.958	.792	.000	.973	.783	.500	.753	.000	.837	.987
Cars	10	928	56	0	994	28	6	1	0	35	1	771	33	0	805	47	2	216	0	265	2099
% Cars	90.9	95.4	94.9	0	95.3	93.3	100	100	0	94.6	50.0	93.6	86.8	0	93.2	100	100	94.3	0	95.3	94.5
Trucks	1	45	3	0	49	2	0	0	0	2	1	53	5	0	59	0	0	13	0	13	123
% Trucks	9.1	4.6	5.1	0	4.7	6.7	0	0	0	5.4	50.0	6.4	13.2	0	6.8	0	0	5.7	0	4.7	5.5



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 Site Code : 00000000  
 Start Date : 5/12/2023  
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	Route 9 Southbound					Smithtown Road Westbound					Route 9 Northbound					Smithtown Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	4	290	24	0	318	4	3	0	0	7	2	337	29	0	368	12	4	73	0	89	782
04:15 PM	2	276	12	0	290	5	2	0	0	7	1	359	13	0	373	7	0	69	0	76	746
04:30 PM	5	307	22	0	334	7	3	0	0	10	0	340	22	0	362	11	4	42	0	57	763
04:45 PM	4	305	29	0	338	5	4	1	0	10	1	295	23	0	319	14	1	48	0	63	730
Total Volume	15	1178	87	0	1280	21	12	1	0	34	4	1331	87	0	1422	44	9	232	0	285	3021
% App. Total	1.2	92	6.8	0		61.8	35.3	2.9	0		0.3	93.6	6.1	0		15.4	3.2	81.4	0		
PHF	.750	.959	.750	.000	.947	.750	.750	.250	.000	.850	.500	.927	.750	.000	.953	.786	.563	.795	.000	.801	.966
Cars	14	1164									1306										
% Cars	93.3	98.8	98.9	0	98.8	100	100	100	0	100	100	98.1	96.6	0	98.0	100	100	97.0	0	97.5	98.3
Trucks	1	14	1	0	16	0	0	0	0	0	0	25	3	0	28	0	0	7	0	7	51
% Trucks	6.7	1.2	1.1	0	1.3	0	0	0	0	0	0	1.9	3.4	0	2.0	0	0	3.0	0	2.5	1.7



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Start Date : 5/13/2023

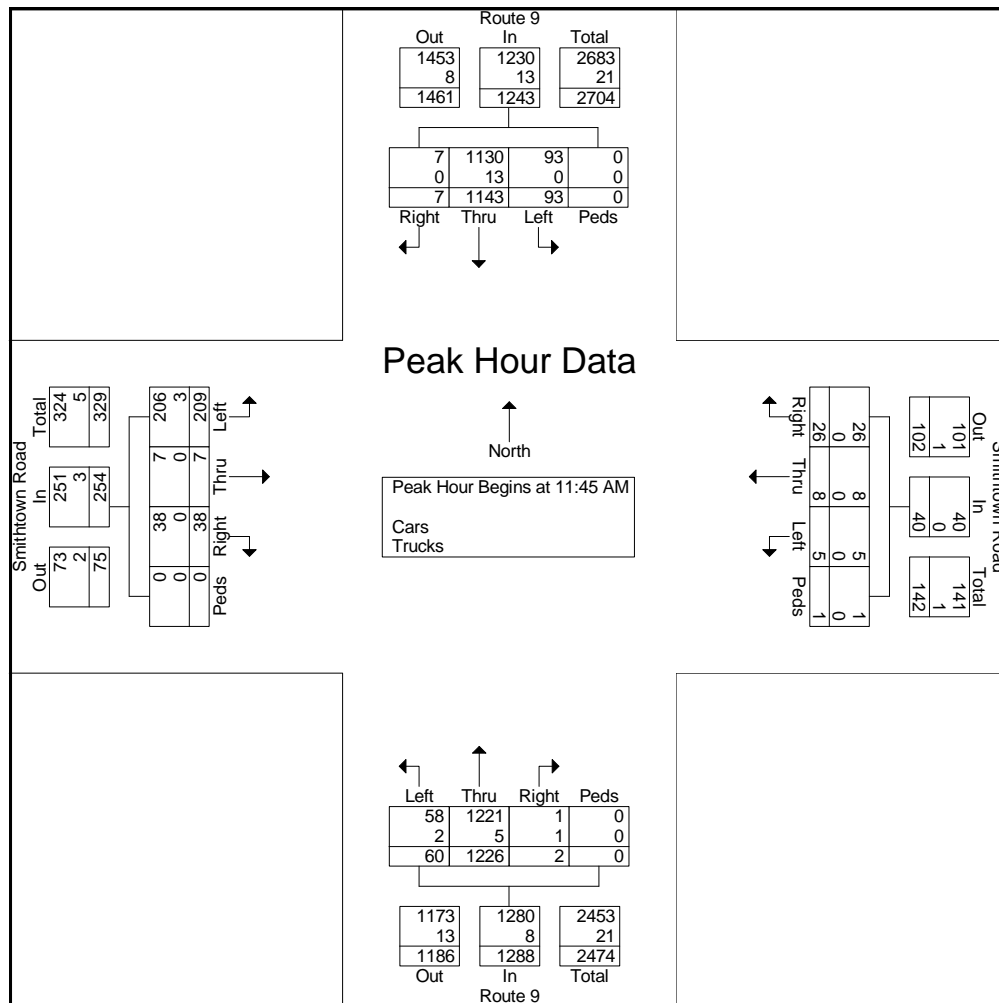
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Groups Printed- Cars - Trucks

	Route 9 Southbound				Smithtown Road Westbound				Route 9 Northbound				Smithtown Road Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
11:00 AM	4	255	14	0	8	2	0	0	0	246	17	0	4	1	45	0	596
11:15 AM	1	273	30	0	7	0	1	0	1	284	14	0	4	1	45	0	661
11:30 AM	2	273	22	0	6	0	0	0	0	303	10	0	6	3	55	0	680
11:45 AM	5	296	25	0	5	1	0	1	2	352	11	0	12	1	43	0	754
Total	12	1097	91	0	26	3	1	1	3	1185	52	0	26	6	188	0	2691
12:00 PM	0	283	22	0	4	1	0	0	0	315	12	0	8	5	72	0	722
12:15 PM	0	269	23	0	4	1	3	0	0	284	18	0	6	1	43	0	652
12:30 PM	2	295	23	0	13	5	2	0	0	275	19	0	12	0	51	0	697
12:45 PM	5	333	20	0	10	3	0	0	0	289	14	0	11	1	59	0	745
Total	7	1180	88	0	31	10	5	0	0	1163	63	0	37	7	225	0	2816
Grand Total	19	2277	179	0	57	13	6	1	3	2348	115	0	63	13	413	0	5507
Apprch %	0.8	92	7.2	0	74	16.9	7.8	1.3	0.1	95.2	4.7	0	12.9	2.7	84.5	0	
Total %	0.3	41.3	3.3	0	1	0.2	0.1	0	0.1	42.6	2.1	0	1.1	0.2	7.5	0	
Cars	19	2250	179	0	57	13	6	1	2	2334	113	0	63	13	409	0	5459
% Cars	100	98.8	100	0	100	100	100	100	66.7	99.4	98.3	0	100	100	99	0	99.1
Trucks	0	27	0	0	0	0	0	0	1	14	2	0	0	0	4	0	48
% Trucks	0	1.2	0	0	0	0	0	0	33.3	0.6	1.7	0	0	0	1	0	0.9

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	Route 9 Southbound					Smithtown Road Westbound					Route 9 Northbound					Smithtown Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	5	296	25	0	326	5	1	0	1	7	2	352	11	0	365	12	1	43	0	56	754
12:00 PM	0	283	22	0	305	4	1	0	0	5	0	315	12	0	327	8	5	72	0	85	722
12:15 PM	0	269	23	0	292	4	1	3	0	8	0	284	18	0	302	6	1	43	0	50	652
12:30 PM	2	295	23	0	320	13	5	2	0	20	0	275	19	0	294	12	0	51	0	63	697
Total Volume	7	1143	93	0	1243	26	8	5	1	40	2	1226	60	0	1288	38	7	209	0	254	2825
% App. Total	0.6	92	7.5	0		65	20	12.5	2.5		0.2	95.2	4.7	0		15	2.8	82.3	0		
PHF	.350	.965	.930	.000	.953	.500	.400	.417	.250	.500	.250	.871	.789	.000	.882	.792	.350	.726	.000	.747	.937
Cars	7	1130										1221									
% Cars	100	98.9	100	0	99.0	100	100	100	100	100	50.0	99.6	96.7	0	99.4	100	100	98.6	0	98.8	99.2
Trucks	0	13	0	0	13	0	0	0	0	0	1	5	2	0	8	0	0	3	0	3	24
% Trucks	0	1.1	0	0	1.0	0	0	0	0	0	50.0	0.4	3.3	0	0.6	0	0	1.4	0	1.2	0.8



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