



TOWN OF WILTON
22 TRAVER ROAD
GANSEVOORT, NY 12831-9127

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John Herlihy
Senior Building Inspector
Code Enforcement Officer
Zoning Officer

Marcus Hart
Building Inspector
Code Enforcement Officer

DETERMINATION OF ZONING ENFORCMENT OFFICER

DATE May 1, 2026 **ZONING DISTRICT:** CR-1

APPLICANT: KNC Holdings, Inc.

ADDRESS: 21 Walker Way
Albany, New York 12205

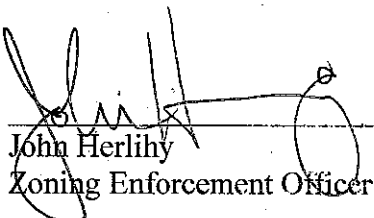
OWNER: Thomas Cunniff

PROPERTY LOCATION: 542 Maple Ave.
Saratoga Springs, New York 12866

TAX MAP NO.: 153.9-1-5.1

PROPOSED USE: Two Bay Automatic Touch Free Car Wash

DETERMINATION: The applicant proposes to construct a 44-foot by 56-foot, two-bay automatic touch-free car wash with up to four vacuum stations at 542 Maple Avenue. **Pursuant to §129 Attachment 20, Schedule N, Special Permitted Uses**, gas stations/service stations and automobile repair facilities are permitted in the CR-1 District by special use permit. The subject property is located at the northeast corner of Maple Avenue and Loughberry Lake Road and contains frontage on Maple Avenue, Loughberry Lake Road and 2 side lot lines. **Pursuant to §129-176**, a car wash containing service bays must be located a minimum of 100 feet from any street line or right-of-way. The proposed building does not meet the required front setbacks and therefore requires area variances of 40. feet from the Maple Avenue/Route 9 frontage setback and 20. feet from the Loughberry Lake Road frontage setback. **Pursuant to §129-156** Lots abutting more than one street shall provide a minimum of frontage on all streets on which the lot abuts, therefore 21.33 ft. is requested for frontage on Route 9.


John Herlihy
Zoning Enforcement Officer

NOTE TO APPLICANT: This is to inform you that you may appeal this determination to the Town of Wilton Zoning Board of Appeals by filing a Notice of Appeal with the Zoning Enforcement Officer and the Zoning Board of Appeals within sixty (60) days of the date this determination was filed in the Code Enforcement Office. Effective May 30, 2007

Applicable Zoning Code:

§ 129-174 Design standards for RB-1, CR-1, CR-2, C-2, and C-3 Zoning Districts.

[Added 8-4-2005; amended 3-1-2007; 2-7-2013]

C. Parking and vehicle access.

(2) Paved area side and rear yard setbacks shall be a minimum of 15 feet, and front setback shall be a minimum of 30 feet. When uses abut any residential district (R-1, R-2, or R-3) or exclusively residential PUD district, the setback for the paved area in the side yard and/or rear yard that abuts said district shall be a minimum of 50 feet to 100 feet. The Planning Board shall determine the exact amount of setback based on the need, quality, and/or effectiveness of the proposed buffer.

[Amended 8-1-2019]

(3) The Planning Board may deviate from the parking standards set forth in § **129-161**, Off-street parking, based upon the following considerations: type of business; shared parking arrangements; adjacent uses; aesthetics; and pedestrian accessibility.

§ 129-175 Special use permit review.

[Amended 8-1-2019]

Each specific use for which a special use permit is sought shall be considered as an individual case and shall conform to the detailed application of the following standards in a manner appropriate to the particular circumstances of such use.

C. Appropriate conditions and safeguards shall be established by the Zoning Board of Appeals, Town or Planning Board, as the case may be, as considered necessary or desirable in each case to avoid special uses that might be injurious to the neighborhood or otherwise detrimental to the public welfare.

D. For each special use permit, the Zoning Board of Appeals, Town or Planning Board shall determine, in its judgment, that:

(4) The neighborhood character and surrounding property values are reasonably safeguarded.

(5) Undue traffic congestion or creation of a traffic hazard will not result.

E. When issued, special use permits may be granted for specified time limit but may be extended at the Zoning Board of Appeals, Town, or Planning Boards' discretion.

§ 129-176 Standard requirements for specific uses.

[Amended 6-6-1996; 7-2-1997; 1-8-1998 by L.L. No. 1-1998; 8-6-1998; 11-15-1999; 5-3-2001; 7-2-2002; 11-7-2002; 4-3-2003; 12-1-2005; 2-1-2007; 9-6-2012; 8-1-2019; 11-2-2023]

I. Service station.

(1) A building containing at least one service bay shall be at least 100 feet from the street line or right-of-way.

Thomas Cunniff
542 Maple Ave (Route 9)
Saratoga Springs, NY 12866
153.9-1-5.1

Zoning Ordinance Section	Required	Proposed	Relief requested
Schedule N, CR-1	100 ft. front yard setback	60 ft. Maple Ave front yard setback	40 ft. Maple Ave front yard setback
		80 ft. Loughberry Lake Road front yard setback	20 ft. Loughberry Lake Road front yard setback
§129-156 Schedule N, CR-1	200 ft. frontage	178.67 ft. Route 9 frontage	21.33 ft. Route 9 frontage



Consulting

1396 White Bridge Road
Chittenango, NY 13037
Tel: (315) 391-5110

August 24, 2026

Bohler Engineering
17 Computer Drive West
Albany, NY 12205

Attn: Ms. Caryn Mlodzianowski

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

Dear Ms. Mlodzianowski:

I have completed my review of traffic operations associated with the proposed carwash development on the northeast corner of the intersection of US Route 9 with Loughberry Lake Road in the Town of Wilton, NY. This letter summarizes the work completed in this review as well as my findings.

Project Understanding

The proposed development includes a 2,700 SF 2-bay touch free carwash. Access to the site is proposed via one full access driveway to Loughberry Lake Road located approximately 225 feet to the east of US Route 9 and one full access driveway to US Route 9 located approximately 150 feet to the north of Loughberry Lake Road.

A site plan prepared by Bohler Engineering has been attached.

Data Collection

Site visits were conducted on Thursday, June 11th and Saturday, June 13th, 2026 to collect the following information:

- Existing Traffic Volume Counts – Traffic turning movement counts were collected at the US Route 9 intersection with Loughberry Lake Road and the Maple Avenue Middle School driveway during the weekday morning (7-9am), weekday afternoon (2-3:30pm), and weekday evening (4-6pm) peak travel periods on the 11th, and during the Saturday midday (11am-1pm) peak period on the 13th to ensure that actual peak hours of the adjacent street were captured. The traffic counts included separate heavy vehicle counts on each approach. There were minimal pedestrians observed during the traffic count periods and all area schools were in session.
- US Route 9 & Loughberry Lake Road Gap Data – Gap data was collected to assess the ability for vehicles to turn in and out of the proposed site driveways on US Route 9, and Loughberry Lake Road. In order for a vehicle to turn right out of the site, or left into the site, the vehicle only requires a gap in the northbound direction on US Route 9 or the westbound direction on Loughberry Lake Road. A vehicle requires a gap in traffic in both directions at the same time

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

to turn left out of the site onto either roadway. These gaps in traffic were observed and timed on US Route 9 and Loughberry Lake Road passing the site during the four traffic count periods. The gaps were then converted to a number of vehicles that could turn left or right out of the site driveway or side road during each gap and then totaled for the peak hour. For example, one vehicle can turn from the driveway with a 6-9 second gap in traffic, two can turn with a 10-13 second gap, 3 with a 14-17 second gap, 4 with an 18-19 second gap, etc.

- Speed Data – Speed data was collected in each direction on US Route 9 and Loughberry Lake Road to identify average and 85th percentile operating speeds in the area passing the site. The data was collected for multiple days.
- Sight Distance Measurements – Sight lines looking north/south along US Route 9 and east/west along Loughberry Lake Road from the site driveways were collected for comparison to design standards in order to confirm that adequate sight lines are available for safe ingress and egress from the site.
- Operational Data - Other data needed to evaluate traffic operations, such as intersection geometry, control, and speed limits were also collected.

Existing Operations

US Route 9 is classified as a minor urban arterial roadway and has one lanes in each direction passing the site. There are no auxiliary turn lanes at the study area intersection. The posted speed limit on US Route 9 is 40 mph passing the school with a 30 mph school zone when school is in session.

Loughberry Lake Road is classified as a local urban roadway and has one lane in each direction passing the site. The posted speed limit on Loughberry Lake Road is 30 mph.

The intersection of US Route 9 with Loughberry Lake Road and the middle school driveway is stop sign controlled with free flow traffic on US Route 9.

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

Morning Peak Hour – 7:15am to 8:15am
Afternoon Peak Hour – 2:30pm-3:30pm
Evening Peak Hour – 4:15pm to 5:15pm
Saturday Peak Hour – 12:00pm-1:00pm

The 2026 existing traffic volumes collected in June are shown in the attached Figure 1 for the four peak hours. The traffic count data has been attached.

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

The existing traffic counts were reviewed and compared to historical traffic volume data on US Route 9 to identify necessary adjustments, if any, to account for seasonal variations. Specifically, August 6th-7th & 9th, 2025 directional traffic counts on US Route 9 to the south of the site, were taken from the NYSDOT Traffic Data Viewer website and reviewed. The only historical traffic count available when schools were in session were from 2021 and would still be impacted by the COVID pandemic.

The August 2022 traffic counts on US Route 9 had 288 vehicles northbound/393 vehicles southbound during the morning peak hour, 674 vehicles northbound/490 vehicles southbound during the afternoon peak hour, 702 vehicles northbound/473 vehicles southbound during the evening peak hour, and 383 vehicles northbound/428 vehicles southbound during the Saturday midday peak hour. Based on the 2026 counts collected for this study, there were 379 vehicles northbound/493 vehicles southbound during the morning peak hour, 546 vehicles northbound/526 vehicles southbound during the afternoon peak hour, 650 vehicles northbound/513 vehicles southbound during the evening peak hour, and 553 vehicles northbound/498 vehicles southbound during the Saturday midday peak hour. The combined directional counts collected in June 2026 are 28% higher than the 2025 counts during the morning peak hour, 8% lower than the 2025 counts during the afternoon peak hour, 1% lower than the 2025 counts during the evening peak hour, and 30% higher than the 2025 count during the Saturday midday peak hour.

Since the 2026 traffic counts collected in June are generally equal to or higher than the historical counts on US Route 9, there were no adjustments made to the existing traffic volumes for this study

Based on the gap data collected, there are sufficient gaps in traffic to accommodate over 400 vehicles turning right onto US Route 9 and over 600 vehicles turning right onto Loughberry Lake Road from site driveways during each peak hour. These gaps would also be available for vehicles turning left into the site from each road. There were sufficient gaps observed to accommodate over 200 vehicles turning left out of the site onto US Route 9 during the peak hours. There were sufficient gaps to accommodate over 400 vehicles turning left onto Loughberry Lake Road during each peak hour. There are no concerns with available gaps in traffic to accommodate access. The gap data is attached.

The posted speed limit passing the site is 40 mph on US Route 9 and 30 mph on Loughberry Lake Road. The speed data collected on US Route 9 indicates that the average speeds passing the site are 37 mph northbound and 35 mph southbound. The 85th percentile speeds based on the data collected are 42 mph in both directions on US Route 9. The average speeds on Loughberry Lake Road passing the site were 27 mph eastbound/29 mph westbound with 85th percentile speeds of 32 mph eastbound/33 mph westbound. The speed data has been attached.

The following table provides a summary of the recommended sight distances along US Route 9 and Loughberry Lake Road from the AASHTO A Policy on Design of Highways and Streets as well as the available sight distances at the site driveways based on field measurements. The speed limit in the area

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

is 40 mph on US Route 9 and 30 mph on Loughberry Lake Road, however 45 mph was used on US Route 9 and 35 mph was used on Loughberry Lake Road based on the speed data.

Sight Distance Summary

Location	Operating Speed	Direction	AASHTO Recommended Sight Distance	Available Sight Distance
Site Driveway @ US Route 9 – Turning Left	45 mph	Looking Left Looking Right	500 feet 500 feet	1000+ feet 1000+ feet
Site Driveway @ US Route 9 – Turning Right	45 mph	Looking Left	430 feet	1000+ feet
Site Driveway @ Loughberry Lake Road – Turning Left	35 mph	Looking Left Looking Right	390 feet 390 feet	600+ feet 250 feet
Site Driveway @ Loughberry Lake Road – Turning Right	35 mph	Looking Left	335 feet	600+ feet

There are more than adequate sight distances available in both directions at the proposed access on US Route 9 and looking at left from the site access on Loughberry Lake Road. The sight distance looking right from the Loughberry Lake Road access is limited to the distance into the US Route 9 intersection, however vehicles are turning onto the side road at lower speed providing ample time for vehicles to safely turn out of the site. There are no concerns with sight distances and safety for ingress and egress from the site.

Capacity analysis of the existing traffic operations was completed using Simtraffic12, an industry accepted standard for the analysis of both signalized and unsignalized intersections that is based on methodologies developed in the Highway Capacity Manual. Simtraffic was used to provide a detailed analysis of operations as opposed to Synchro since Synchro tends to over-estimate delays on unsignalized approaches to high volume roadways. Intersection and individual movement operations are graded in terms of Level of Service ranging from A to F, as described in the HCM. For example, an unsignalized intersection movement with an average delay of 5 seconds per vehicle is considered a Level of Service A while an average delay per vehicle of 20 seconds is considered a C. A Level of Service D or better is generally considered acceptable for a signalized intersection while a Level of Service E or better is generally considered acceptable for an unsignalized intersection.

The results of the Simtraffic capacity analysis indicate that the side street approaches to US Route 9 are operating at LOS D or better during all four peak hours with minor delays on US Route 9.

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

The detailed Level of Service summary, Queue summary and capacity analysis printouts have been attached.

There are no concerns with existing traffic operations on US Route 9 or Loughberry Lake Road in the vicinity of the project site as there are ample gaps in traffic and no noted capacity concerns. There are good sight lines in both directions at the site driveways. These findings are consistent with observations made during the data collection effort.

Crash Analysis

A crash analysis was completed for the study area, using history reports obtained for a three year period from May 2022 through April 2025. Over the three year period, there were 3 total crashes in the study area with 2 crashes at the US Route 9/Loughberry Road intersection (1 rearend and 1 right angle) and 1 rearend accident along US Route 9 not at the intersection.

The Safety Performance Function (SPF) Parameters for Intersections, Ramps, and Segments spreadsheet provided by NYSDOT was used to calculate the Level of Service of Safety (LOSS) for the intersection in the study area based on the estimated AADT volumes and observed number of crashes at each location. The LOSS ratings of 1-4 identify how the intersection compares to the statewide averages with respect to the difference between the observed crashes and the predicted crash frequency. The following provides a description of the four LOSS ratings:

- LOSS 1 – Greater than 90th percentile
- LOSS 2 – 50th to 90th percentile
- LOSS 3 – 10th to 50th percentile
- LOSS 4 – Less than 10th percentile

Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 1.08 total crashes per year and 0.38 injury/fatality crashes per year at the US Route 9/Loughberry Road intersection. The calculated number of total crashes per year were 0.66. The calculated number of injury/fatality crashes per year were 0.00. This intersection has been identified to have a LOS2 3 rating based on total crash history and LOSS 2 rating based on injury crash history. This is not considered a severe crash location.

All three crashes were property damage only crashes with no injury crashes and no fatality crashes.

The detailed accident summary has been attached.

2027 Background Operations

The proposed carwash development is expected to be completed in the next year, therefore 2027 was used as the design year for this study. In order to fully understand the impacts of the development on

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

the adjacent roadway system, analysis of the operations immediately before the project opening must first be completed. The existing traffic volumes were first adjusted by a growth rate to account for any unknown development that may occur prior to completion of the project.

Historical traffic volumes along US Route 9 passing the site were taken from the NYSDOT Traffic Data Viewer website and reviewed in order to identify an appropriate background growth rate. Long term growth rates in the area have been positive on US Route 9 around +0.1% per year between 2016 and 2025. In order to maintain a conservative analysis, a positive +0.5% per year growth was chosen and used to grow the 2026 existing traffic volumes to the 2027 background condition.

The 2027 base traffic volumes for the study area with 0.5% growth are shown in Figure 2.

In addition to unknown growth that may occur in the area, specific site generated trips associated with known or approved development can also be incorporated into the growth projections. The Town of Wilton provided traffic studies for the approved Stewart's Shop development at 644-648 US Route 9 (Lansing Engineering - 4/3/2026) and the approved mixed use/medical development at 612 & 631 US Route 9 (VHB – 10/30/2023). The trips generated for each development were taken from the traffic studies for the weekday morning and evening peak hours, and estimated using the ITE Trip Generation, 12th Edition, for the weekday afternoon and Saturday midday peak periods. The projected portion of the traffic generated by each development travel to/from the south on US Route 9 was extrapolated through the study area as shown in Figures 3 and 4.

The trips generated by the approved developments were added to the 2027 base traffic volumes for the resultant 2027 background traffic volumes with growth and approved development, and are shown in Figure 5.

The Simtraffic capacity analysis of the 2027 background condition shows moderate increases in delay on the side street approaches to US Route 9 during all four peak hours. The following drops in Level of Service are noted:

- Maple Avenue Middle School Driveway – Eastbound Left/Through Lane
 - Morning Peak Hour – LOS D to LOS E
 - Afternoon Peak Hour – LOS B to LOS D
 - Saturday Peak Hour – LOS B to LOS C
- Loughberry Lake Road – Westbound Left/Through/Right Lane
 - Morning Peak Hour – LOS C to LOS E
 - Afternoon Peak Hour – LOS A to LOS C
 - Evening Peak Hour – LOS A to LOS C
 - Saturday Peak Hour – LOS A to LOS B

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

The detailed Level of Service summary, Queue summary and capacity analysis printouts have been attached.

Trip Generation Estimate and Distribution

The proposed development includes a 2,700 SF 2-bay touch free carwash. Trips generated by the proposed development were estimated using available local trip generation data for the existing Clean 2o site located at 1731 Union Street in Schenectady, NY. Specifically, hourly car washes completed during the busiest 30 days between August 2025 and August 2026 were reviewed. Of the 30 busiest days, 17 occurred on weekdays when area schools were in session, 3 occurred on weekdays when area schools were closed and 10 occurred on weekends.

Using the averages of the 17 weekdays when schools were in session and the 10 weekend days, the average busiest day traffic generation for the existing car wash in Schenectady was:

- Weekday Morning Peak Hour – 7-8am – 3 cars washed
- Weekday Afternoon Peak Hour – 2-3pm – 16 cars washed
- Weekday Evening Peak Hour – 4-5pm – 16 cars washed
- Weekend Peak Hour – 12-1pm – 18 cars washed

Based on traffic count data taken from the NYSDOT Traffic Data Viewer website, the average daily traffic volume on Union Street passing the existing site in Schenectady is 8,892 vehicles per day. The average daily traffic volume on Maple Avenue passing the proposed development site is 12,839 vehicles per day, which is 1.44 times greater the Union Street traffic volume. Assuming that the traffic generation for the same type of development will be proportional to the daily traffic volumes passing on the adjacent roadway, the Schenectady data was increased by a factor of 1.44 and used as the expected trip generation for the proposed development in Wilton.

A significant portion of the overall traffic generated by the proposed carwash would be drawn from traffic already passing the site on US Route 9 and is referred to as pass-by trips. Pass-by trips are vehicles that are already traveling through the study area but will now stop at the development on their way to another destination, such as stopping on their way to or from work. There is no data available for the car wash land use, therefore a 40% pass-by rate was used as an engineering assumption during all four peak hours.

The following table summarizes the trip generation estimate for the proposed carwash development on US Route 9 in the Town of Wilton.

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

Trip Generation Estimate – Proposed 2-Bay Touch Free Carwash

	Morning Peak Hour		Afternoon Peak Hour		Evening Peak Hour	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Carwash – 2 Bays	4	4	23	23	23	23
<i>Pass-by Trips – 40%</i>	<u>-1</u>	<u>-1</u>	<u>-9</u>	<u>-9</u>	<u>-9</u>	<u>-9</u>
Total Direct Trips Generated	3	3	14	14	14	14

	Saturday Peak Hour	
	Entering	Exiting
Carwash – 2 Bays	26	26
<i>Pass-by Trips – 40%</i>	<u>-10</u>	<u>-10</u>
Total Direct Trips Generated	16	16

The detailed trip generation calculations have been attached.

Overall, the carwash development is projected to generate minimal traffic volumes during the weekday morning peak hour and +/- 20 total trips entering and exiting the site during the afternoon, evening, and Saturday peak hours.

Based on existing traffic patterns and population centers in the area, 55% of the new trips generated are expected to travel to/from the south on US Route 9, 40% are expected to travel to/from the north on US Route 9, and 5% are expected to travel to/from the east on Loughberry Lake Road. Separate pass-by trip distributions were developed for each peak hour based on specific traffic patterns passing the site on US Route 9 and Loughberry Lake Road. The anticipated arrival/departure distribution and trips generated during each peak hour are shown in Figures 3-6. The resultant full build traffic volumes expected when the development is complete are shown in Figure 7.

Build Operations

Based on the projected turning movements on US Route 9 and Loughberry Lake Road at the site driveways, there are more than sufficient gaps available to accommodate the proposed development.

Capacity analysis of the build condition with the proposed car wash development indicates that the development will have overall minor impacts on traffic operations at the intersection of US Route 9 with Loughberry Lake Road and the middle school driveway. All Levels of Service are maintained from the background conditions during the weekday afternoon, weekday evening, and Saturday midday peak hours with only minor increases in average delays. There is a minor drop in Level of

Ms. Mlodzianowski
August 24, 2026
Page 9 of 9

**Re: Traffic Impact Assessment – Proposed 2-Bay Touch Free Carwash
US Route 9 @ Loughberry Lake Road – Town of Wilton, NY**

Service for the northbound through movement on US Route 9 at Loughberry Lake Road from LOS A to LOS B during the morning peak hour with an average increase in delay of +1 second per vehicle.

All unsignalized movements on the driveways are all expected to operate at LOS C or better during the four peak hours with minimal delays on the free flow US Route 9 or Loughberry Lake Road approaches.

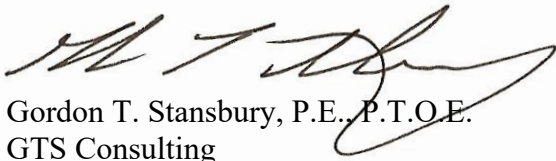
The detailed Level of Service summary, Queue summary and capacity analysis printouts have been attached.

Conclusions

The additional traffic generated by the proposed 2-bay touch free carwash development will have no significant impact on traffic operations on US Route 9 or Loughberry Lake Road. There are more than sufficient gaps in traffic to accommodate the development and good sight lines to provide safe access. There are no notable accident concerns and no capacity concerns identified. There are no mitigation measures recommended.

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
Traffic Volume Figures 1-10
Spot Speed Data
Trip Generation Estimate
Historical Count Data
Synchro Capacity Printouts

Level of Service & Queue Summary
Gap Calculations
Growth Rate Calculations
Accident Data
Count Data



ROUTE 9 - MAPLE AVENUE

LANDS N/F OF
THOMAS CUNNIFF
BK. 2026, PG. 3530
SECTION 153.9 BLOCK 1 LOT 4

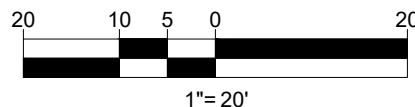
LANDS N/F OF
BRIAN FOSTER
BK. 2024, PG. 6937
SECTION 153.9 BLOCK 1 LOT 5.2

LOUGHBERRY LAKE ROAD

SURVEY REFERENCE

BOUNDARY & TOPOGRAPHIC SURVEY OF THE LANDS
OF THOMAS A. & VICTORIA B. CUNNIFF, PREPARED BY
AUSFELD & WALDRUFF LAND SURVEYORS LLP, DATED
MARCH 13, 2026

**THIS PLAN TO BE UTILIZED
FOR SITE LAYOUT PURPOSES
ONLY**



ZONING TABLE

ZONE: CR-1 - COMMERCIAL RESIDENTIAL
USE: SERVICE STATION REQUIRES A SPECIAL USE PERMIT
SEC. 153.9 BLOCK: 1 LOT: 5.1

APPLICANT/ OWNER INFORMATION

APPLICANT: KNC TOUCHFREE CAR WASH, INC.
21 WALKER WAY
ALBANY, NEW YORK 12205

PROPERTY OWNER: THOMAS & VICTORIA CUNNIFF
214 BEAVER STREET
SCHUYLERVILLE, NEW YORK 12871

BULK REQUIREMENTS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
MIN LOT AREA	§ 129 ATTH 20	40,000 SF (0.92 AC)	44,712 SF (1.03 AC)	NO CHANGE
MIN FRONTAGE	§ 129 ATTH 20	200 FT ON EACH ROAD	178.67 FT (MAPLE AVE/E) 227.66 FT (LOUGHBERRY LAKE RD)	NO CHANGE
MIN YARD SETBACKS				
FRONT YARD (MAPLE AVENUE)	§ 129-176	100 FT (SERVICE STATION)	56.9 FT	65.1 FT
FRONT YARD (LOUGHBERRY LAKE ROAD)	§ 129-176	100 FT (SERVICE STATION)	0.9 FT OVER (E)	82.7 FT
SIDE YARD	§ 129 ATTH 20	30 FT	133.5 FT	50.3 FT
MAX BUILDING HEIGHT	§ 129 ATTH 20	35 FT	<35 FT	<35 FT
MIN GREENSPACE	§ 129 ATTH 20	35%	95.1% (42,501 SF)	60.8% (27,173 SF)
MIN PAVEMENT SETBACKS				
FRONT	§ 129-174	30 FT	N/A	30 FT
SIDE	§ 129-174	15 FT	N/A	30.7 FT
PARKING SPACE LOCATION	§ 129-174	MAX 33% IN FRONT OR SIDE YARD, REMAINING 67% IN REAR YARD	N/A	100% IN FRONT YARD (VACUUM SPACES ONLY)
			KEY =	VARIANCE REQUIRED
			(E) =	EXISTING NONCONFORMANCE

PARKING

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
MIN STALL SIZE	§ 129 ATTH 4	9 FT x 18 FT	N/A	12 FT x 23.2 FT
MIN NUMBER OF SPACES	§ 129-161	N/A	N/A	4 SPACES
MIN NUMBER OF STACKING SPACES	§ 129-161	TBD	N/A	12 STACKING SPACES
CAR WASH: REQUIRED = 1 SPACE PER EMPLOYEE + 20 STACKING SPACES PER AUTOMATIC BAY OR 5 STACKING SPACES PER SELF-WASH BAY				

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY
1	4/8/2026	PER TOWN COMMENT	SJR
2	5/8/2026	PER ZBA SUBMITTAL	CVM
3	5/14/2026	PER TOWN COMMENT	SJR
4	5/19/2026	PER TOWN COMMENT	CVM
5	6/10/2026	PER TOWN COMMENT	SJR
6	8/10/2026	PER TOWN COMMENT	CVM



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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.: NYB260030.00
DRAWN BY: SJR
CHECKED BY: CVM
DATE: 3/20/2026
CAD ID: P-CIVL-PROP

PROJECT:

PROPOSED SITE PLAN DOCUMENTS FOR

KNC TOUCHFREE
CAR WASH, INC.

PROPOSED
DEVELOPMENT

542 MAPLE AVENUE
TOWN OF WILTON
SARATOGA COUNTY
SEC: 153.9 BLOCK: 1 LOT: 5.1

BOHLER
BOHLER PLANNING, LANDSCAPE ARCHITECTURE,
ENGINEERING AND SURVEYING, INC.

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

SHEET TITLE:

**SITE
PLAN**

SHEET NUMBER:

C-301

REVISION 6 - 8/10/2026

Proposed Car Wash – US Route 9 – Town of Wilton, NY
Intersection Level of Service & Queue Summary
Weekday Morning Peak Hour

Intersection	Available Storage	2026 Existing LOS(Delay)	2026 Existing Max Queue	2027 Background LOS(Delay)	2027 Background Max Queue	2027 Build LOS(Delay)	2027 Build Max Queue
US Route 9 @ Loughberry Lake Road / Maple Avenue Middle School							
EB Left/Through	-	d(26)	55	e(43)	61	e(45)	69
EB Right	-	a(6)	77	a(7)	83	a(7)	74
WB Left/Through/Right	225	c(25)	78	e(43)	106	e(46)	107
NB Left/Through/Right	-	a(8)	163	a(10)	224	b(11)	237
SB Left/Through/Right	150	a(1)	23	a(1)	34	a(2)	20
US Route 9 @ Site Access							
WB Left/Right	-	-	-	-	-	a(9)	18
NB Through/Right	150	-	-	-	-	a(1)	0
SB Left/Through	-	-	-	-	-	a(3)	24
Loughberry Lake Road @ Site Access							
EB Left/Through	225	-	-	-	-	a(1)	0
WB Through/Right	-	-	-	-	-	a(1)	21
SB Left/Right	-	-	-	-	-	a(0)	0

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12

95th Percentile Queues in Feet – Simtraffic12

Proposed Car Wash – US Route 9 – Town of Wilton, NY
Intersection Level of Service & Queue Summary
Weekday Afternoon Peak Hour

Intersection	Available Storage	2026 Existing LOS(Delay)	2026 Existing Max Queue	2027 Background LOS(Delay)	2027 Background Max Queue	2027 Build LOS(Delay)	2027 Build Max Queue
US Route 9 @ Loughberry Lake Road / Maple Avenue Middle School							
EB Left/Through	-	b(15)	70	d(32)	93	d(39)	101
EB Right	-	a(5)	63	a(8)	71	a(8)	70
WB Left/Through/Right	225	a(9)	49	c(20)	59	c(19)	59
NB Left/Through/Right	-	a(1)	31	a(2)	45	a(2)	63
SB Left/Through/Right	150	a(1)	21	a(1)	34	a(1)	36
US Route 9 @ Site Access							
WB Left/Right	-	-	-	-	-	b(14)	39
NB Through/Right	150	-	-	-	-	a(1)	4
SB Left/Through	-	-	-	-	-	a(2)	58
Loughberry Lake Road @ Site Access							
EB Left/Through	225	-	-	-	-	a(1)	11
WB Through/Right	-	-	-	-	-	a(1)	0
SB Left/Right	-	-	-	-	-	a(2)	14

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12

95th Percentile Queues in Feet – Simtraffic12

Proposed Car Wash – US Route 9 – Town of Wilton, NY
Intersection Level of Service & Queue Summary
Weekday Evening Peak Hour

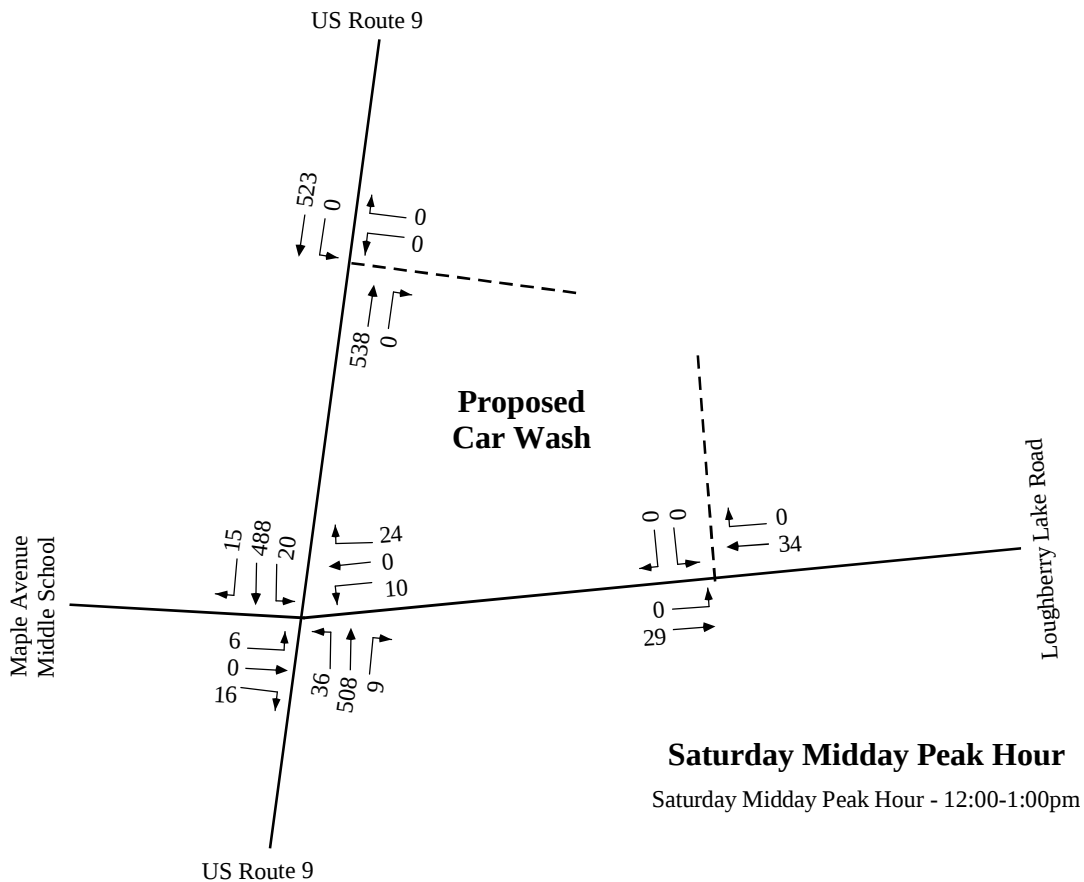
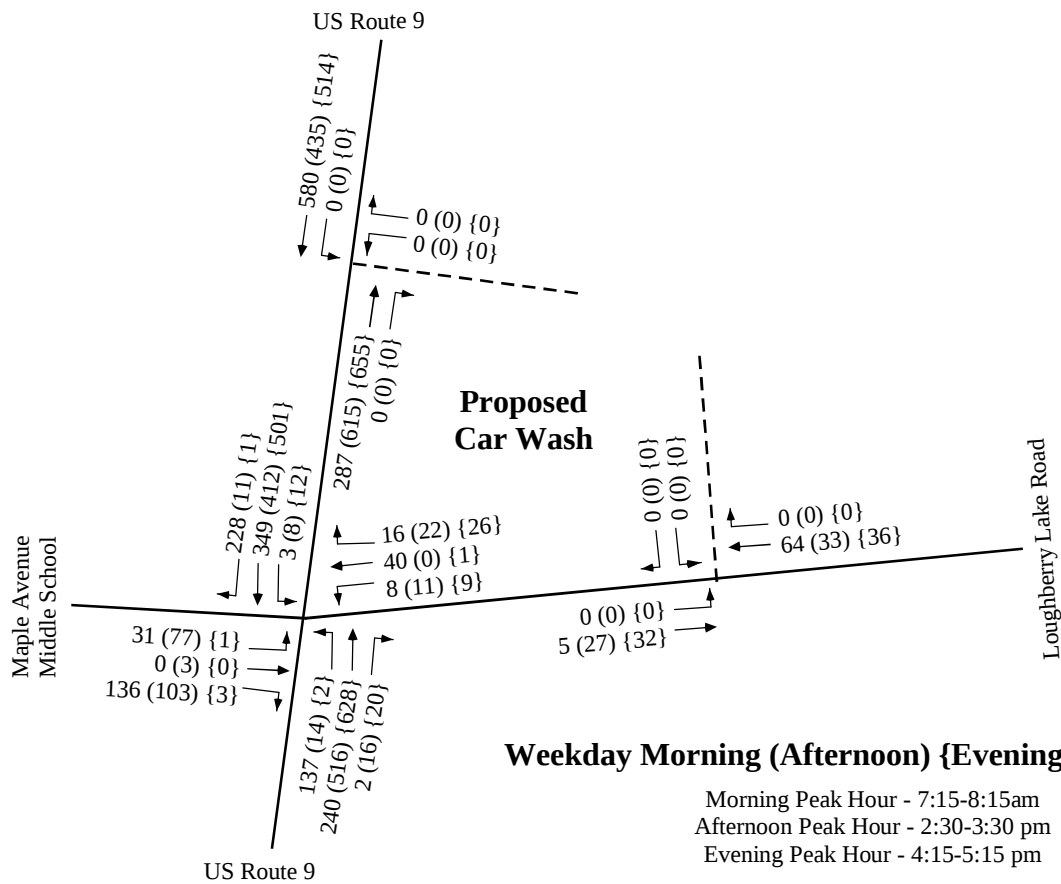
Intersection	Available Storage	2026 Existing LOS(Delay)	2026 Existing Max Queue	2027 Background LOS(Delay)	2027 Background Max Queue	2027 Build LOS(Delay)	2027 Build Max Queue
US Route 9 @ Loughberry Lake Road / Maple Avenue Middle School							
EB Left/Through	-	a(0)	6	a(0)	5	a(0)	4
EB Right	-	a(4)	16	a(8)	20	a(7)	17
WB Left/Through/Right	225	a(9)	45	c(16)	51	b(14)	50
NB Left/Through/Right	-	a(1)	15	a(1)	14	a(2)	14
SB Left/Through/Right	150	a(1)	4	a(1)	55	a(1)	38
US Route 9 @ Site Access							
WB Left/Right	-	-	-	-	-	c(17)	42
NB Through/Right	150	-	-	-	-	a(1)	0
SB Left/Through	-	-	-	-	-	a(1)	59
Loughberry Lake Road @ Site Access							
EB Left/Through	225	-	-	-	-	a(1)	11
WB Through/Right	-	-	-	-	-	a(1)	0
SB Left/Right	-	-	-	-	-	a(3)	21

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12
a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12
95th Percentile Queues in Feet – Simtraffic12

Proposed Car Wash – US Route 9 – Town of Wilton, NY
Intersection Level of Service & Queue Summary
Saturday Midday Peak Hour

Intersection	Available Storage	2026 Existing LOS(Delay)	2026 Existing Max Queue	2027 Background LOS(Delay)	2027 Background Max Queue	2027 Build LOS(Delay)	2027 Build Max Queue
US Route 9 @ Loughberry Lake Road / Maple Avenue Middle School							
EB Left/Through	-	b(13)	19	c(21)	21	c(19)	24
EB Right	-	a(5)	39	a(5)	39	a(5)	35
WB Left/Through/Right	225	a(9)	47	b(12)	48	b(11)	46
NB Left/Through/Right	-	a(2)	46	a(2)	60	a(3)	88
SB Left/Through/Right	150	a(1)	37	a(1)	48	a(1)	55
US Route 9 @ Site Access							
WB Left/Right	-	-	-	-	-	b(11)	38
NB Through/Right	150	-	-	-	-	a(1)	0
SB Left/Through	-	-	-	-	-	a(2)	58
Loughberry Lake Road @ Site Access							
EB Left/Through	225	-	-	-	-	a(1)	8
WB Through/Right	-	-	-	-	-	a(1)	0
SB Left/Right	-	-	-	-	-	a(2)	17

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12
a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Simtraffic12
95th Percentile Queues in Feet – Simtraffic12



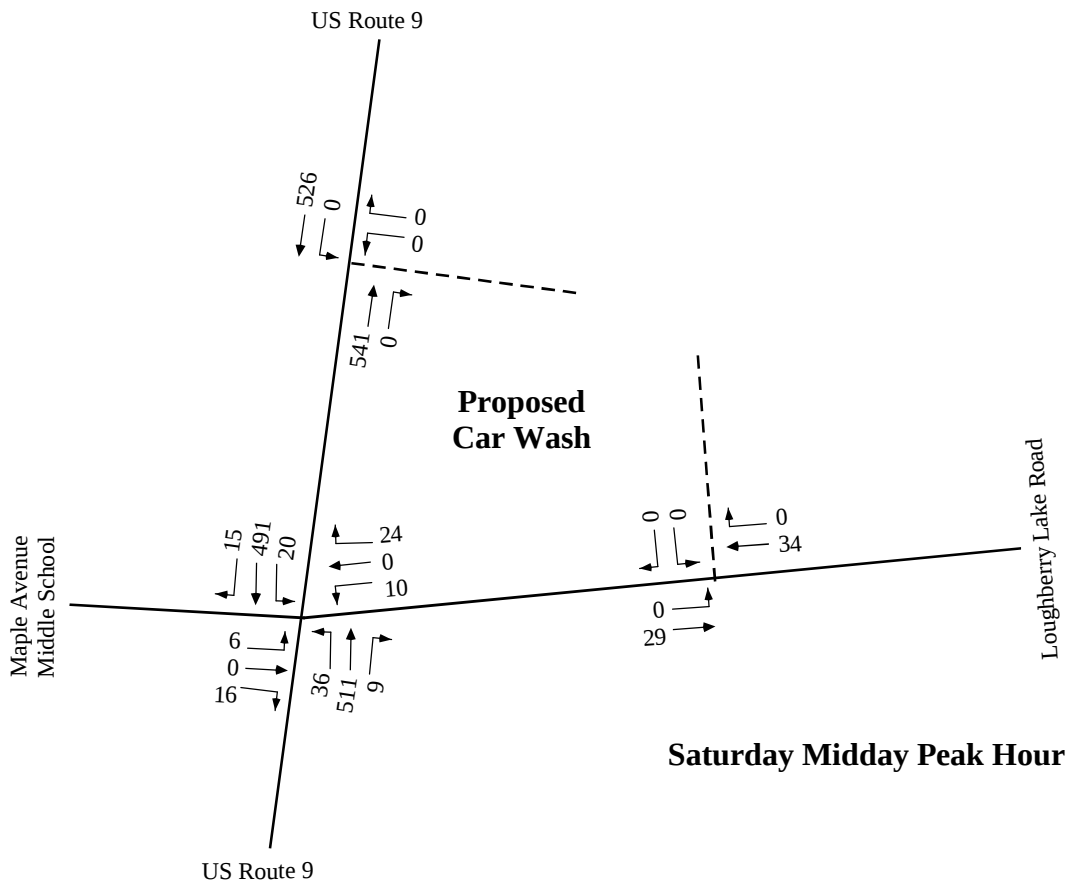
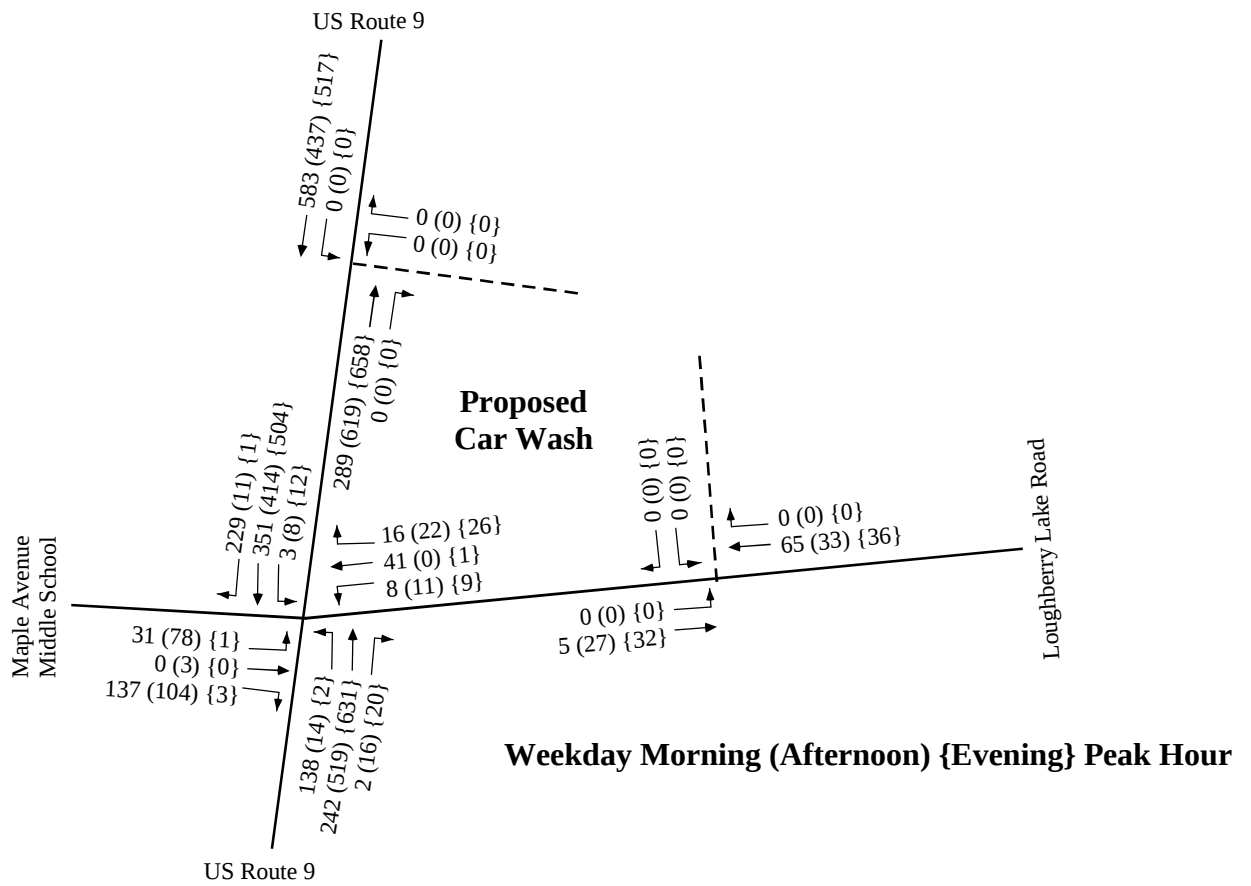
Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

2026 Existing Traffic Volumes - Collected June 11th & 13th, 2026

Figure 1

Not To Scale





Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

2027 Base Traffic Volumes - With 0.5% Growth



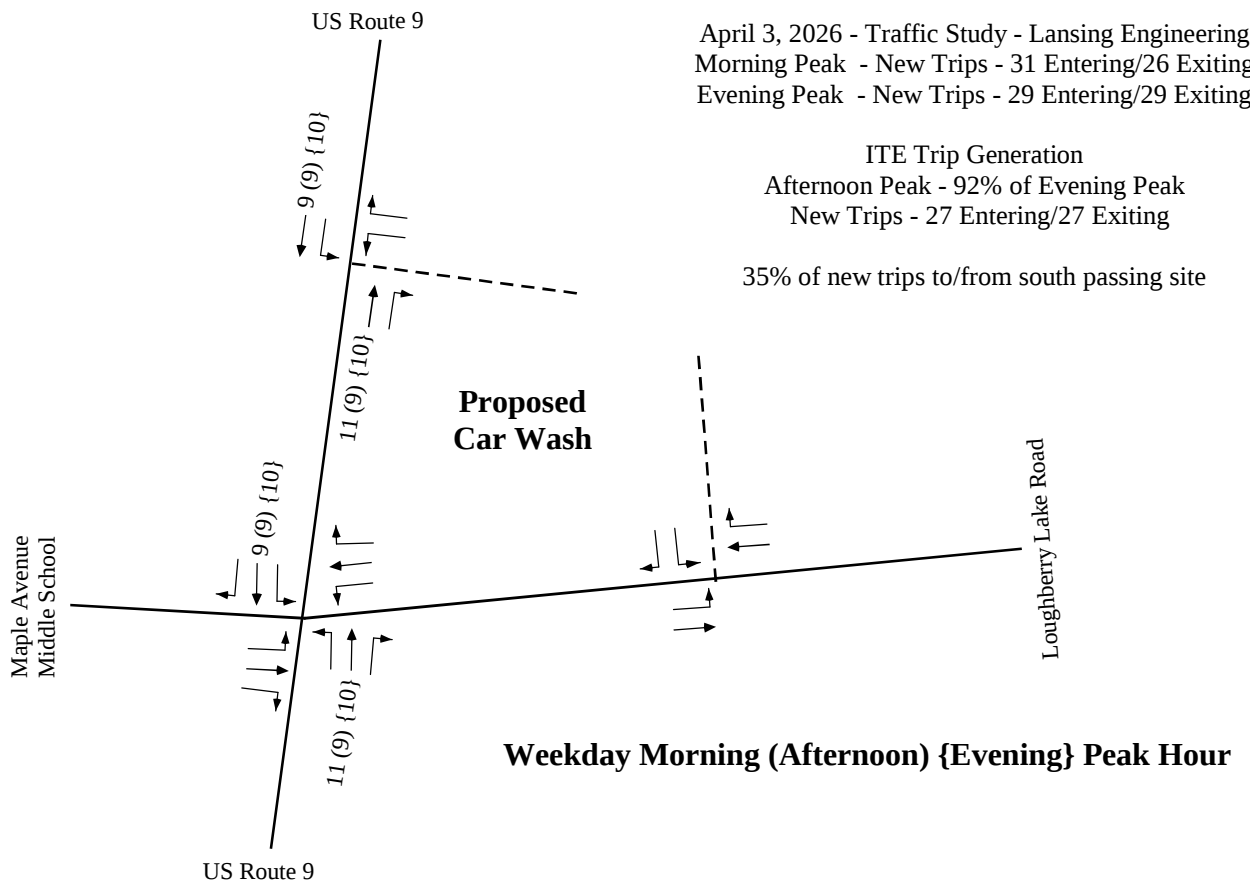
Figure 2

Not To Scale

April 3, 2026 - Traffic Study - Lansing Engineering
 Morning Peak - New Trips - 31 Entering/26 Exiting
 Evening Peak - New Trips - 29 Entering/29 Exiting

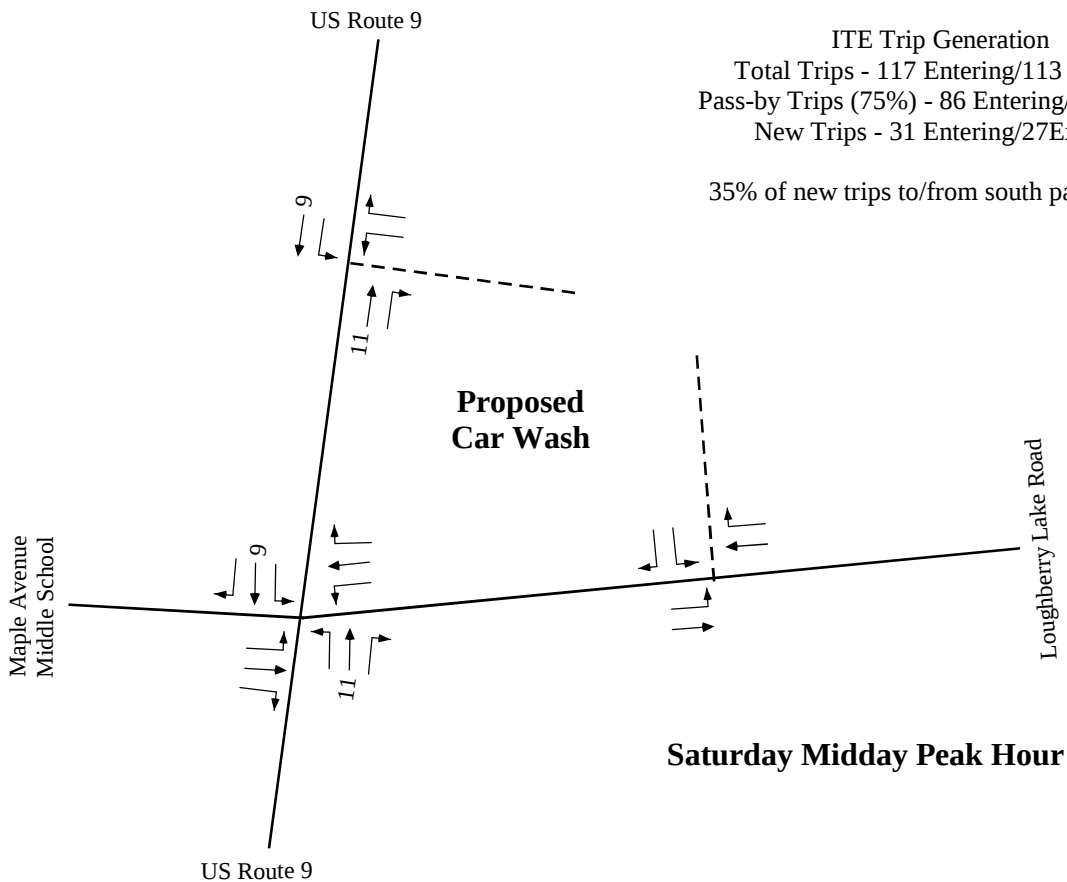
ITE Trip Generation
 Afternoon Peak - 92% of Evening Peak
 New Trips - 27 Entering/27 Exiting

35% of new trips to/from south passing site



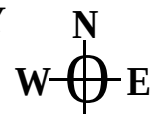
ITE Trip Generation
 Total Trips - 117 Entering/113 Exiting
 Pass-by Trips (75%) - 86 Entering/86 Exiting
 New Trips - 31 Entering/27 Exiting

35% of new trips to/from south passing site



Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

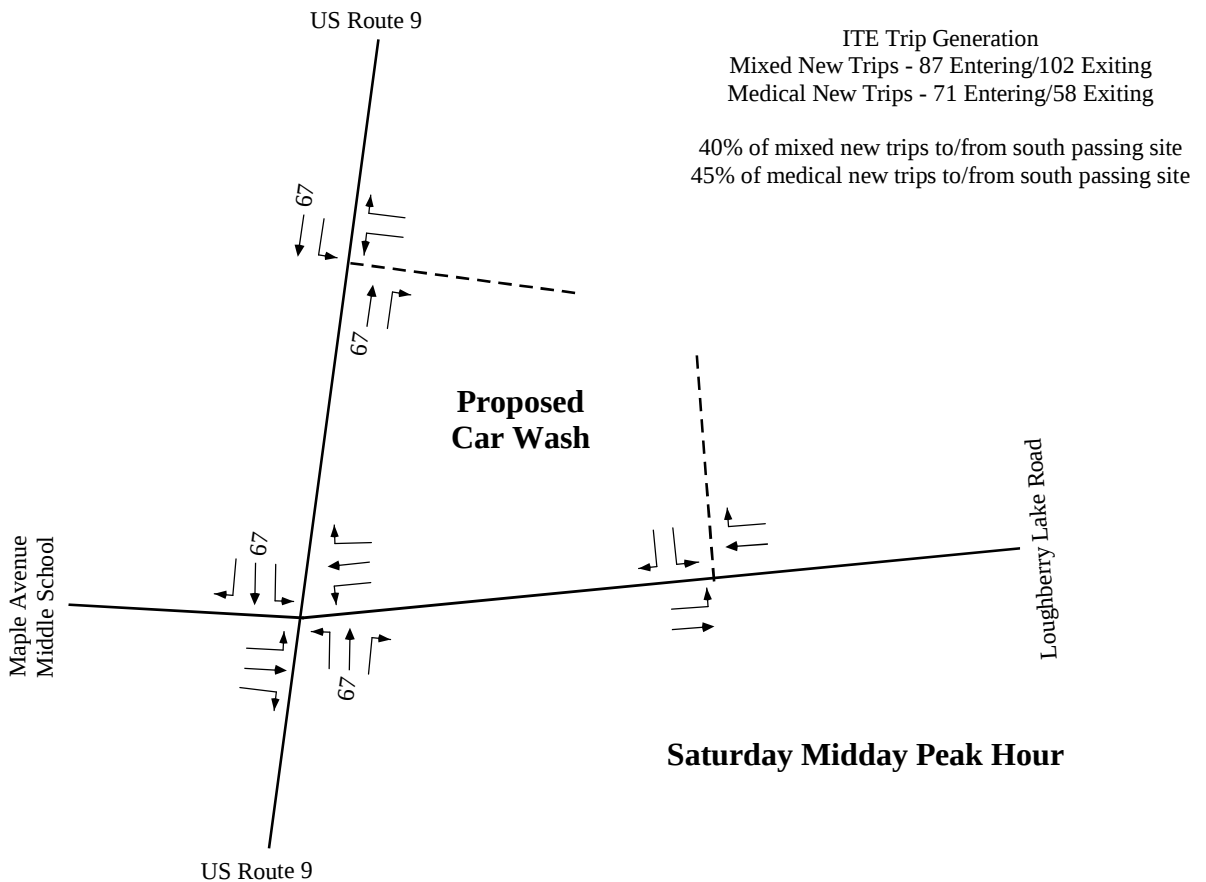
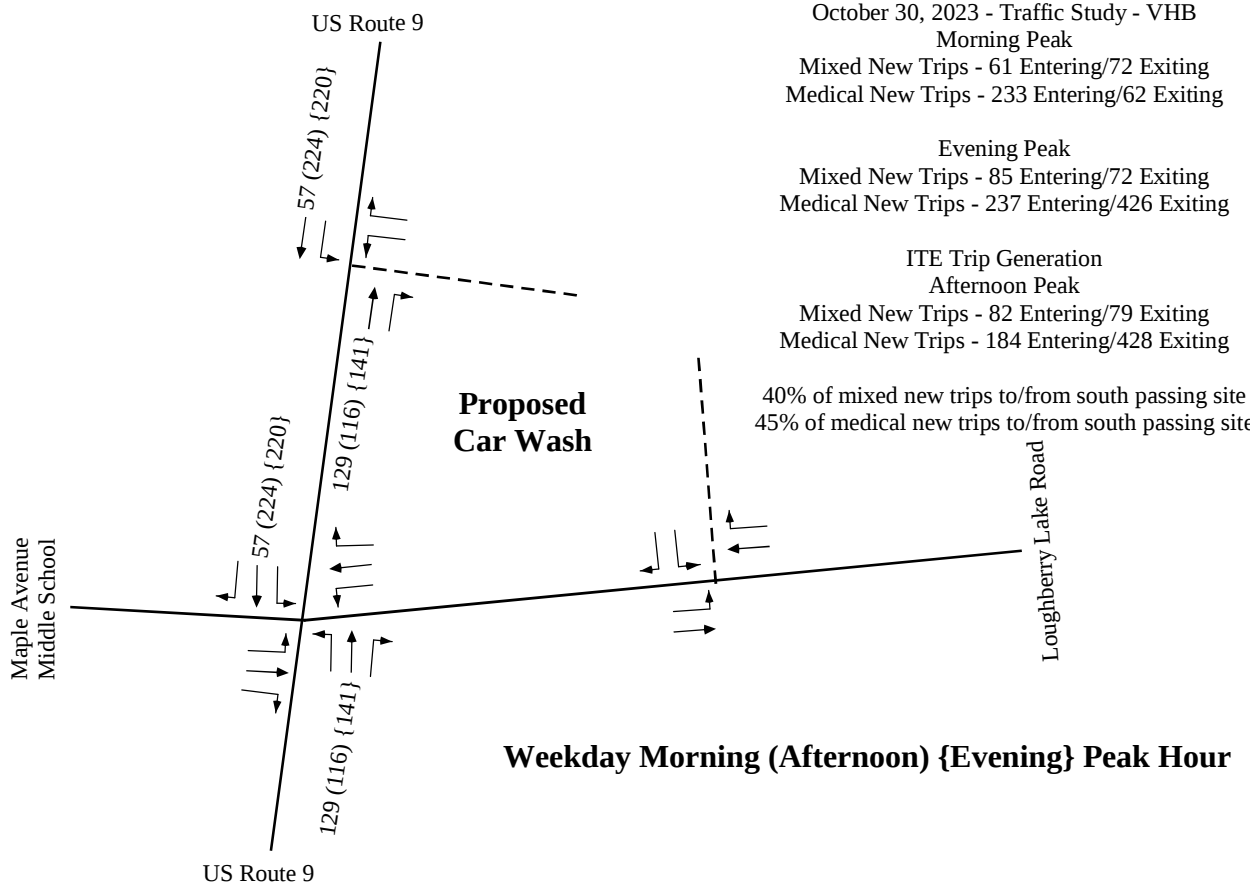
Approved Development Trips - Stewart's Shop - 644-648 Maple Avenue



GTS Consulting

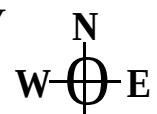
Figure 3

Not To Scale

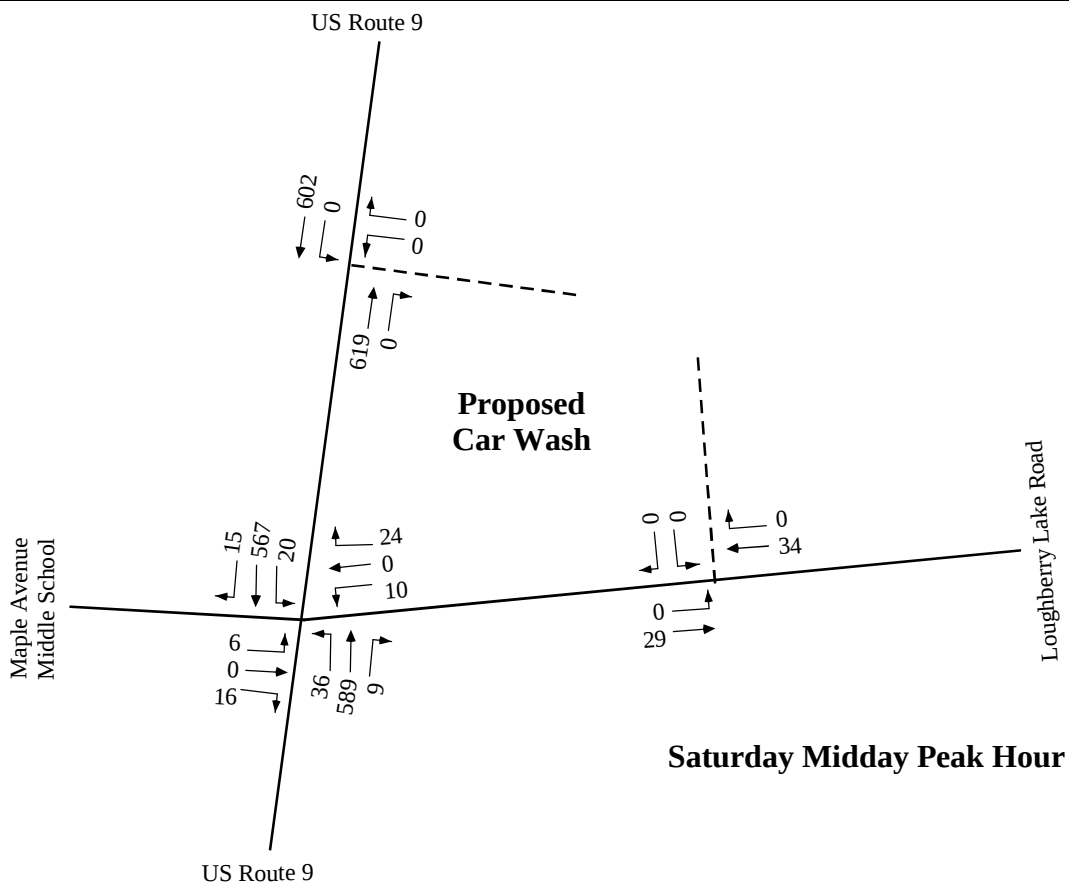
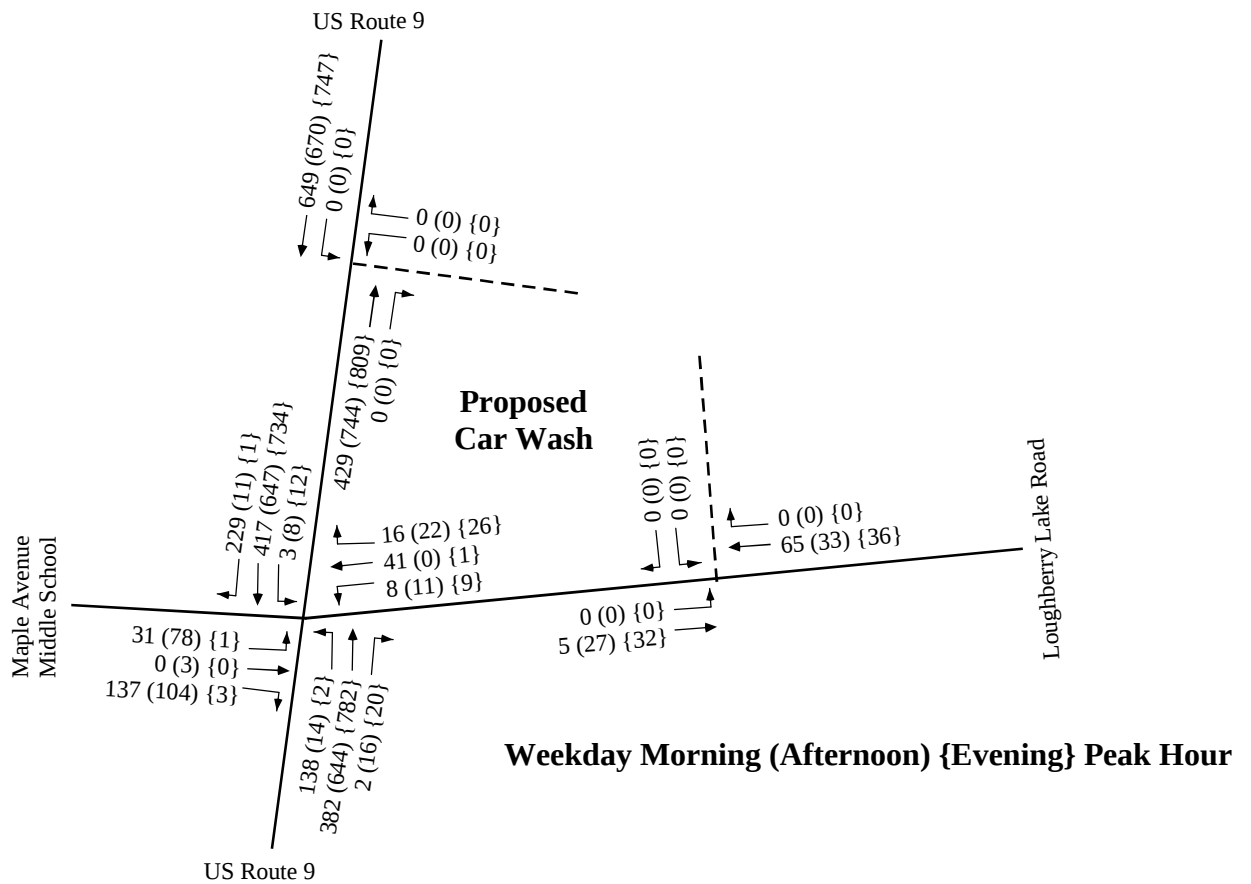


Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

Approved Development Trips - 612 & 631 Maple Avenue



GTS Consulting



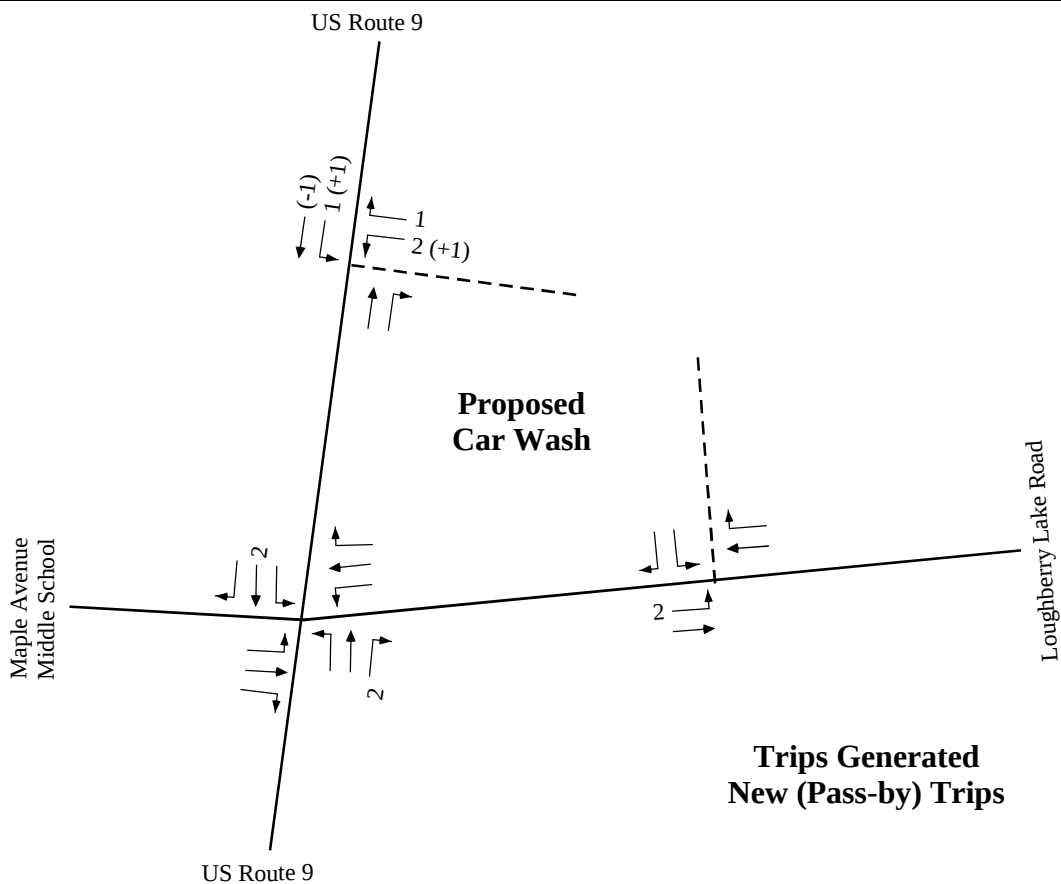
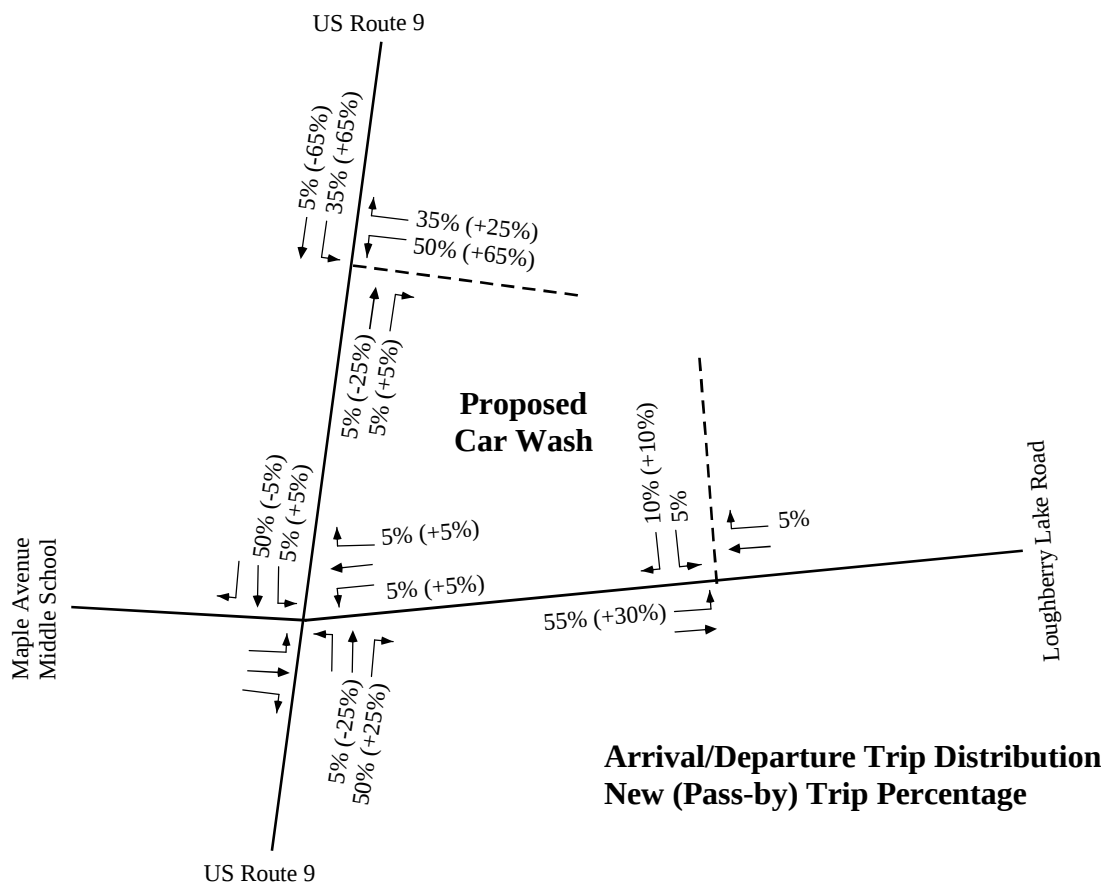
Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

2027 Background Traffic Volumes - With Growth & Approved Development



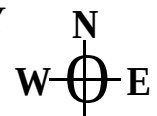
Figure 5

Not To Scale



Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

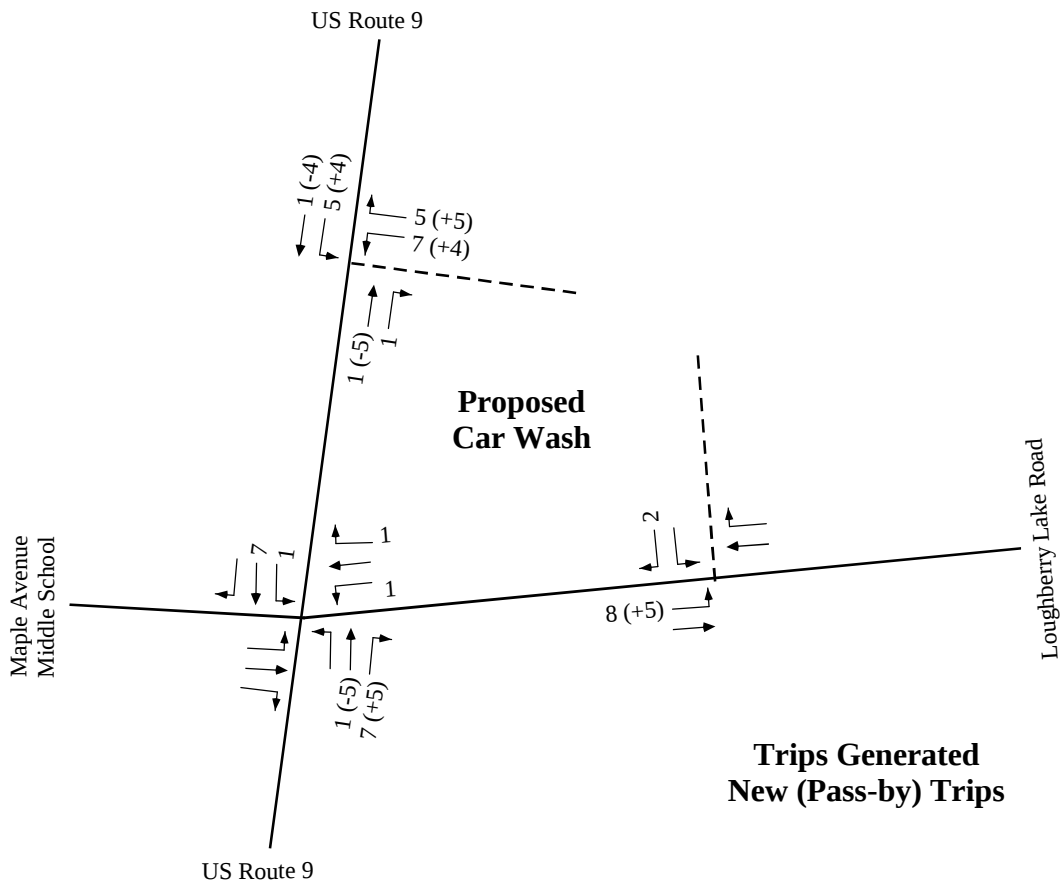
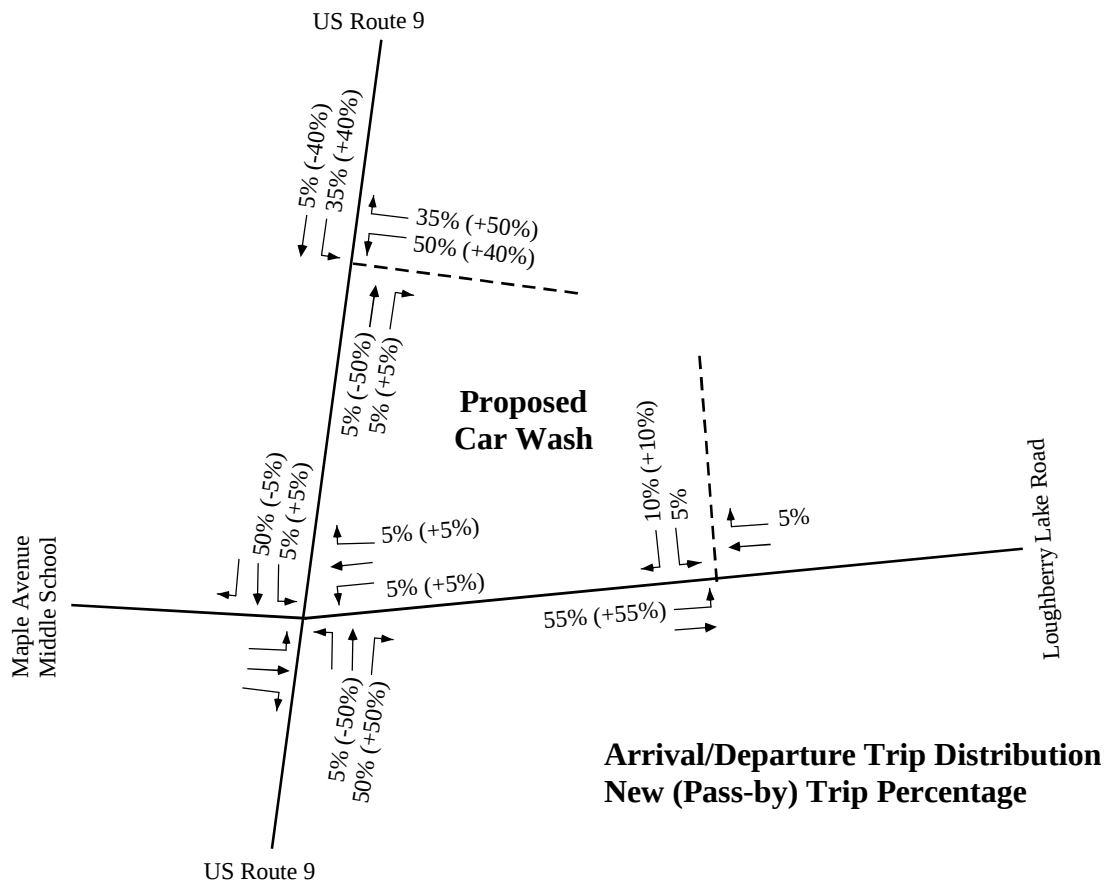
Arrival/Departure Trip Distribution & Trips Generated
Weekday Morning Peak Hour



GTS Consulting

Figure 6

Not To Scale



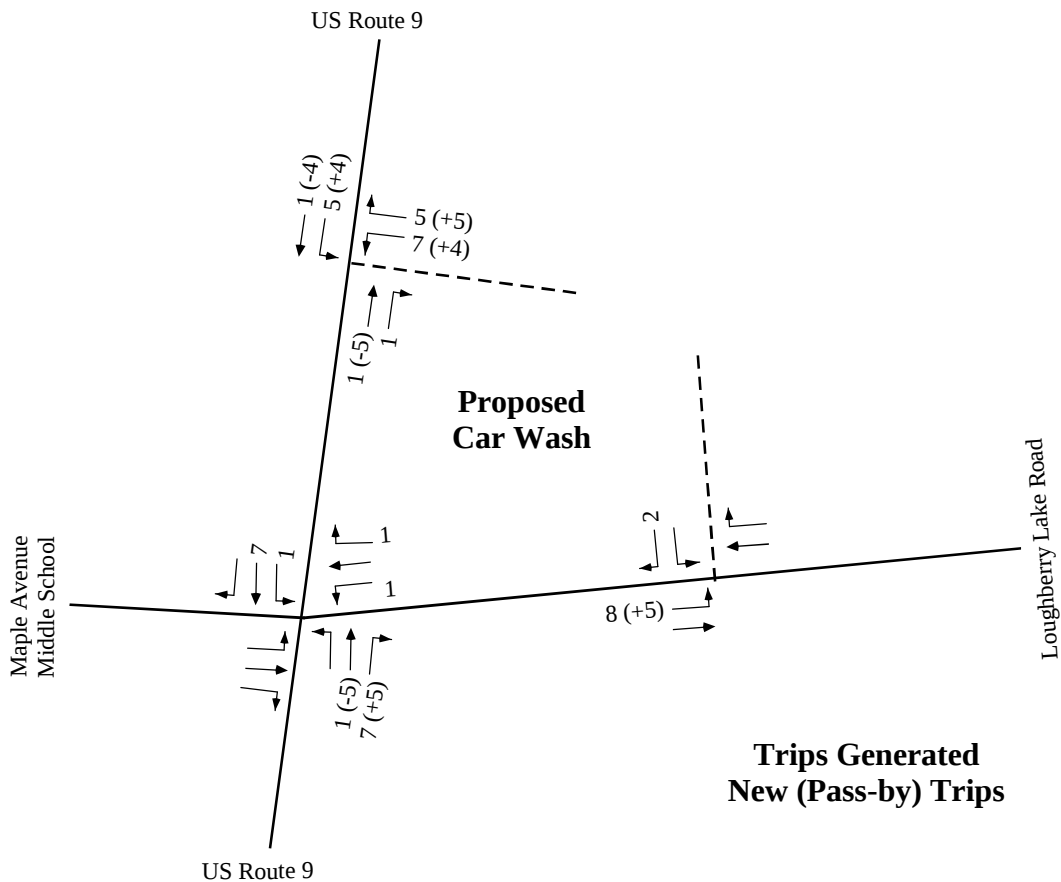
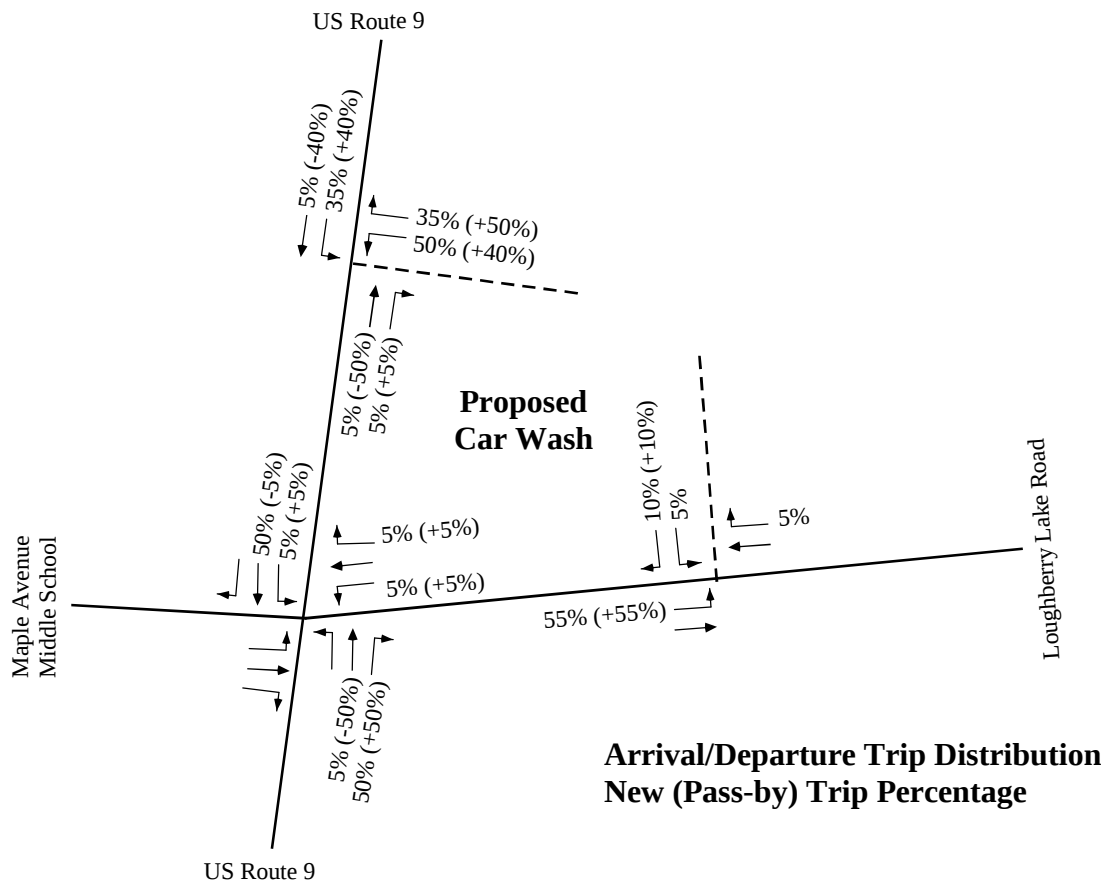
Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

Arrival/Departure Trip Distribution & Trips Generated
Weekday Afternoon Peak Hour



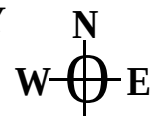
Figure 7

Not To Scale



Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

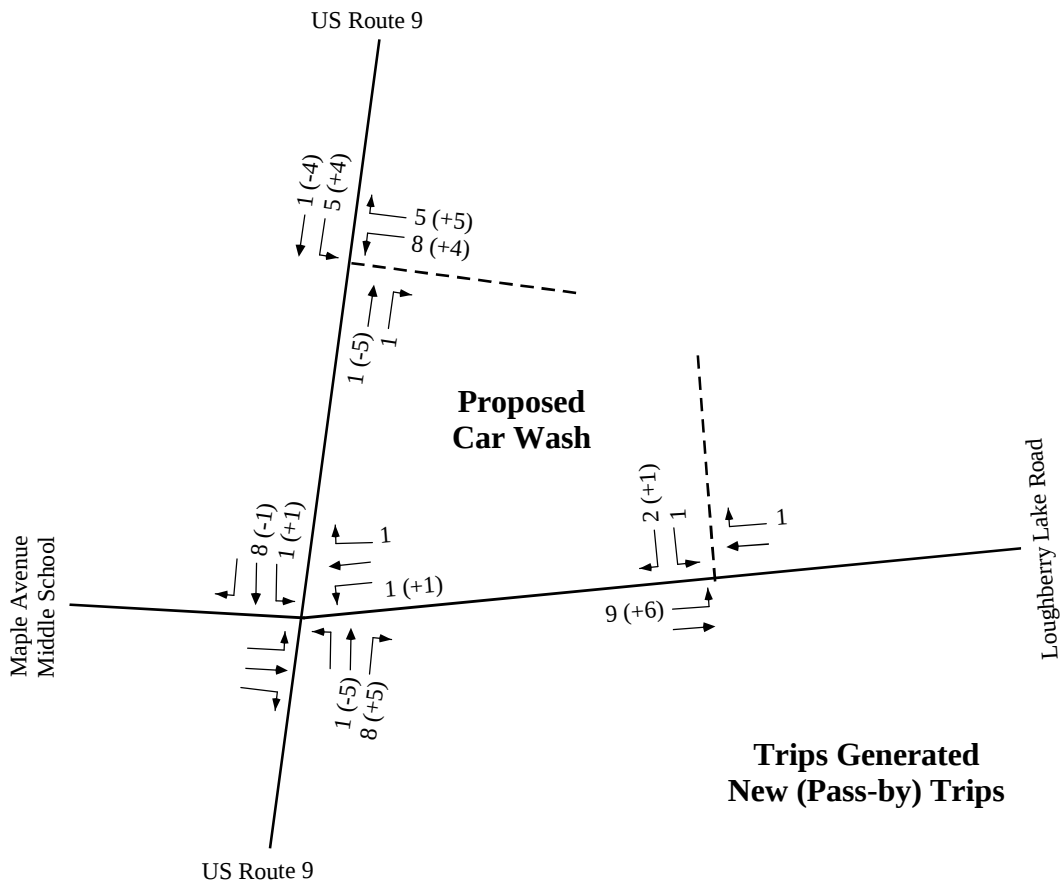
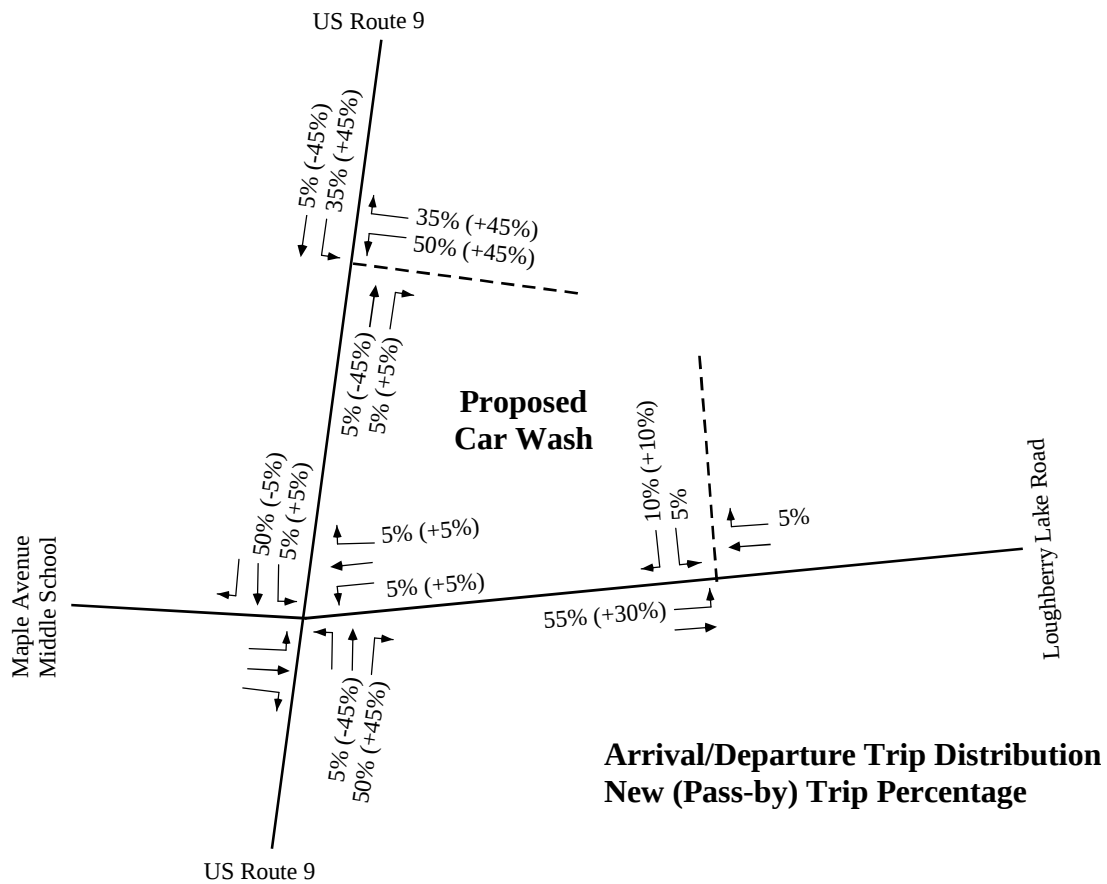
Arrival/Departure Trip Distribution & Trips Generated
Weekday Evening Peak Hour



GTS Consulting

Figure 8

Not To Scale



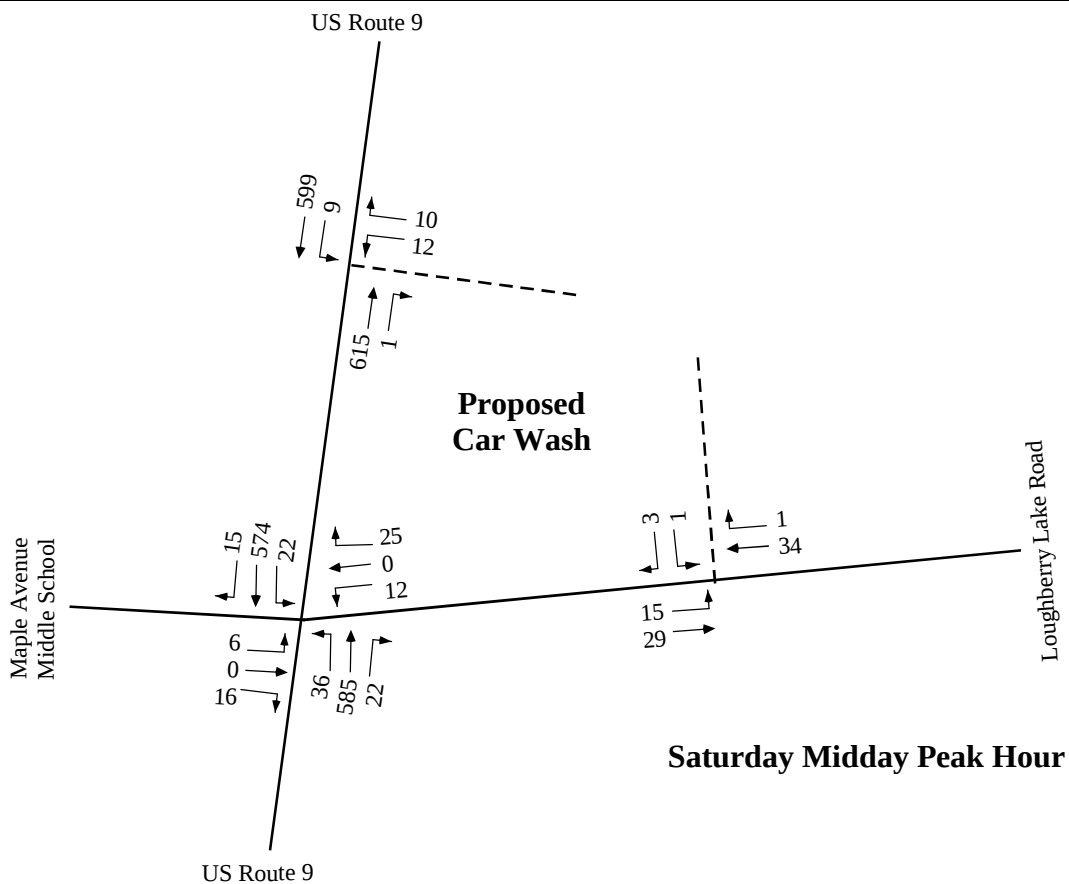
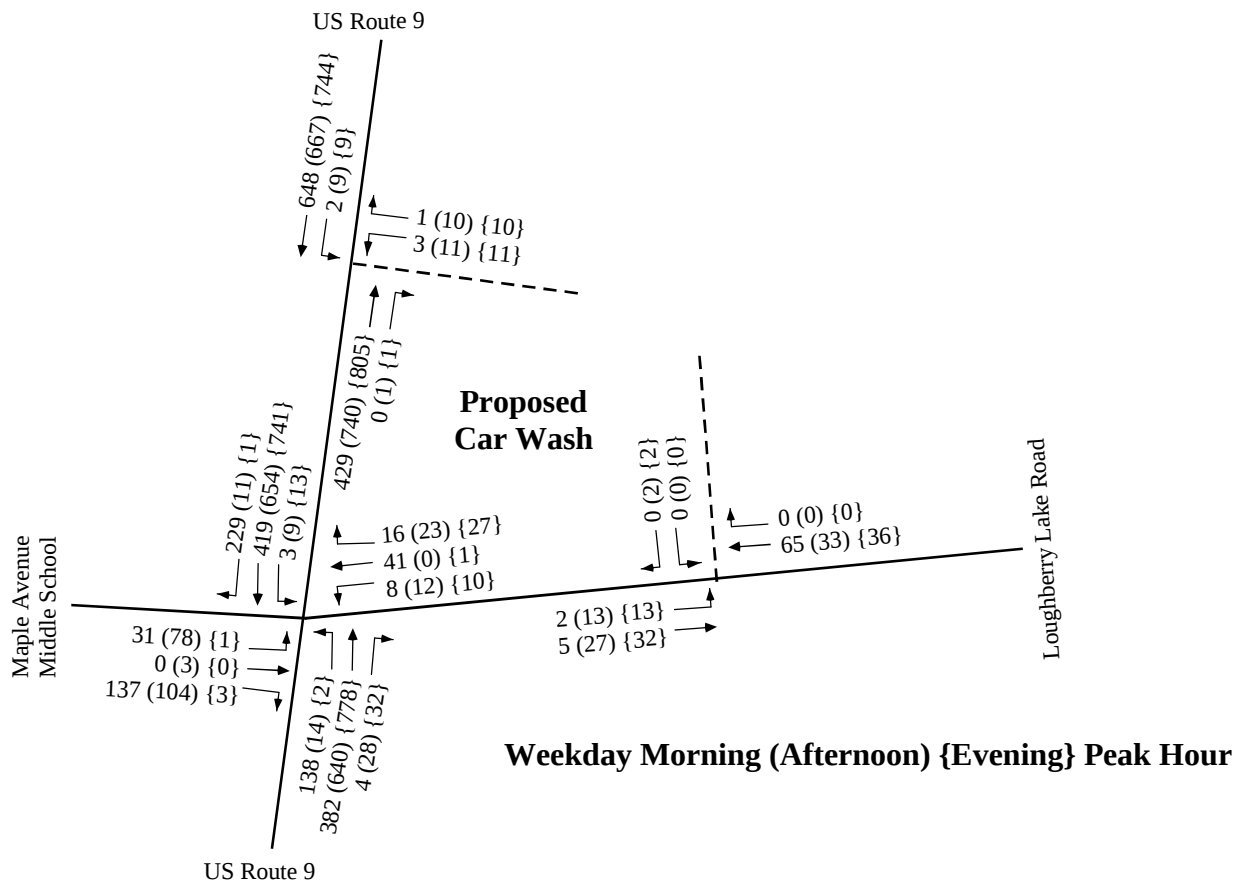
Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

Arrival/Departure Trip Distribution & Trips Generated
Saturday Midday Peak Hour



Figure 9

Not To Scale



Proposed Car Wash - US Route 9 @ Loughberry Road, Town of Wilton, NY

2027 Build Traffic Volumes



Figure 10

Not To Scale

Intersection Gap Study

Project: Proposed Car Wash - US Route 9 @ Loughberry Lake Road - Town of Wilton, NY
 Date: 6/11/2026 & 6/13/2026



Intersection: Site Access @ US Route 9
 Movement: Right Turns Exiting / Left Turns Entering

Time Interval		6-10 sec x 1	11-14 sec x 2	15-18 sec x 3	19-20 sec x 4	21-24 sec x 5	25-26 sec x 6	>27 x 7	Interval Total	
Morning Peak Hour - 6/11/2026										
7:15 - 8:15am	# of Gaps	34	14	10	2	11	6	62		
	# of Vehicles	34	28	30	8	55	36	434	625	
Midday Peak Hour - 6/11/2026										
2:30-3:30pm	# of Gaps	98	37	19	5	12	5	18		
	# of Vehicles	98	74	57	20	60	30	126	465	
Evening Peak Hour - 6/11/2026										
4:15-5:15pm	# of Gaps	70	31	17	3	15	3	16		
	# of Vehicles	70	62	51	12	75	18	112	400	
Saturday Peak Hour - 6/13/2026										
12:00-1:00pm	# of Gaps	50	36	37	5	9	0	28		
	# of Vehicles	50	72	111	20	45	0	196	494	

Intersection Gap Study

Project: Proposed Car Wash - US Route 9 @ Loughberry Lake Road - Town of Wilton, NY
 Date: 6/11/2026 & 6/13/2026



Intersection: Site Access @ US Route 9
 Movement: Left Turns Exiting

Time Interval		6-10 sec x 1	11-14 sec x 2	15-18 sec x 3	19-20 sec x 4	21-24 sec x 5	25-26 sec x 6	>27 x 7	Interval Total	
Morning Peak Hour - 6/11/2026										
7:15 - 8:15am	# of Gaps	74	34	15	2	11	6	18		
	# of Vehicles	74	68	45	8	55	36	126	412	
Midday Peak Hour - 6/11/2026										
2:30-3:30pm	# of Gaps	82	29	15	3	5	2	4		
	# of Vehicles	82	58	45	12	25	12	28	262	
Evening Peak Hour - 6/11/2026										
4:15-5:15pm	# of Gaps	75	33	11	5	5	1	2		
	# of Vehicles	75	66	33	20	25	6	14	239	
Saturday Peak Hour - 6/13/2026										
12:00-1:00pm	# of Gaps	78	33	14	3	7	0	5		
	# of Vehicles	78	66	42	12	35	0	35	268	

Intersection Gap Study

Project: Proposed Car Wash - US Route 9 @ Loughberry Lake Road - Town of Wilton, NY
 Date: 6/11/2026 & 6/13/2026



Intersection: Site Access @ Loughberry Lake Road
 Movement: Right Turns Exiting / Left Turns Entering

Time Interval		6-10 sec x 1	11-14 sec x 2	15-18 sec x 3	19-20 sec x 4	21-24 sec x 5	25-26 sec x 6	>27 x 7	Interval Total	
Morning Peak Hour - 6/11/2026										
7:15 - 8:15am	# of Gaps	5	3	4	0	1	1	84		
	# of Vehicles	5	6	12	0	5	6	588	622	
Midday Peak Hour - 6/11/2026										
2:30-3:30pm	# of Gaps	0	2	1	1	0	0	98		
	# of Vehicles	0	4	3	4	0	0	686	697	
Evening Peak Hour - 6/11/2026										
4:15-5:15pm	# of Gaps	3	1	3	0	1	0	95		
	# of Vehicles	3	2	9	0	5	0	665	684	
Saturday Peak Hour - 6/13/2026										
12:00-1:00pm	# of Gaps	0	3	0	0	1	1	97		
	# of Vehicles	0	6	0	0	5	6	679	696	

Intersection Gap Study

Project: Proposed Car Wash - US Route 9 @ Loughberry Lake Road - Town of Wilton, NY
 Date: 6/11/2026 & 6/13/2026



Intersection: Site Access @ Loughberry Lake Road
 Movement: Left Turns Exiting

Time Interval		6-10 sec x 1	11-14 sec x 2	15-18 sec x 3	19-20 sec x 4	21-24 sec x 5	25-26 sec x 6	>27 x 7	Interval Total	
Morning Peak Hour - 6/11/2026										
7:15 - 8:15am	# of Gaps	5	3	4	1	1	1	72		
	# of Vehicles	5	6	12	4	5	6	504	542	
Midday Peak Hour - 6/11/2026										
2:30-3:30pm	# of Gaps	2	5	1	3	3	1	62		
	# of Vehicles	2	10	3	12	15	6	434	482	
Evening Peak Hour - 6/11/2026										
4:15-5:15pm	# of Gaps	10	4	4	0	3	3	57		
	# of Vehicles	10	8	12	0	15	18	399	462	
Saturday Peak Hour - 6/13/2026										
12:00-1:00pm	# of Gaps	3	5	2	3	2	2	59		
	# of Vehicles	3	10	6	12	10	12	413	466	

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

NB		1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
Start Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999		
06/10/26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	16	83	250	93	21	9	0	0	0	0	0	0	0	0	0	472
13:00	1	12	103	223	94	17	4	0	0	0	0	0	0	0	0	0	454
14:00	0	20	115	237	106	10	0	0	0	0	0	0	0	0	0	0	488
15:00	0	34	161	253	125	21	3	0	0	0	0	0	0	0	0	0	597
16:00	1	15	42	270	216	61	7	2	0	0	0	0	0	0	0	0	614
17:00	1	12	22	179	206	76	13	0	0	0	0	0	0	0	0	0	509
18:00	0	4	60	158	117	52	12	1	0	0	0	0	0	0	0	0	404
19:00	1	33	64	74	139	81	20	0	0	0	0	0	0	0	0	0	412
20:00	0	11	15	41	106	102	26	4	0	0	0	0	0	0	0	0	305
21:00	0	1	3	17	71	51	10	0	0	0	0	0	0	0	0	0	156
22:00	0	1	0	4	33	35	14	3	0	0	0	0	0	0	0	0	90
23:00	0	0	3	3	17	21	8	1	0	0	0	0	0	0	0	0	53
Total	4	159	671	1709	1323	548	126	11	3	0	0	0	0	0	0	0	4554

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

NB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/11/26	0	0	0	2	8	9	7	1	1	1	0	0	0	0	0	29
	01:00	0	1	0	0	5	5	5	2	0	0	0	0	0	0	0	18
	02:00	0	0	0	1	1	6	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0	12
	05:00	0	1	2	5	7	10	5	3	0	0	0	0	0	0	0	33
	06:00	0	3	3	21	34	35	16	4	0	0	0	0	0	0	0	116
	07:00	0	22	62	73	37	10	2	0	0	0	0	0	0	0	0	206
	08:00	3	13	52	155	75	11	5	1	0	0	0	0	0	0	0	315
	09:00	0	13	88	156	73	16	3	1	0	0	0	0	0	0	0	350
	10:00	1	15	74	180	101	20	2	0	0	0	0	0	0	0	0	393
	11:00	1	13	90	195	109	12	1	1	0	0	0	0	0	0	0	422
	12 PM	0	16	71	233	113	23	5	0	0	0	0	0	0	0	0	461
	13:00	2	21	98	191	78	23	2	0	0	0	0	0	0	0	0	415
	14:00	0	23	146	238	83	11	1	0	0	0	0	0	0	0	0	502
	15:00	1	19	76	236	140	33	4	0	0	0	0	0	0	0	0	509
	16:00	2	10	66	274	169	51	8	2	0	0	0	0	0	0	0	582
	17:00	1	8	29	238	197	77	11	1	0	0	0	0	0	0	0	562
	18:00	0	7	13	56	153	124	23	6	0	0	0	0	0	0	0	382
	19:00	2	2	15	47	169	83	20	6	0	0	0	0	0	0	0	344
	20:00	1	6	6	39	105	84	26	2	0	0	0	0	0	0	0	269
	21:00	0	6	2	19	62	83	15	0	0	0	0	0	0	0	0	187
	22:00	0	0	2	13	30	44	24	4	0	0	0	0	0	0	0	117
	23:00	0	4	2	4	18	28	10	1	0	0	0	0	0	0	0	67
	Total	14	203	897	2377	1769	806	200	35	1	1	0	0	0	0	0	6303

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

NB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
06/12/26		0	0	0	4	10	16	4	3	1	0	0	0	0	0	0	38
01:00		0	0	0	1	6	7	3	1	0	0	0	0	0	0	0	18
02:00		0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	9
03:00		0	1	0	2	1	2	1	2	1	0	0	0	0	0	0	9
04:00		0	0	0	1	3	4	0	1	2	0	0	0	0	0	0	11
05:00		0	2	1	1	9	13	2	0	0	0	0	0	0	0	0	28
06:00		0	5	10	23	26	28	16	2	0	0	0	0	0	0	0	110
07:00		0	13	43	62	31	7	0	0	0	0	0	0	0	0	0	156
08:00		0	13	65	158	66	14	1	0	0	0	0	0	0	0	0	317
09:00		4	12	92	133	63	12	1	0	0	0	0	0	0	0	2	319
10:00		2	12	85	215	56	16	0	0	0	0	0	0	0	0	0	386
11:00		4	17	87	168	95	37	4	1	0	0	0	0	0	0	0	413
12 PM		0	16	101	225	104	21	3	0	0	0	0	0	0	0	1	471
13:00		0	21	103	146	103	28	4	0	0	0	0	0	0	0	0	405
14:00		2	26	140	261	74	18	2	0	0	0	0	0	0	0	0	523
15:00		1	7	64	209	167	46	7	0	0	0	1	0	0	0	0	502
16:00		2	11	36	225	190	71	11	0	0	0	0	0	0	0	0	546
17:00		2	8	34	153	178	69	13	1	0	0	0	0	0	0	0	458
18:00		1	6	21	73	173	99	30	1	0	0	0	0	0	0	0	404
19:00		1	4	6	39	114	105	30	1	0	0	0	0	0	0	0	300
20:00		0	8	5	45	124	115	21	1	0	0	0	0	0	0	0	319
21:00		0	3	2	6	77	67	13	2	0	0	0	0	0	0	0	170
22:00		0	0	1	16	51	50	27	3	1	0	0	0	0	0	0	149
23:00		0	0	3	19	77	59	9	1	0	0	0	0	0	0	0	168
Total		19	185	899	2186	1800	907	204	20	5	0	1	0	0	0	3	6229

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

NB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/13/26	0	0	1	5	16	25	10	1	1	0	0	1	0	0	0	60
	01:00	0	1	0	3	9	12	12	1	1	0	0	0	0	0	0	39
	02:00	0	0	0	2	5	9	5	3	0	0	0	0	0	0	0	24
	03:00	0	0	0	2	6	4	0	2	2	0	0	1	0	0	0	17
	04:00	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	2	9	2	1	0	0	0	0	0	0	0	15
	06:00	0	0	2	2	11	15	8	2	0	0	0	0	0	0	0	40
	07:00	0	3	3	9	21	45	22	2	0	0	0	0	0	0	0	105
	08:00	1	2	6	12	45	73	27	3	0	0	0	0	0	0	0	169
	09:00	0	4	13	36	89	101	17	5	0	0	0	0	0	0	0	265
	10:00	0	7	26	102	148	76	12	1	0	0	0	0	0	0	0	372
	11:00	0	8	21	65	149	80	24	2	0	0	0	0	0	0	0	349
	12 PM	1	12	35	131	209	86	15	0	0	0	0	0	0	0	0	489
	13:00	0	8	24	118	190	121	28	1	0	0	0	0	0	0	0	490
	14:00	1	13	22	74	178	110	20	3	0	0	0	0	0	0	0	421
	15:00	0	7	18	47	132	116	28	2	0	0	0	0	0	0	0	350
	16:00	0	9	16	70	144	102	25	1	2	0	0	0	0	0	0	369
	17:00	0	10	10	53	124	100	23	6	0	0	0	0	0	0	0	326
	18:00	0	8	17	64	158	111	16	2	1	0	0	0	0	0	0	377
	19:00	0	4	12	41	92	116	31	10	0	0	0	0	0	0	0	306
	20:00	0	6	11	24	94	98	13	2	0	0	0	0	0	0	0	248
	21:00	0	5	1	12	79	80	21	1	0	1	0	0	0	0	0	200
	22:00	0	1	3	7	31	68	10	4	0	0	0	0	0	0	0	124
	23:00	0	0	0	9	33	47	12	3	0	0	0	0	0	0	0	104
	Total	3	108	241	889	1967	1607	382	59	7	1	0	2	0	0	0	5266

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

NB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	66 70	71 75	76 80	81 85	86 9999	Total
	06/14/26	0	0	1	2	16	26	13	4	0	0	0	0	0	0	62
	01:00	0	0	1	2	8	22	10	2	0	0	0	0	0	0	45
	02:00	0	0	0	3	6	15	4	1	1	0	0	0	0	0	31
	03:00	0	0	0	1	3	9	7	0	0	0	0	0	0	0	20
	04:00	0	0	1	1	1	6	6	2	1	0	0	1	0	0	20
	05:00	0	1	0	1	9	5	5	1	1	0	0	0	0	0	24
	06:00	0	0	3	3	6	13	7	1	1	0	0	0	0	0	34
	07:00	0	3	4	9	17	26	13	7	0	0	0	0	0	0	79
	08:00	1	4	7	9	45	51	22	2	1	0	0	0	0	0	142
	09:00	2	2	3	20	93	111	25	4	0	0	0	0	0	0	260
	10:00	0	4	10	29	125	93	26	3	0	0	0	0	0	0	290
	11:00	2	5	6	33	148	137	26	1	0	0	0	0	0	0	358
	12 PM	0	6	15	45	155	138	25	4	1	0	0	0	0	1	390
	13:00	0	12	4	39	127	142	34	0	0	0	0	0	0	0	358
	14:00	0	5	7	25	124	157	29	6	0	0	0	0	0	0	353
	15:00	0	2	10	39	120	132	37	3	1	0	0	0	0	0	344
	16:00	0	6	11	14	141	128	36	3	1	0	0	0	0	0	340
	17:00	1	7	9	38	136	126	34	1	1	0	0	0	0	0	353
	18:00	1	5	3	26	96	106	33	3	1	0	0	0	0	0	274
	19:00	0	1	6	14	66	71	20	6	0	0	0	0	0	0	184
	20:00	0	5	5	17	65	66	22	3	0	0	0	0	0	0	183
	21:00	0	1	1	2	28	44	17	9	1	0	0	0	0	0	103
	22:00	0	1	0	2	25	26	8	1	2	0	0	0	0	0	65
	23:00	0	0	2	3	14	19	5	1	0	0	0	0	0	0	44
	Total	7	70	110	377	1574	1669	464	68	13	2	0	1	0	1	4356

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

NB

ID	Start Time	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
		20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	
	06/15/26	0	0	1	4	9	11	1	1	0	0	2	0	0	0	0	27
	01:00	0	0	0	1	3	1	1	0	0	0	2	0	0	0	0	8
	02:00	0	0	0	1	2	3	3	0	0	1	0	0	0	0	0	10
	03:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	04:00	0	1	1	0	2	2	4	1	0	0	0	0	0	0	0	11
	05:00	0	1	1	5	18	12	1	2	1	0	0	0	0	0	0	41
	06:00	0	1	9	16	44	16	18	5	1	1	0	0	0	0	0	111
	07:00	2	12	43	59	28	9	2	0	0	0	0	0	0	0	0	155
	08:00	1	17	59	107	91	24	5	0	0	0	0	0	0	0	0	304
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	3	32	114	194	199	80	35	9	2	2	2	0	0	0	0	672
	Grand Total	50	757	2932	7732	8632	5617	1411	202	31	6	3	2	1	0	4	27380

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

SB		1	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	80	81	85	86	9999	Total	
Start Time		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06/10/26		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM		4	25	17	55	171	128	171	146	128	64	12	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	
13:00		9	45	128	128	146	128	146	134	64	60	12	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405
14:00		20	59	160	160	134	160	134	60	60	60	12	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	446
15:00		17	39	124	168	168	124	168	68	68	101	14	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	432
16:00		7	19	95	162	162	95	162	101	101	118	39	39	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	428
17:00		2	17	76	163	163	76	163	118	118	118	35	35	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	420
18:00		15	84	108	63	73	108	73	67	63	67	44	44	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	396
19:00		2	5	21	41	41	21	41	24	41	58	36	36	12	12	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	186
20:00		0	3	6	24	24	6	24	58	58	42	42	42	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
21:00		1	3	0	7	7	0	7	36	36	26	26	26	4	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	80
22:00		1	1	2	7	7	2	7	16	16	12	12	12	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
23:00		0	0	1	1	1	1	1	8	8	17	17	17	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Total		78	300	849	1097	1097	849	1097	714	714	306	306	306	63	63	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3415

Tri-State Traffic Data, Inc.
610-466-1469
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Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

SB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/11/26	0	0	0	1	3	5	0	1	0	0	0	0	0	0	0	10
	01:00	0	0	2	0	3	5	1	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	0	1	2	5	0	0	0	1	0	0	0	0	9
	03:00	0	0	0	2	5	3	1	1	1	0	0	0	0	0	0	13
	04:00	0	0	0	0	8	16	14	1	1	0	0	0	0	0	0	40
	05:00	0	1	6	5	28	38	17	5	0	0	0	1	0	0	0	101
	06:00	0	3	14	20	76	97	32	0	0	0	0	0	0	0	0	242
	07:00	69	68	108	113	43	8	2	0	0	0	0	0	0	0	0	411
	08:00	3	13	118	232	80	13	6	0	0	0	0	0	0	0	0	465
	09:00	3	21	157	204	71	16	1	0	0	0	0	0	0	0	0	473
	10:00	6	31	158	162	71	11	3	0	0	0	0	0	0	0	0	442
	11:00	4	30	162	197	59	14	3	0	0	0	0	0	0	0	0	469
	12 PM	4	21	130	157	59	9	2	0	0	0	0	0	0	0	0	382
	13:00	6	38	140	147	50	18	2	1	0	0	0	0	0	0	0	402
	14:00	10	46	162	187	50	11	1	1	0	0	0	0	0	0	0	468
	15:00	11	23	104	183	84	26	11	0	0	0	0	0	0	0	0	442
	16:00	6	20	65	193	125	33	7	1	0	0	0	0	0	0	0	450
	17:00	3	10	58	129	131	49	11	1	1	0	0	0	0	0	0	393
	18:00	4	7	21	45	125	96	24	3	0	0	0	0	0	0	0	325
	19:00	2	9	10	25	98	81	12	5	1	0	0	0	0	0	0	243
	20:00	2	4	4	23	75	55	9	1	0	0	0	0	0	0	0	173
	21:00	0	4	4	11	50	41	11	1	0	0	0	0	0	0	0	122
	22:00	0	0	4	4	15	8	8	1	1	0	0	0	0	0	0	41
	23:00	0	1	3	2	8	6	2	2	0	0	0	0	0	0	0	24
	Total	133	350	1430	2042	1318	661	185	25	5	0	1	1	0	0	0	6151

Tri-State Traffic Data, Inc.
610-466-1469
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Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

SB	Start Time	1	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	80	81	85	86	9999	Total
	06/12/26	0	0	0	0	1	1	3	2	1	1	4	4	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	01:00	0	0	0	0	0	0	2	1	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	0	1	1	1	1	3	3	2	2	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	0	0	0	2	2	2	2	6	6	3	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	04:00	0	0	0	0	3	3	2	2	11	11	19	19	8	8	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	45
	05:00	0	1	1	1	3	3	1	1	24	24	44	44	14	14	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	90
	06:00	1	1	11	11	24	24	28	28	68	68	79	79	28	28	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242
	07:00	61	61	60	60	69	69	74	74	31	31	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
	08:00	7	7	30	30	155	155	167	167	54	54	33	33	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	449
	09:00	20	20	43	43	142	142	175	175	63	63	9	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	454
	10:00	10	10	28	28	151	151	165	165	48	48	12	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415
	11:00	9	9	22	22	163	163	135	135	53	53	28	28	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	416
	12 PM	14	14	35	35	120	120	166	166	72	72	22	22	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	431
	13:00	17	17	51	51	136	136	149	149	53	53	14	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	422
	14:00	15	15	49	49	114	114	138	138	38	38	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	362
	15:00	11	11	24	24	112	112	153	153	77	77	25	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403
	16:00	0	0	14	14	59	59	206	206	107	107	33	33	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	421
	17:00	1	1	12	12	64	64	125	125	136	136	52	52	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	394
	18:00	7	7	13	13	15	15	37	37	144	144	90	90	21	21	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	331
	19:00	1	1	6	6	8	8	22	22	94	94	87	87	24	24	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247
	20:00	2	2	11	11	10	10	32	32	90	90	63	63	19	19	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	232
	21:00	0	0	4	4	1	1	20	20	50	50	43	43	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136
	22:00	0	0	1	1	0	0	7	7	24	24	23	23	10	10	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	68
	23:00	0	0	0	0	1	1	3	3	14	14	15	15	13	13	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	50
	Total	176	176	415	415	1352	1352	1813	1813	1259	1259	717	717	185	185	27	27	8	8	1	1	0	0	0	0	0	0	0	0	0	0	5953

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

SB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
06/13/26		0	0	1	4	11	9	5	3	0	0	0	0	0	0	1	34
01:00		0	0	0	2	6	9	6	3	0	0	0	0	0	0	0	26
02:00		0	1	0	1	2	6	2	0	0	0	0	0	0	0	0	12
03:00		0	0	0	5	1	6	1	2	0	0	0	0	0	0	0	15
04:00		0	1	1	0	6	11	6	2	1	0	0	0	0	0	0	28
05:00		0	0	0	0	8	24	13	4	2	0	0	0	0	0	0	51
06:00		1	1	0	8	15	45	22	10	2	0	0	0	0	0	0	104
07:00		1	1	4	15	42	64	39	9	1	0	0	0	0	0	0	176
08:00		0	1	8	33	104	112	27	3	0	0	0	0	0	0	0	288
09:00		3	4	15	58	157	108	24	2	0	0	0	0	0	0	0	371
10:00		4	25	58	105	192	110	14	1	0	0	0	0	0	0	0	509
11:00		3	10	25	115	191	101	14	1	0	0	0	0	0	0	0	460
12 PM		4	27	49	115	180	75	19	1	1	0	0	0	0	0	0	471
13:00		0	11	33	81	147	88	14	3	0	0	0	0	0	0	0	377
14:00		7	22	20	85	128	99	13	1	0	0	0	0	0	0	0	375
15:00		0	26	46	91	140	80	20	0	0	0	0	0	0	0	0	403
16:00		1	13	26	57	146	113	19	1	0	0	0	0	0	0	0	376
17:00		3	13	13	27	114	111	35	3	0	0	0	0	0	0	0	319
18:00		2	9	18	28	125	105	34	1	0	0	0	0	0	0	0	322
19:00		1	2	7	27	103	95	24	1	0	1	0	0	0	0	0	261
20:00		1	4	11	53	103	66	9	2	0	0	0	0	0	0	0	249
21:00		1	0	4	16	48	63	7	0	0	0	0	0	0	0	0	139
22:00		0	1	4	6	17	25	10	0	0	0	1	0	0	0	0	64
23:00		0	0	0	2	15	22	5	1	0	0	0	0	0	0	0	45
Total		32	172	343	934	2001	1547	382	54	7	1	1	0	0	0	1	5475

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

SB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/14/26	0	0	2	0	11	10	6	0	0	0	0	0	0	0	0	29
	01:00	0	0	1	0	8	11	3	0	0	0	0	0	0	0	0	24
	02:00	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	8
	03:00	0	0	0	1	6	5	6	0	1	0	0	0	0	0	0	19
	04:00	0	0	0	1	7	12	7	2	1	0	0	1	0	0	0	31
	05:00	0	0	0	1	8	18	14	3	0	0	0	0	0	0	0	44
	06:00	0	0	0	2	26	28	8	2	1	0	0	0	0	0	0	67
	07:00	3	0	2	20	46	69	16	2	0	0	0	0	0	0	0	158
	08:00	1	3	14	20	83	65	22	2	1	0	0	0	0	0	0	211
	09:00	1	2	2	55	146	107	18	2	0	0	0	0	0	0	0	333
	10:00	1	5	14	47	157	121	21	0	0	0	0	0	0	0	0	366
	11:00	4	7	11	63	198	101	15	2	0	0	0	0	0	0	0	401
	12 PM	9	9	13	45	162	99	19	1	0	0	0	0	0	0	0	357
	13:00	4	12	11	35	144	95	12	2	0	0	0	0	0	0	0	315
	14:00	2	9	9	47	147	103	23	0	0	0	0	0	0	0	0	340
	15:00	3	5	11	72	173	95	17	3	1	0	0	0	0	0	0	380
	16:00	3	7	16	48	122	119	20	2	0	0	0	0	0	0	0	337
	17:00	3	11	4	21	115	109	24	2	0	0	0	0	0	0	0	289
	18:00	2	6	9	17	85	84	22	2	0	0	0	0	0	0	0	227
	19:00	0	4	4	16	54	48	23	2	0	0	0	0	0	0	0	151
	20:00	1	2	3	17	38	36	7	0	0	0	0	0	0	0	0	104
	21:00	0	1	1	3	27	28	7	2	0	0	0	0	0	0	0	69
	22:00	0	1	1	4	7	15	3	3	0	0	0	0	0	0	0	34
	23:00	0	0	1	2	4	11	1	0	0	0	0	0	0	0	0	19
	Total	37	84	129	538	1775	1393	315	36	5	0	0	1	0	0	0	4313

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: US 9
Segment: 75' N/O Loughberry Lake Rd
Date: 06/10/2026

GPS: 43.109156, -73.771589

SB	Start Time	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	06/15/26	20	2	0	3	8	1	1	0	0	0	0	0	0	0	0	15
	01:00	0	1	2	0	4	1	1	1	0	0	0	0	0	0	0	10
	02:00	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	2	9	2	1	1	0	0	0	0	0	0	0	15
	04:00	0	0	0	1	10	19	14	4	1	0	0	0	0	0	0	49
	05:00	0	2	2	4	37	49	13	4	1	0	0	0	0	0	0	112
	06:00	1	6	27	30	91	73	18	1	1	0	0	0	0	0	0	248
	07:00	39	52	90	96	43	15	3	0	0	0	0	0	0	0	0	338
	08:00	0	13	124	199	83	19	3	0	0	0	0	0	0	0	0	441
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	40	76	245	336	286	182	57	11	3	0	0	0	0	0	0	1236
Grand Total		496	1397	4348	6760	7353	4806	1187	159	30	2	2	2	0	0	1	26543

Stats

15th Percentile : 27 MPH
50th Percentile : 35 MPH
85th Percentile : 42 MPH
95th Percentile : 45 MPH

Mean Speed(Average) : 35 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 14113
Percent in Pace : 53.2%
Number of Vehicles > 35 MPH : 13542
Percent of Vehicles > 35 MPH : 51.0%

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

EB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
06/10/26		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM		3	8	10	7	0	0	0	0	0	0	0	0	0	0	0	28
13:00		0	5	15	4	0	0	0	0	0	0	0	0	0	0	0	24
14:00		0	10	14	4	2	0	0	0	0	0	0	0	0	0	0	30
15:00		1	11	25	6	3	0	0	0	0	0	0	0	0	0	0	46
16:00		0	3	19	8	2	0	0	0	0	0	0	0	0	0	0	32
17:00		3	7	15	6	1	0	0	0	0	0	0	0	0	0	0	32
18:00		0	7	9	5	0	0	0	0	0	0	0	0	0	0	0	21
19:00		0	4	13	10	0	0	0	0	0	0	0	0	0	0	0	27
20:00		0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10
21:00		1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	10
22:00		0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total		8	63	132	53	9	0	0	0	0	0	0	0	0	0	0	265

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

EB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/11/26	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	1	7	3	2	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	0	3	9	4	0	0	0	0	0	0	0	0	0	0	0	16
	10:00	3	5	13	4	0	0	0	0	0	0	0	0	0	0	0	25
	11:00	0	6	10	11	0	0	0	0	0	0	0	0	0	0	0	27
	12 PM	2	12	13	3	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	3	11	9	5	0	0	0	0	0	0	0	0	0	0	0	28
	14:00	2	10	15	4	0	0	0	0	0	0	0	0	0	0	0	31
	15:00	3	11	16	9	1	0	0	0	0	0	0	0	0	0	0	40
	16:00	0	3	17	10	0	0	0	0	0	0	0	0	0	0	0	30
	17:00	11	7	5	5	0	0	0	0	0	0	0	0	0	0	0	28
	18:00	3	5	11	6	2	0	0	0	0	0	0	0	0	0	0	27
	19:00	0	6	9	3	1	0	0	0	0	0	0	0	0	0	0	19
	20:00	0	5	8	6	1	0	0	0	0	0	0	0	0	0	0	20
	21:00	0	4	5	2	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
	Total	28	102	154	81	5	0	0	0	0	0	0	0	0	0	0	370

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

EB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/12/26	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	2	2	8	2	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	0	4	9	5	1	0	0	0	0	0	0	0	0	0	0	19
	09:00	1	7	17	5	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	3	5	7	6	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	2	3	7	5	0	0	0	0	0	0	0	0	0	0	0	17
	12 PM	0	4	17	11	1	1	0	0	0	0	0	0	0	0	0	34
	13:00	0	7	18	10	1	0	0	0	0	0	0	0	0	0	0	36
	14:00	1	11	17	11	0	0	0	0	0	0	0	0	0	0	0	40
	15:00	4	5	15	4	2	0	0	0	0	0	0	0	0	0	0	30
	16:00	0	3	9	13	1	0	0	0	0	0	0	0	0	0	0	26
	17:00	0	3	13	14	3	0	0	0	0	0	0	0	0	0	0	33
	18:00	0	9	15	2	1	0	0	0	0	0	0	0	0	0	0	27
	19:00	1	4	7	2	0	1	0	0	0	0	0	0	0	0	0	15
	20:00	0	7	10	4	1	0	0	0	0	0	0	0	0	0	0	22
	21:00	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total	14	78	187	102	12	2	0	0	0	0	0	0	0	0	0	395

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

EB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/13/26	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	3	5	2	2	0	0	0	0	0	0	0	0	0	0	13
	09:00	1	2	7	4	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	1	2	8	5	0	0	0	0	0	0	0	0	0	0	0	16
	11:00	4	5	16	5	4	0	0	0	0	0	0	0	0	0	0	34
	12 PM	1	8	12	7	1	0	0	0	0	0	0	0	0	0	0	29
	13:00	1	8	7	7	1	0	0	0	0	0	0	0	0	0	0	24
	14:00	1	13	12	4	0	0	0	0	0	0	0	0	0	0	0	30
	15:00	1	6	8	9	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	1	5	10	10	2	0	0	0	0	0	0	0	0	0	0	28
	17:00	1	7	7	2	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	0	8	3	5	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	1	3	5	3	1	0	0	0	0	0	0	0	0	0	0	13
	20:00	3	2	7	2	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	0	4	5	2	1	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total	17	81	122	75	12	1	0	0	0	0	0	0	0	0	0	308

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

EB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/14/26	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
	08:00	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	0	6	4	3	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	1	3	10	4	0	0	0	0	0	0	0	0	0	0	0	18
	12 PM	2	4	18	9	1	0	0	0	0	0	0	0	0	0	0	34
	13:00	2	6	15	2	2	0	1	0	0	0	0	0	0	0	0	28
	14:00	2	2	13	4	2	0	0	0	0	0	0	0	0	0	0	23
	15:00	1	8	11	2	0	0	0	0	0	0	0	0	0	0	0	22
	16:00	2	5	10	5	1	0	0	0	0	0	0	0	0	0	0	23
	17:00	1	5	9	5	1	0	0	0	0	0	0	0	0	0	0	21
	18:00	0	3	10	5	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	2	0	8	1	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	0	2	7	5	1	0	0	0	0	0	0	0	0	0	0	15
	21:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	14	54	132	55	9	0	1	0	0	0	0	0	0	0	0	265

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

EB	Start Time	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	06/15/26	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	
	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	8
	08:00	0	5	8	6	1	0	0	0	0	0	0	0	0	0	0	20
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	0	8	16	13	3	0	0	0	0	0	0	0	0	0	0	40
Grand Total		81	386	743	379	50	3	1	0	0	0	0	0	0	0	0	1643

Stats

15th Percentile : 22 MPH
50th Percentile : 27 MPH
85th Percentile : 32 MPH
95th Percentile : 34 MPH

Mean Speed(Average) : 27 MPH
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 1129
Percent in Pace : 68.7%
Number of Vehicles > 30 MPH : 433
Percent of Vehicles > 30 MPH : 26.4%

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

WB		1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
Start Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999		
06/10/26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	4	13	14	0	0	0	0	0	0	0	0	0	0	0	0	32
13:00	4	5	15	8	0	0	0	0	0	0	0	0	0	0	0	0	32
14:00	2	7	17	5	1	0	0	0	0	0	0	0	0	0	0	0	32
15:00	0	6	18	16	2	0	0	0	0	0	0	0	0	0	0	0	42
16:00	0	1	13	5	2	1	0	0	0	0	0	0	0	0	0	0	22
17:00	0	1	14	16	3	0	0	0	0	0	0	0	0	0	0	0	34
18:00	1	2	11	6	0	0	0	0	0	0	0	0	0	0	0	0	20
19:00	0	2	7	6	1	0	0	0	1	0	0	0	0	0	0	0	17
20:00	0	2	4	3	4	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	30	114	81	14	1	0	0	1	0	0	0	0	0	0	0	249

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

WB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/11/26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	7
	07:00	7	14	21	21	2	0	0	0	0	0	0	0	0	0	0	65
	08:00	0	3	12	15	4	0	0	0	0	0	0	0	0	0	0	34
	09:00	0	5	11	13	1	0	0	0	0	0	0	0	0	0	0	30
	10:00	0	4	12	8	1	0	0	0	0	0	0	0	0	0	0	25
	11:00	2	2	18	13	2	0	0	0	0	0	0	0	0	0	0	37
	12 PM	0	8	9	8	0	0	0	0	0	0	0	0	0	0	0	25
	13:00	4	6	7	7	1	0	0	0	0	0	0	0	0	0	0	25
	14:00	0	6	19	5	1	0	0	0	0	0	0	0	0	0	0	31
	15:00	0	5	13	5	2	0	0	0	0	0	0	0	0	0	0	25
	16:00	2	7	15	18	3	0	0	0	0	0	0	0	0	0	0	45
	17:00	2	8	10	6	1	0	0	0	0	0	0	0	0	0	0	27
	18:00	0	6	9	4	3	0	0	0	0	0	0	0	0	0	0	22
	19:00	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	0	3	10	4	1	0	0	0	0	0	0	0	0	0	0	18
	21:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	Total	18	83	179	142	25	0	0	0	0	0	0	0	0	0	0	447

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

WB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/12/26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	1	3	6	0	1	0	0	0	0	0	0	0	0	0	12
	07:00	0	8	31	16	4	1	0	0	0	0	0	0	0	0	0	60
	08:00	0	3	9	8	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	1	4	9	10	1	0	0	0	0	0	0	0	0	0	0	25
	10:00	1	3	16	7	0	0	0	0	0	0	0	0	0	0	0	27
	11:00	0	3	11	8	2	0	0	0	0	0	0	0	0	0	0	24
	12 PM	0	3	10	9	3	0	0	0	0	0	0	0	0	0	0	25
	13:00	0	7	10	8	4	1	0	0	0	0	0	0	0	0	0	30
	14:00	0	4	17	17	2	0	0	0	0	0	0	0	0	0	0	40
	15:00	3	0	12	9	2	0	0	0	0	0	0	0	0	0	0	26
	16:00	0	2	16	13	1	0	0	0	0	0	0	0	0	0	0	32
	17:00	0	3	9	15	4	0	0	0	0	0	0	0	0	0	0	31
	18:00	1	3	14	4	1	1	0	0	0	0	0	0	0	0	0	24
	19:00	1	3	6	5	2	0	0	0	0	0	0	0	0	0	0	17
	20:00	0	3	6	5	2	0	0	0	0	0	0	0	0	0	0	16
	21:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total	9	51	185	144	30	4	0	0	0	0	0	0	0	0	0	423

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

WB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/13/26	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	1	0	7	4	2	0	0	0	0	0	0	0	0	0	0	14
	09:00	0	1	10	10	3	0	0	0	0	0	0	0	0	0	0	24
	10:00	0	1	11	11	2	0	0	0	0	0	0	0	0	0	0	25
	11:00	1	2	19	5	1	0	0	0	0	0	0	0	0	0	0	28
	12 PM	0	3	12	11	5	0	0	0	0	0	0	0	0	0	0	31
	13:00	1	3	13	9	8	0	0	0	0	0	0	0	0	0	0	34
	14:00	1	6	12	7	3	0	0	0	0	0	0	0	0	0	0	29
	15:00	1	0	8	6	3	0	0	0	0	0	0	0	0	0	0	18
	16:00	0	4	14	10	5	0	0	0	0	0	0	0	0	0	0	33
	17:00	0	2	3	15	2	0	0	0	0	0	0	0	0	0	0	22
	18:00	1	2	12	4	0	0	0	0	0	0	0	0	0	0	0	19
	19:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	4	6	4	1	0	0	0	0	0	0	0	0	0	0	16
	21:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	7	35	136	105	38	0	0	0	0	0	0	0	0	0	0	321

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

WB	Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
	06/14/26	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	0	3	5	7	1	0	0	0	0	0	0	0	0	0	0	16
	09:00	1	4	3	5	2	0	0	0	0	0	0	0	0	0	0	15
	10:00	1	1	14	3	2	0	0	0	0	0	0	0	0	0	0	21
	11:00	0	3	12	10	0	0	0	0	0	0	0	0	0	0	0	25
	12 PM	1	4	7	10	2	1	0	0	0	0	0	0	0	0	0	25
	13:00	0	5	10	5	1	0	0	0	0	0	0	0	0	0	0	21
	14:00	0	1	10	10	0	0	0	0	0	0	0	0	0	0	0	21
	15:00	0	0	7	9	1	0	0	0	0	0	0	0	0	0	0	17
	16:00	0	3	10	10	1	0	0	0	0	0	0	0	0	0	0	24
	17:00	1	0	7	11	1	0	0	0	0	0	0	0	0	0	0	20
	18:00	0	7	4	3	1	0	0	0	0	0	0	0	0	0	0	15
	19:00	1	1	3	7	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	1	1	1	7	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	Total	7	35	103	105	12	1	0	0	0	0	0	0	0	0	0	263

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Location: Wilton, New York
Road Name: Loughberry Lake Rd
Segment: 250' E/O US 9
Date: 06/10/2026

GPS: 43.108940, -73.770548

WB	Start Time	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	06/15/26	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	
	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	8
	07:00	0	10	29	19	4	0	0	0	0	0	0	0	0	0	0	62
	08:00	2	4	4	14	2	0	0	0	0	0	0	0	0	0	0	26
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	2	15	41	36	9	0	0	0	0	0	0	0	0	0	0	103
Grand Total		51	249	758	613	128	6	0	1	0	0	0	0	0	0	0	1806
Stats																	
			15th Percentile :			24 MPH											
			50th Percentile :			28 MPH											
			85th Percentile :			33 MPH											
			95th Percentile :			36 MPH											
			Mean Speed(Average) :			29 MPH											
			10 MPH Pace Speed :			26-35 MPH											
			Number in Pace :			1371											
			Percent in Pace :			75.9%											
			Number of Vehicles > 30 MPH :			748											
			Percent of Vehicles > 30 MPH :			41.4%											

Background Traffic Growth Calculations

Proposed Car Wash US Route 9 @ Loughberry Lake Road - Town of Wilton, NY

NYSDOT Traffic Data Viewer Website

US Route 9 - Between Maple Avenue and Northern Pines Road

2025 12,839 veh	2022 10,507 veh	2019 12,279 veh	2016 12,709 veh
+7.4% per year	-4.8% per year	-1.1% per year	
+0.8% per year			
+0.1% per year			

Use +0.5% annual growth for traffic projections

**Proposed Car Wash - US Route 9 @ Loughberry Lake Road
Town of Wilton, NY**

Trip Generation Estimate

Proposed Development

2 Bay - Touch Free Car Wash

Local Data - Clean 2o Car Wash - 1731 Union Street - Schnectady, NY

Trip Generation Data - Average of 30 Highest Volume Days - 1731 Union Street - August 2025 to August 2026

Morning Peak Hour - 7-8 AM - Weekdays	3 cars washed	3 Entering	3 Exiting
Afternoon Peak Hour - 2-3pm - Weekdays	16 cars washed	16 Entering	16 Exiting
Evening Peak Hour - 4-5pm - Weekdays	16 cars washed	16 Entering	16 Exiting
Saturday Peak Hour - 12-1pm - Weekends	18 cars washed	18 Entering	18 Exiting

Pass-by Trip Percentage - No ITE Data Available - Assume 40% All Time Periods

Union Street - AADT = 8,892 vehicles per day - NYS Traffic Data Viewer - Between Brandywine Avenue and Balltown Road - 2024 Actual Count

Maple Avenue - AADT = 12,839 vehicles per day - NYS Traffic Data Viewer - Between Marion Avenue and Northern Pines Road - 2025 Actual Count

Maple Avenue AADT is 1.44 times higher than Union Street AADT, apply 1.44 factor to existing trip generation data

Trip Generation Estimate - Proposed Car Wash - US Route 9 @ Loughberry Lake Road

Development	Size	Morning Peak Hour			Afternoon Peak Hour			Evening Peak Hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Car Wash	2 Bays	8	4	4	46	23	23	46	23	23
<i>Pass-by Trips - 40%</i>		<u>-2</u>	<u>-1</u>	<u>-1</u>	<u>-18</u>	<u>-9</u>	<u>-9</u>	<u>-18</u>	<u>-9</u>	<u>-9</u>
Total New Trips Generated		6	3	3	28	14	14	28	14	14

Development	Size	Saturday Peak Hour		
		Total Trips	Entering	Exiting
Car Wash	2 Bays	52	26	26
<i>Pass-by Trips - 40%</i>		<u>-20</u>	<u>-10</u>	<u>-10</u>
Total New Trips Generated		32	16	16

Trip Generation Data - Existing Clean 2o Car Wash - 1731 Union Street - Schnectady, NY

TOP 30 DAYS			
	Bay 1	Bay 2	
12/6/2025	71	69	140
12/12/2025	68	69	137
12/16/2025	79	67	146
12/17/2025	67	67	134
12/18/2025	83	85	168
1/2/2026	74	77	151
1/3/2026	90	87	177
1/29/2026	76	81	157
1/31/2026	88	92	180
2/1/2026	79	84	163
2/2/2026	96	97	193
2/3/2026	85	87	172
2/4/2026	92	87	179
2/5/2026	97	89	186
2/6/2026	78	93	171
2/8/2026	69	75	144
2/9/2026	84	87	171
2/12/2026	91	92	183
2/13/2026	107	109	216
2/14/2026	97	111	208
2/15/2026	116	86	202
2/16/2026	99	50	149
2/19/2026	73	63	136
2/26/2026	66	107	173
2/27/2026	113	99	212
2/28/2026	118	110	228
3/1/2026	87	85	172
3/9/2026	89	89	178
5/16/2026	70	74	144
6/5/2026	72	69	141

Days over 200 cars washed
 School days in the top 30

Weekdays When Schools Were In Session						Weekends	
Cars Washed 7AM - 8AM	7AM - 8AM % of Day Total	Cars Washed 2PM - 3PM	2PM - 3PM % of Day Total	Cars Washed 4PM - 5PM	4PM - 5PM % of Day Total	Cars Washed 12PM - 1PM	12PM - 1PM % of Day Total
						19	14%
4	3%	13	9%	10	7%		
2	1%	13	9%	10	7%		
2	1%	8	6%	13	10%		
1	1%	18	11%	16	10%		
						19	11%
1	1%	20	13%	14	9%		
						18	10%
						17	10%
4	2%	19	10%	19	10%		
1	1%	19	11%	19	11%		
4	2%	14	8%	18	10%		
2	1%	19	10%	18	10%		
3	2%	18	11%	18	11%		
						19	13%
3	2%	18	11%	19	11%		
6	3%	18	10%	19	10%		
3	1%	20	9%	18	8%		
						18	9%
						20	10%
5	3%	13	8%	18	10%		
2	1%	18	8%	19	9%		
						19	8%
						17	10%
3	2%	15	8%	14	8%		
						13	9%
3	2%	14	10%	15	11%		
3	1.7%	16	9.5%	16	9.5%	18	10.4%

Friday - No School

Monday - No School
Thursday - No School

Average Peak Hour Traffic Generation

Proposed Car Wash - US Route 9 @ Loughberry Lake Road - Town of Wilton, NY
Crash History Summaries - May 2022 Through April 2025

Crash#	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
1	9/27/2022	RT 9 - 100' N of Loughberry	Rearend	2	PDO	NB / NB Slowing	Dry	Following Too Closely
2	5/21/2024	Loughberry @ Rt 9	Right Angle	2	PDO	WB / SB	Dry	Failure to Yield ROW
3	1/15/2025	Loughberry @ Rt 9	Rearend	2	PDO	SB / SB	Dry	Distracted Driver

Loughberry Lake @ Rt 9 - 2 Crashes
1 - Rearend Crash
1 - Right Angle Crash

Loughberry Lake @ Rt 9 Intersection - Evening Peak Hour - 40 Veh EW / 1164 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 444 Veh EW / 12933 Veh N/S

Intersection Accident Severity

Loughberry Lake @ Rt 9 - 2 Crashes
2 Total Crashes
0 Injury Crash / 0 Fatality Crashes
Not a Severe Accident Location

NYSDOT Saftey Performance Function = 1.08 Crashes/Year
NYSDOT Saftey Performance Function = 0.38 Crashes/Year
Calculated Rate = 0.66 Crashes/Year
Calculated Rate = 0.00 Crashes/Year

**Basic
LOSS**
2
2

Hourly Direction Report NYSDOT_SC 150014000000 Wednesday, August 6, 2025 to Thursday, August 7, 2025

Site Name 150014
Site ID 150014000000
Description MAPLE AVE US 9 from MARION AVE - END US 9/NY 50 OLAP to CR 34/NORTHERN PINES RD
Region 1
County Saratoga
DOTID 100514
County Order 9

Exclude data: None

Time	NB	SB	Total
00:00:00	40	17	58
01:00:00	16	10	26
02:00:00	16	8	24
03:00:00	16	14	30
04:00:00	36	64	99
05:00:00	62	120	182
06:00:00	192	276	468
07:00:00	288	393	681
08:00:00	414	496	911
09:00:00	454	512	966
10:00:00	486	469	954
11:00:00	520	466	986
12:00:00	556	500	1055
13:00:00	548	446	994
14:00:00	570	459	1028
15:00:00	674	490	1164
16:00:00	702	473	1176
17:00:00	641	412	1054
18:00:00	577	338	916
19:00:00	428	244	672
20:00:00	310	182	492
21:00:00	248	119	367
22:00:00	172	100	272
23:00:00	72	42	114
7am-7pm	6430	5456	11886
6am-10pm	7608	6277	13884
6am-12am	7852	6420	14272
12am-12am	8037	6653	14690
am Peak	11:00:00	9:00:00	11:00:00
Peak Volume	520	512	986
pm Peak	16:00:00	12:00:00	16:00:00
Peak Volume	702	500	1176

Hourly Direction Report NYSDOT_SC 150014000000 Saturday, August 9, 2025

Site Name 150014
Site ID 150014000000
Description MAPLE AVE US 9 from MARION AVE - END US 9/NY 50 OLAP to CR 34/NORTHERN PINES RD
Region 1
County Saratoga
DOTID 100514
County Order 9

Exclude data: None

Time	NB	SB	Total
00:00:00	73	37	110
01:00:00	45	23	68
02:00:00	28	14	42
03:00:00	17	16	33
04:00:00	17	51	68
05:00:00	19	72	91
06:00:00	34	118	152
07:00:00	129	176	305
08:00:00	161	277	438
09:00:00	307	432	739
10:00:00	373	434	807
11:00:00	410	480	890
12:00:00	383	428	811
13:00:00	442	355	797
14:00:00	400	330	730
15:00:00	388	312	700
16:00:00	383	345	728
17:00:00	419	293	712
18:00:00	404	315	719
19:00:00	386	258	644
20:00:00	316	228	544
21:00:00	213	167	380
22:00:00	210	140	350
23:00:00	153	94	247
7am-7pm	4199	4177	8376
6am-10pm	5148	4948	10096
6am-12am	5511	5182	10693
12am-12am	5710	5395	11105
am Peak	11:00:00	11:00:00	11:00:00
Peak Volume	410	480	890
pm Peak	13:00:00	12:00:00	12:00:00
Peak Volume	442	428	811

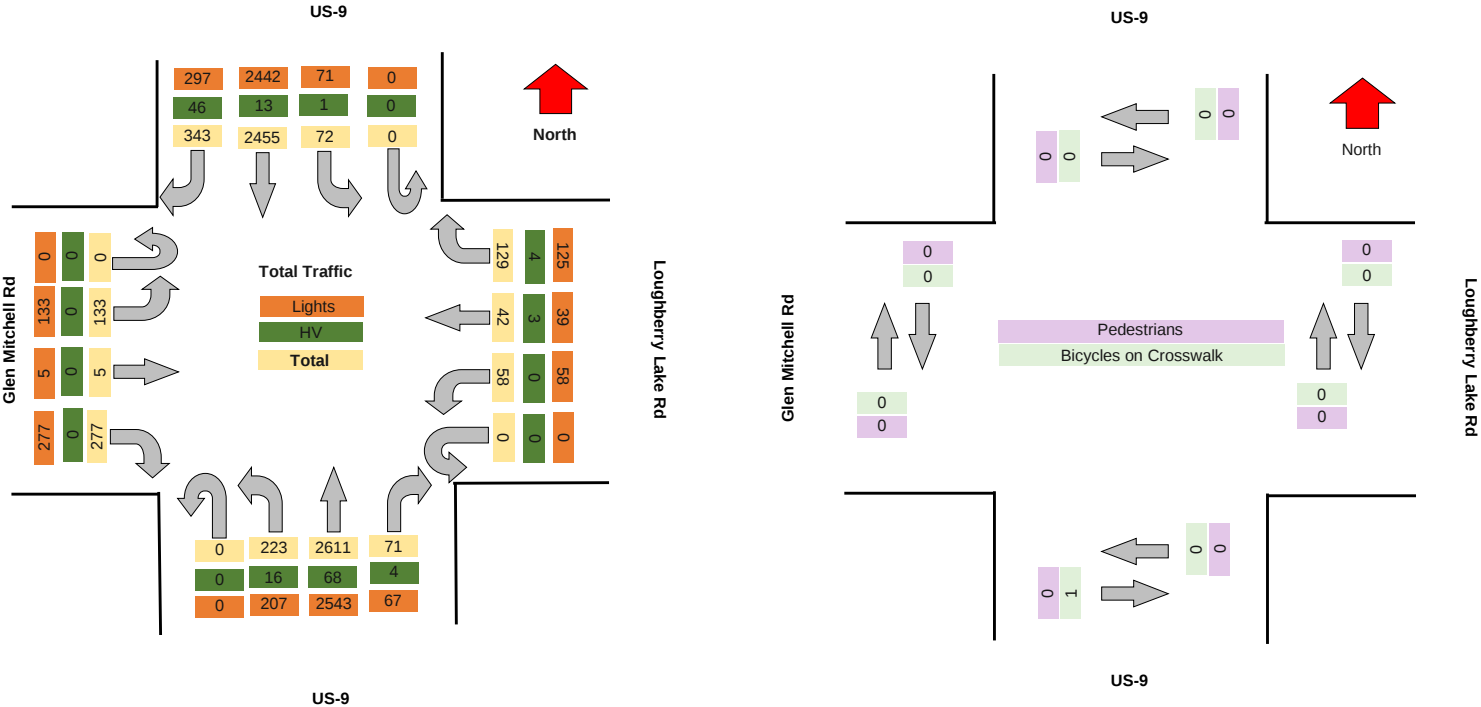
Project	GTS
Project Code	26-17134
Site Name	26-17134-1 - US 9 @ Maple
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2026/06/11, Thursday
Location	US 9 @ Maple Ave
Latitude and Longitude	43.108917, -73.77161

	Start	End	PHF
AM Peak	2026/06/11 07:15:00	2026/06/11 08:15:00	0.71
Mid Peak	2026/06/11 14:30:00	2026/06/11 15:30:00	0.85

Turning Movement Data

Leg	Glen Mitchell Rd							Loughberry Lake Rd							US-9							US-9							
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	0	0	2	0	2	0	0	2	0	3	0	5	0	0	12	47	0	0	59	0	0	2	80	17	0	99	0	0	165
7:15:00 AM	4	0	12	0	16	0	0	3	3	1	0	7	0	0	32	34	0	0	66	0	0	1	87	79	0	167	0	0	256
7:30:00 AM	6	0	79	0	85	0	0	1	25	8	0	34	0	0	78	53	0	0	131	0	0	0	46	123	0	169	0	0	419
7:45:00 AM	15	0	39	0	54	0	0	4	12	2	0	18	0	0	24	80	1	0	105	0	0	1	108	23	0	132	0	0	309
Hourly Total	25	0	132	0	157	0	0	10	40	14	0	64	0	0	146	214	1	0	361	0	0	4	321	242	0	567	0	0	1149
8:00:00 AM	6	0	6	0	12	0	0	0	0	5	0	5	0	0	3	73	1	0	77	0	0	1	108	3	0	112	0	0	206
8:15:00 AM	2	0	5	0	7	0	0	4	0	2	0	6	0	0	3	61	2	0	66	0	0	4	101	5	0	110	0	0	189
8:30:00 AM	4	0	3	0	7	0	0	3	0	8	0	11	0	0	6	72	2	0	80	0	0	3	124	3	0	130	0	0	228
8:45:00 AM	3	1	7	0	11	0	0	5	0	9	0	14	0	0	6	77	2	0	85	0	0	2	123	4	0	129	0	0	239
Hourly Total	15	1	21	0	37	0	0	12	0	24	0	36	0	0	18	283	7	0	308	0	0	10	456	15	0	481	0	0	862
1:30:00 PM	4	0	2	0	6	0	0	3	0	2	0	5	0	0	4	98	5	0	107	0	0	3	91	5	0	99	0	0	217
1:45:00 PM	3	0	3	0	6	0	0	0	0	8	0	8	0	0	11	107	4	0	122	0	0	5	94	17	0	116	0	0	252
Hourly Total	7	0	5	0	12	0	0	3	0	10	0	13	0	0	15	205	9	0	229	0	0	8	185	22	0	215	0	0	469
2:00:00 PM	1	0	5	0	6	0	0	2	1	4	0	7	0	0	6	90	1	0	97	0	0	6	104	30	0	140	0	0	250
2:15:00 PM	3	1	4	0	8	0	0	1	0	6	0	7	0	0	21	127	6	0	154	0	0	4	86	18	0	108	0	0	277
2:30:00 PM	45	0	62	0	107	0	0	1	0	5	0	6	0	0	4	137	2	0	143	0	0	4	87	4	0	95	0	0	351
2:45:00 PM	14	1	19	0	34	0	0	5	0	5	0	10	0	0	6	134	8	0	148	0	0	1	99	4	0	104	0	0	296
Hourly Total	63	2	90	0	155	0	0	9	1	20	0	30	0	0	37	488	17	0	542	0	0	15	376	56	0	447	0	0	1174
3:00:00 PM	16	1	16	0	33	0	0	1	0	4	0	5	0	0	2	102	1	0	105	0	1	3	103	3	0	109	0	0	252
3:15:00 PM	2	1	6	0	9	0	0	4	0	8	0	12	0	0	2	143	5	0	150	0	0	0	123	0	0	123	0	0	294
Hourly Total	18	2	22	0	42	0	0	5	0	12	0	17	0	0	4	245	6	0	255	0	1	3	226	3	0	232	0	0	546
4:00:00 PM	1	0	3	0	4	0	0	3	0	10	0	13	0	0	0	151	3	0	154	0	0	6	113	4	0	123	0	0	294
4:15:00 PM	0	0	1	0	1	0	0	2	1	6	0	9	0	0	1	164	6	0	171	0	0	4	137	0	0	141	0	0	322
4:30:00 PM	0	0	1	0	1	0	0	4	0	5	0	9	0	0	0	137	2	0	139	0	0	4	120	0	0	124	0	0	273
4:45:00 PM	0	0	0	0	0	0	0	1	0	12	0	13	0	0	1	156	5	0	162	0	0	3	128	1	0	132	0	0	307
Hourly Total	1	0	5	0	6	0	0	10	1	33	0	44	0	0	2	608	16	0	626	0	0	17	498	5	0	520	0	0	1196
5:00:00 PM	1	0	1	0	2	0	0	2	0	3	0	5	0	0	0	171	7	0	178	0	0	1	116	0	0	117	0	0	302
5:15:00 PM	0	0	0	0	0	0	0	3	0	6	0	9	0	0	0	136	0	0	136	0	0	3	95	0	0	98	0	0	243
5:30:00 PM	2	0	0	0	2	0	0	2	0	6	0	8	0	0	0	131	3	0	134	0	0	6	101	0	0	107	0	0	251
5:45:00 PM	1	0	1	0	2	0	0	2	0	1	0	3	0	0	1	130	5	0	136	0	0	5	81	0	0	86	0	0	227
Hourly Total	4	0	2	0	6	0	0	9	0	16	0	25	0	0	1	568	15	0	584	0	0	15	393	0	0	408	0	0	1023
Grand Total	133	5	277	0	415	0	0	58	42	129	0	229	0	0	223	2611	71	0	2905	0	1	72	2455	343	0	2870	0	0	6419
% Approach	32.0%	1.2%	66.7%	0.0%	0.0%	0.0%	0.0%	25.3%	18.3%	56.3%	0.0%	0.0%	0.0%	0.0%	7.7%	89.9%	2.4%	0.0%	0.0%	0.0%	0.0%	2.5%	85.5%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	2.1%	0.1%	4.3%	0.0%	6.5%	0.0%	0.0%	0.9%	0.7%	2.0%	0.0%	3.6%	0.0%	0.0%	3.5%	40.7%	1.1%	0.0%	45.3%	0.0%	0.0%	1.1%	38.2%	5.3%	0.0%	44.7%	0.0%	0.0%	0.0%
Lights	133	5	277	0	415	0	0	58	39	125	0	222	0	0	207	2543	67	0	2817	0	0	71	2442	297	0	2810	0	0	6264
% Lights	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	92.9%	96.9%	0.0%	96.9%	0.0%	0.0%	92.8%	97.4%	94.4%	0.0%	97.0%	0.0%	0.0%	98.6%	99.5%	86.6%	0.0%	97.9%	0.0%	0.0%	97.6%
Hv	0	0	0	0	0	0	0	0	3	4	0	7	0	0	16	68	4	0	88	0	0	1	13	46	0	60	0	0	155
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	3.1%	0.0%	3.1%	0.0%	0.0%	7.2%	2.6%	5.6%	0.0%	3.0%	0.0%	0.0%	1.4%	0.5%	13.4%	0.0%	2.1%	0.0%	0.0%	2.4%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

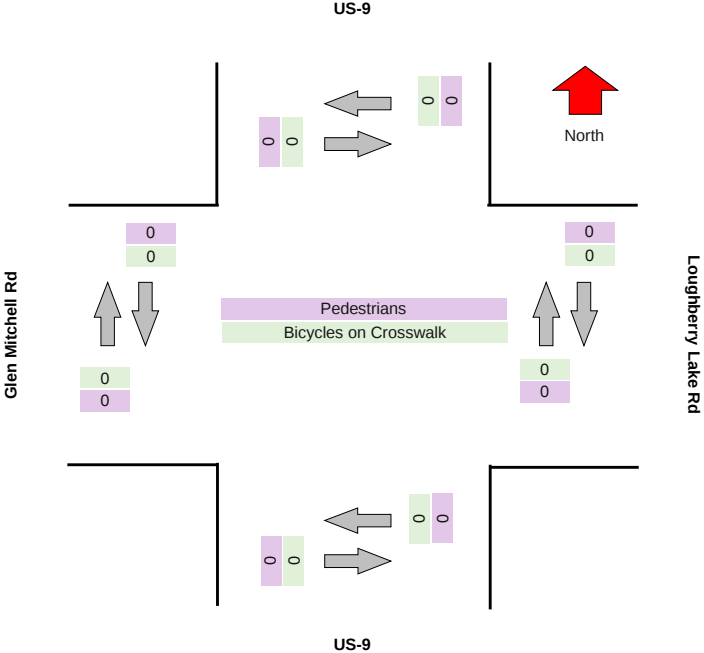
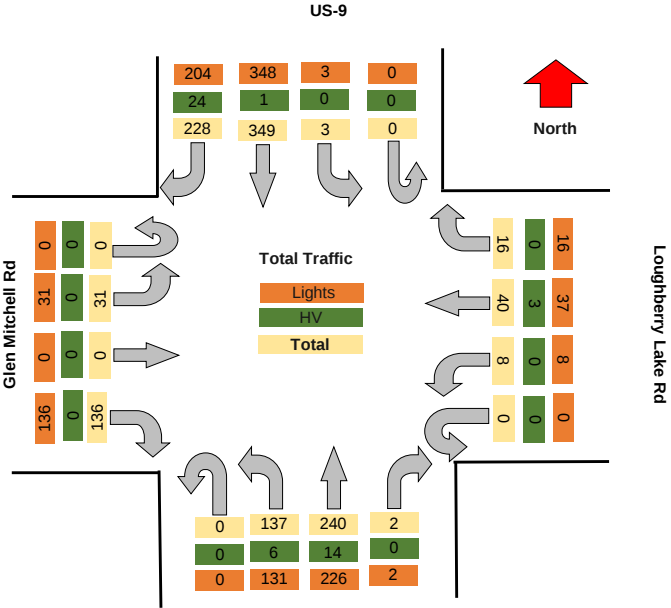
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

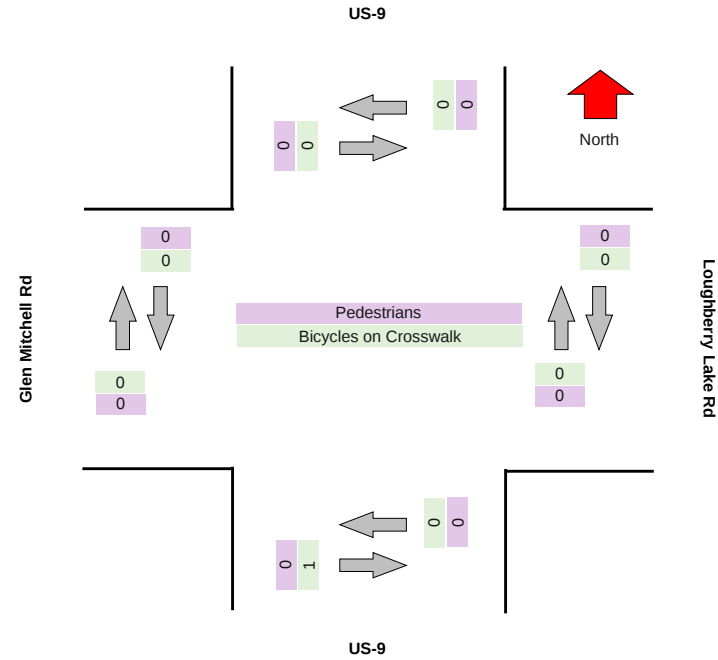
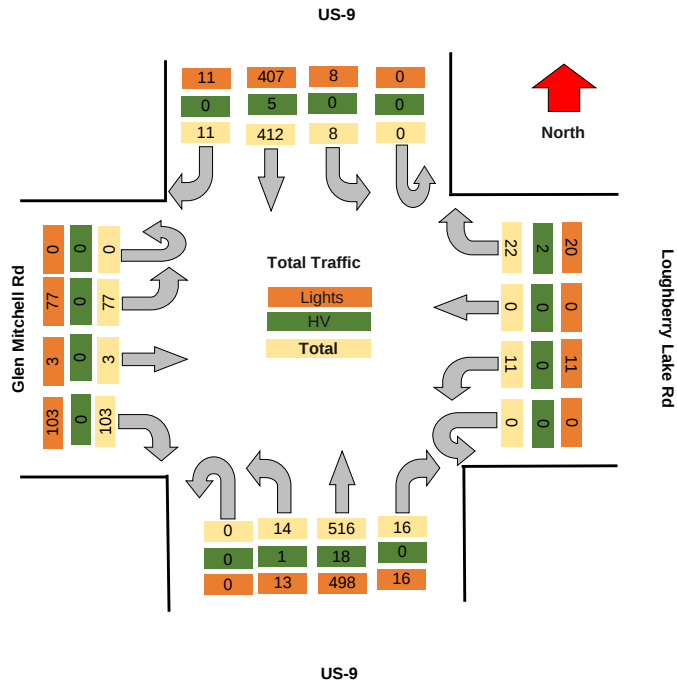
Leg	Glen Mitchell Rd								Loughberry Lake Rd								US-9								US-9								Total
Direction	Eastbound				Westbound				Northbound				Southbound																				
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW					
7:15:00 AM	4	0	12	0	16	0	0	3	3	1	0	7	0	0	32	34	0	0	66	0	0	1	87	79	0	167	0	0	256				
7:30:00 AM	6	0	79	0	85	0	0	1	25	8	0	34	0	0	78	53	0	0	131	0	0	0	46	123	0	169	0	0	419				
7:45:00 AM	15	0	39	0	54	0	0	4	12	2	0	18	0	0	24	80	1	0	105	0	0	1	108	23	0	132	0	0	309				
8:00:00 AM	6	0	6	0	12	0	0	0	0	5	0	5	0	0	3	73	1	0	77	0	0	1	108	3	0	112	0	0	206				
Grand Total	31	0	136	0	167	0	0	8	40	16	0	64	0	0	137	240	2	0	379	0	0	3	349	228	0	580	0	0	1190				
% Approach	18.6%	0.0%	81.4%	0.0%	0.0%	0.0%	0.0%	12.5%	62.5%	25.0%	0.0%	0.0%	0.0%	0.0%	36.1%	63.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.5%	60.2%	39.3%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	2.6%	0.0%	11.4%	0.0%	14.0%	0.0%	0.0%	0.7%	3.4%	1.3%	0.0%	5.4%	0.0%	0.0%	11.5%	20.2%	0.2%	0.0%	31.8%	0.0%	0.0%	0.3%	29.3%	19.2%	0.0%	48.7%	0.0%	0.0%	0.0%				
PHF	0.517	0.000	0.430	0.000	0.491	0.000	0.000	0.500	0.400	0.500	0.000	0.471	0.000	0.000	0.439	0.750	0.500	0.000	0.723	0.000	0.000	0.750	0.808	0.463	0.000	0.858	0.000	0.000	0.710				
Lights	31	0	136	0	167	0	0	8	37	16	0	61	0	0	131	226	2	0	359	0	0	3	348	204	0	555	0	0	1142				
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	92.5%	100.0%	0.0%	95.3%	0.0%	0.0%	95.6%	94.2%	100.0%	0.0%	94.7%	0.0%	0.0%	100.0%	99.7%	89.5%	0.0%	95.7%	0.0%	0.0%	96.0%				
HV	0	0	0	0	0	0	0	0	3	0	0	3	0	0	6	14	0	0	20	0	0	0	1	24	0	25	0	0	48				
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.5%	0.0%	0.0%	4.7%	0.0%	0.0%	4.4%	5.8%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.3%	10.5%	0.0%	4.3%	0.0%	0.0%	4.0%				
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				



Turning Movement Peak Hour Data (Mid)

2:30:00 PM

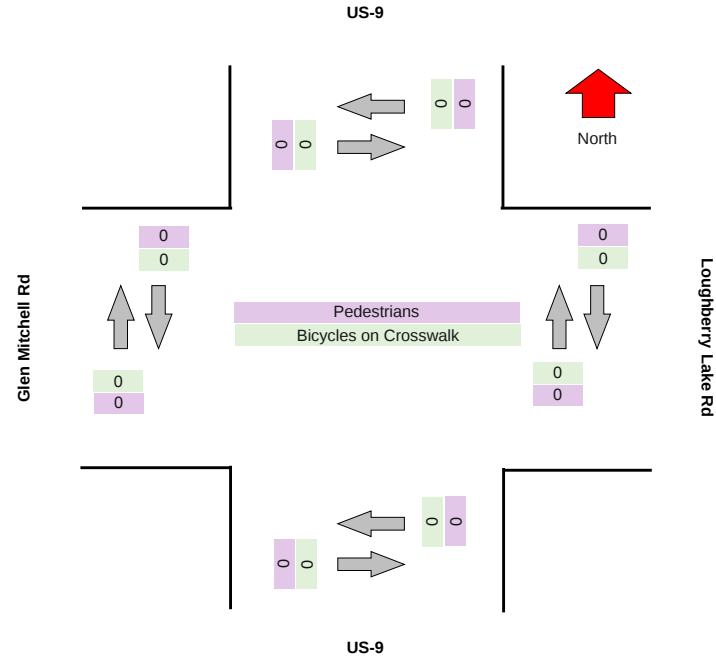
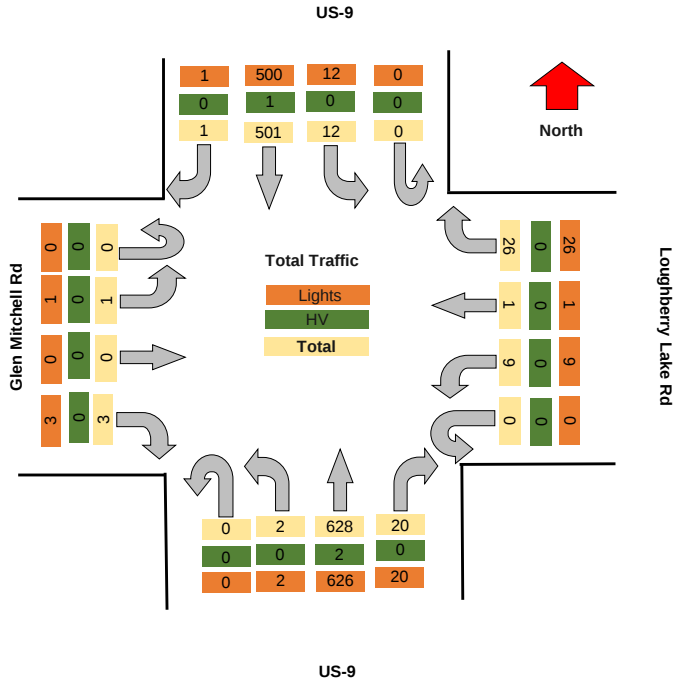
Leg Direction Start Time	Glen Mitchell Rd Eastbound							Loughberry Lake Rd Westbound							US-9 Northbound							US-9 Southbound							Total
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
2:30:00 PM	45	0	62	0	107	0	0	1	0	5	0	6	0	0	4	137	2	0	143	0	0	4	87	4	0	95	0	0	351
2:45:00 PM	14	1	19	0	34	0	0	5	0	5	0	10	0	0	6	134	8	0	148	0	0	1	99	4	0	104	0	0	296
3:00:00 PM	16	1	16	0	33	0	0	1	0	4	0	5	0	0	2	102	1	0	105	0	1	3	103	3	0	109	0	0	252
3:15:00 PM	2	1	6	0	9	0	0	4	0	8	0	12	0	0	2	143	5	0	150	0	0	0	123	0	0	123	0	0	294
Grand Total	77	3	103	0	183	0	0	11	0	22	0	33	0	0	14	516	16	0	546	0	1	8	412	11	0	431	0	0	1193
% Approach	42.1%	1.6%	56.3%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	2.6%	94.5%	2.9%	0.0%	0.0%	0.0%	0.0%	1.9%	95.6%	2.6%	0.0%	0.0%	0.0%	0.0%	
% Total	6.5%	0.3%	8.6%	0.0%	15.3%	0.0%	0.0%	0.9%	0.0%	1.8%	0.0%	2.8%	0.0%	0.0%	1.2%	43.3%	1.3%	0.0%	45.8%	0.0%	0.0%	0.7%	34.5%	0.9%	0.0%	36.1%	0.0%	0.0%	
PHF	0.428	0.750	0.415	0.000	0.428	0.000	0.000	0.550	0.000	0.688	0.000	0.688	0.000	0.000	0.583	0.902	0.500	0.000	0.910	0.000	0.000	0.500	0.837	0.688	0.000	0.876	0.000	0.000	0.850
Lights	77	3	103	0	183	0	0	11	0	20	0	31	0	0	13	498	16	0	527	0	0	8	407	11	0	426	0	0	1167
% Lights	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	90.9%	0.0%	93.9%	0.0%	0.0%	92.9%	96.5%	100.0%	0.0%	96.5%	0.0%	0.0%	100.0%	98.8%	100.0%	0.0%	98.8%	0.0%	0.0%	97.8%
HV	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	18	0	0	19	0	0	0	5	0	0	5	0	0	26
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	6.1%	0.0%	0.0%	7.1%	3.5%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	1.2%	0.0%	0.0%	2.2%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Glen Mitchell Rd							Loughberry Lake Rd							US-9							US-9							Total
	Eastbound							Westbound							Northbound							Southbound							
	Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	
4:15:00 PM	0	0	1	0	1	0	0	2	1	6	0	9	0	0	1	164	6	0	171	0	0	4	137	0	0	141	0	0	322
4:30:00 PM	0	0	1	0	1	0	0	4	0	5	0	9	0	0	0	137	2	0	139	0	0	4	120	0	0	124	0	0	273
4:45:00 PM	0	0	0	0	0	0	0	1	0	12	0	13	0	0	1	156	5	0	162	0	0	3	128	1	0	132	0	0	307
5:00:00 PM	1	0	1	0	2	0	0	2	0	3	0	5	0	0	0	171	7	0	178	0	0	1	116	0	0	117	0	0	302
Grand Total	1	0	3	0	4	0	0	9	1	26	0	36	0	0	2	628	20	0	650	0	0	12	501	1	0	514	0	0	1204
% Approach	25.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	25.0%	2.8%	72.2%	0.0%	0.0%	0.0%	0.0%	0.3%	96.6%	3.1%	0.0%	0.0%	0.0%	0.0%	2.3%	97.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	0.0%	0.2%	0.0%	0.3%	0.0%	0.0%	0.7%	0.1%	2.2%	0.0%	3.0%	0.0%	0.0%	0.2%	52.2%	1.7%	0.0%	54.0%	0.0%	0.0%	1.0%	41.6%	0.1%	0.0%	42.7%	0.0%	0.0%	
PHF	0.250	0.000	0.750	0.000	0.500	0.000	0.000	0.563	0.250	0.542	0.000	0.692	0.000	0.000	0.500	0.918	0.714	0.000	0.913	0.000	0.000	0.750	0.914	0.250	0.000	0.911	0.000	0.000	0.935
Lights	1	0	3	0	4	0	0	9	1	26	0	36	0	0	2	626	20	0	648	0	0	12	500	1	0	513	0	0	1201
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	99.7%	100.0%	0.0%	99.7%	0.0%	0.0%	100.0%	99.8%	100.0%	0.0%	99.8%	0.0%	0.0%	99.8%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	1	0	0	3
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



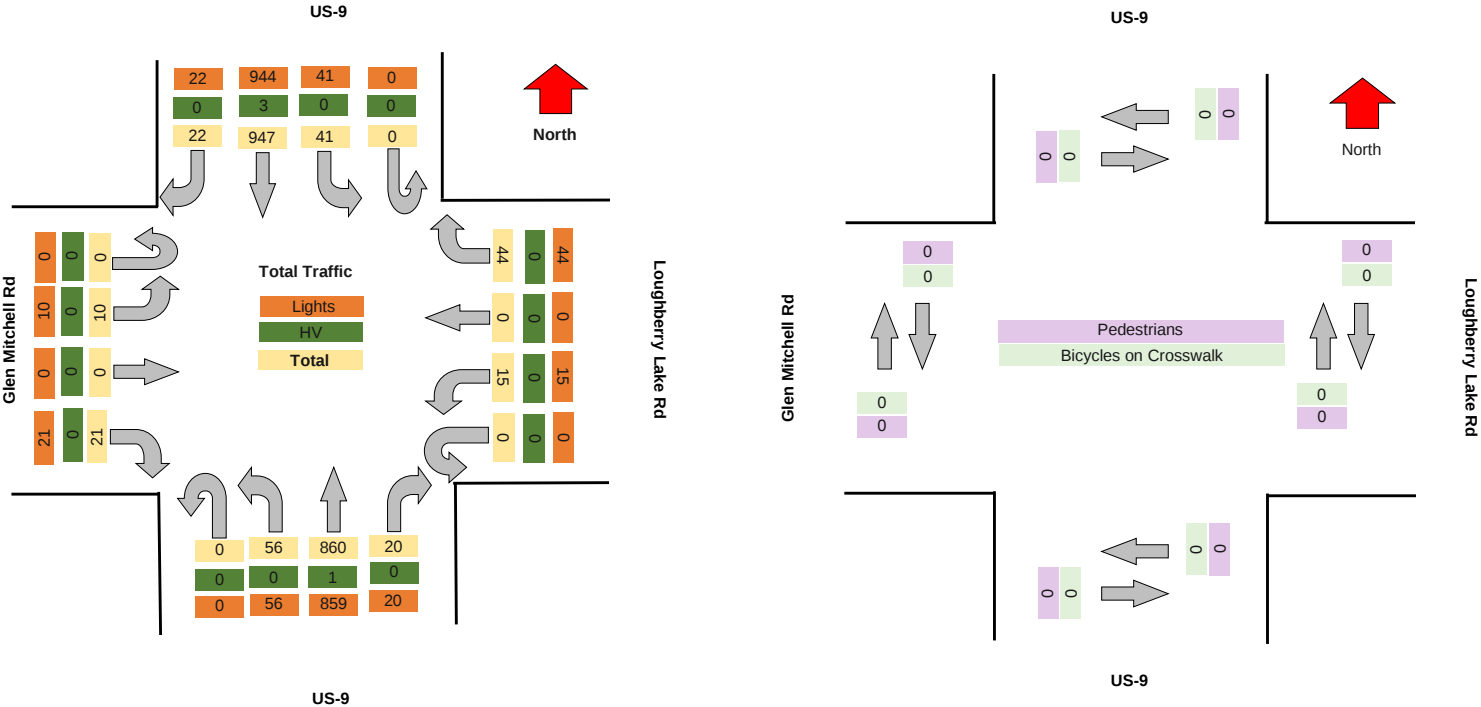
Project	GTS
Project Code	26-17134
Site Name	26-17134-1 - US 9 @ Maple
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2026/06/13, Saturday
Location	US 9 @ Maple Ave
Latitude and Longitude	43.108917, -73.77161

	Start	End	PHF
MID Peak	2026/06/13 12:00:00	2026/06/13 13:00:00	0.91

Turning Movement Data

[illegible]

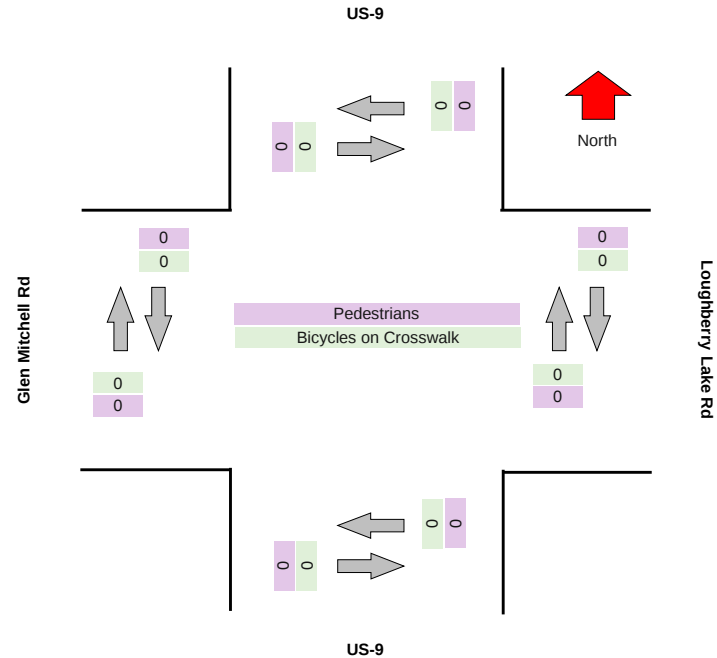
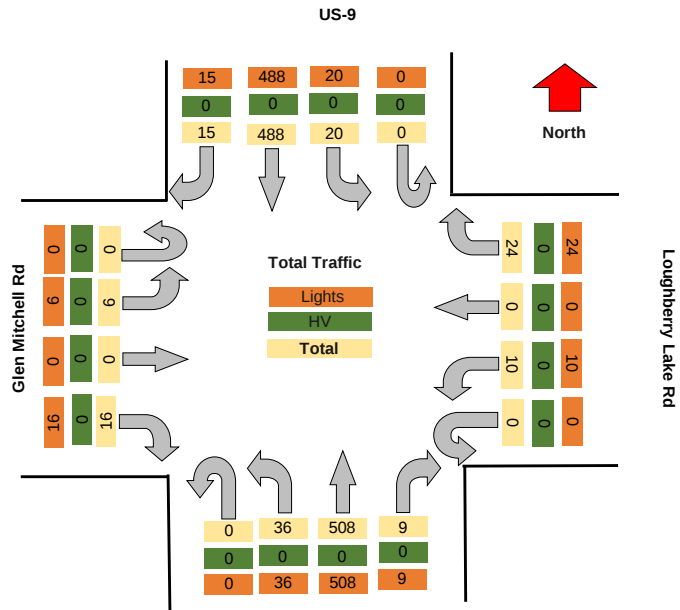
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

12:00:00 PM

Leg	Glen Mitchell Rd							Loughberry Lake Rd							US-9							US-9							Total
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
12:00:00 PM	0	0	4	0	4	0	0	3	0	4	0	7	0	0	6	113	0	0	119	0	0	4	115	5	0	124	0	0	254
12:15:00 PM	0	0	4	0	4	0	0	1	0	9	0	10	0	0	10	124	5	0	139	0	0	5	131	4	0	140	0	0	293
12:30:00 PM	2	0	5	0	7	0	0	4	0	3	0	7	0	0	12	151	2	0	165	0	0	7	121	5	0	133	0	0	312
12:45:00 PM	4	0	3	0	7	0	0	2	0	8	0	10	0	0	8	120	2	0	130	0	0	4	121	1	0	126	0	0	273
Grand Total	6	0	16	0	22	0	0	10	0	24	0	34	0	0	36	508	9	0	553	0	0	20	488	15	0	523	0	0	1132
% Approach	27.3%	0.0%	72.7%	0.0%	0.0%	0.0%	0.0%	29.4%	0.0%	70.6%	0.0%	0.0%	0.0%	0.0%	6.5%	91.9%	1.6%	0.0%	0.0%	0.0%	0.0%	3.8%	93.3%	2.9%	0.0%	0.0%	0.0%	0.0%	
% Total	0.5%	0.0%	1.4%	0.0%	1.9%	0.0%	0.0%	0.9%	0.0%	2.1%	0.0%	3.0%	0.0%	0.0%	3.2%	44.9%	0.8%	0.0%	48.9%	0.0%	0.0%	1.8%	43.1%	1.3%	0.0%	46.2%	0.0%	0.0%	
PHF	0.375	0.000	0.800	0.000	0.786	0.000	0.000	0.625	0.000	0.667	0.000	0.850	0.000	0.000	0.750	0.841	0.450	0.000	0.838	0.000	0.000	0.714	0.931	0.750	0.000	0.934	0.000	0.000	0.907
Lights	6	0	16	0	22	0	0	10	0	24	0	34	0	0	36	508	9	0	553	0	0	20	488	15	0	523	0	0	1132
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	25.6	6.0	24.8	8.1	1.4	6.0

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	1807.7

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	70	99	101	234	46
Average Queue (ft)	24	46	38	62	5
95th Queue (ft)	55	77	78	163	23
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)		0			0
Queuing Penalty (veh)		0			0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.2
Total Del/Veh (s)	14.6	5.1	9.3	1.4	0.5	2.5

Total Zone Performance

Denied Del/Veh (s)		0.3
Total Del/Veh (s)		483.3

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	88	80	60	59	34
Average Queue (ft)	38	37	21	5	4
95th Queue (ft)	70	63	49	31	21
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)	0	0			0
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.3
Total Del/Veh (s)		4.1	8.6	1.1	0.2	0.9

Total Zone Performance

Denied Del/Veh (s)		0.5
Total Del/Veh (s)		372.9

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	9	23	53	21	4
Average Queue (ft)	0	2	20	1	0
95th Queue (ft)	6	16	45	15	4
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.2
Total Del/Veh (s)	12.8	4.6	9.2	1.6	0.6	1.5

Total Zone Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	550.3

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	29	34	48	73	63
Average Queue (ft)	3	15	21	12	8
95th Queue (ft)	19	39	47	46	37
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.4
Total Del/Veh (s)	43.3	7.3	43.3	9.7	1.4	8.0

Total Zone Performance

Denied Del/Veh (s)		0.7
Total Del/Veh (s)		2212.9

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	72	104	139	306	57
Average Queue (ft)	27	47	48	89	9
95th Queue (ft)	61	83	106	224	34
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)	0	0	1		0
Queuing Penalty (veh)	0	0	1		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 1

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.3
Total Del/Veh (s)	31.6	7.8	19.8	1.7	0.6	3.6

Total Zone Performance

Denied Del/Veh (s)		0.5
Total Del/Veh (s)		694.0

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	110	88	70	87	63
Average Queue (ft)	49	41	25	8	6
95th Queue (ft)	93	71	59	45	34
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)	1				0
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.3
Total Del/Veh (s)		7.7	15.5	1.4	0.5	1.3

Total Zone Performance

Denied Del/Veh (s)		0.6
Total Del/Veh (s)		523.4

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	8	29	64	31	92
Average Queue (ft)	0	4	22	1	13
95th Queue (ft)	5	20	51	14	55
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)					0
Queuing Penalty (veh)					3
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 3

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.2
Total Del/Veh (s)	21.0	5.1	11.9	2.0	0.7	1.8

Total Zone Performance

Denied Del/Veh (s)		0.5
Total Del/Veh (s)		753.4

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	33	39	61	112	82
Average Queue (ft)	4	14	22	15	12
95th Queue (ft)	21	39	48	60	48
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)					0
Queuing Penalty (veh)					1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 1

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.2
Total Del/Veh (s)	44.7	7.3	45.6	10.3	1.5	8.4

4: Loughberry Lake Road & Site Access Performance by lane

Lane	EB	WB	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.1
Total Del/Veh (s)	0.4	1.2	1.1

5: US Route 9 & Site Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.3
Total Del/Veh (s)	9.4	1.1	2.6	2.0

Total Network Performance

Denied Del/Veh (s)		0.5
Total Del/Veh (s)		10.9

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	85	90	130	294	35
Average Queue (ft)	29	45	48	92	4
95th Queue (ft)	69	74	107	237	20
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)	1	0	1		
Queuing Penalty (veh)	0	0	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Loughberry Lake Road & Site Access

Movement	WB
Directions Served	TR
Maximum Queue (ft)	21
Average Queue (ft)	1
95th Queue (ft)	15
Link Distance (ft)	488
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: US Route 9 & Site Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	23	56
Average Queue (ft)	4	3
95th Queue (ft)	18	24
Link Distance (ft)	67	677
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.3
Total Del/Veh (s)	39.3	7.9	19.3	2.3	0.7	4.2

4: Loughberry Lake Road & Site Access Performance by lane

Lane	EB	WB	SB	All
Movements Served	LT	TR	LR	
Denied Del/Veh (s)				0.1
Total Del/Veh (s)	0.8	0.1	2.3	0.5

5: US Route 9 & Site Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.3
Total Del/Veh (s)	14.2	0.6	1.5	1.2

Total Network Performance

Denied Del/Veh (s)		0.5
Total Del/Veh (s)		6.1

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	116	92	75	105	65
Average Queue (ft)	52	41	25	14	7
95th Queue (ft)	101	70	59	63	36
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)	2	0			0
Queuing Penalty (veh)	0	0			1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Loughberry Lake Road & Site Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	20	30
Average Queue (ft)	1	2
95th Queue (ft)	11	14
Link Distance (ft)	158	81
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: US Route 9 & Site Access

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	45	4	115
Average Queue (ft)	14	0	11
95th Queue (ft)	39	4	58
Link Distance (ft)	67	79	677
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.4
Total Del/Veh (s)		7.0	13.8	1.7	0.5	1.5

4: Loughberry Lake Road & Site Access Performance by lane

Lane	EB	WB	SB	All
Movements Served	LT	TR	LR	
Denied Del/Veh (s)				0.1
Total Del/Veh (s)	0.7	0.1	2.5	0.5

5: US Route 9 & Site Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.3
Total Del/Veh (s)	16.9	0.4	1.3	1.1

Total Network Performance

Denied Del/Veh (s)		0.6
Total Del/Veh (s)		3.3

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	3	23	58	26	74
Average Queue (ft)	0	3	23	1	8
95th Queue (ft)	4	17	50	14	38
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)					0
Queuing Penalty (veh)					1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Loughberry Lake Road & Site Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	15	30
Average Queue (ft)	1	4
95th Queue (ft)	11	21
Link Distance (ft)	158	81
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: US Route 9 & Site Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	109
Average Queue (ft)	15	12
95th Queue (ft)	42	59
Link Distance (ft)	67	677
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1

1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Del/Veh (s)						0.2
Total Del/Veh (s)	18.8	5.1	10.5	2.7	0.9	2.2

4: Loughberry Lake Road & Site Access Performance by lane

Lane	EB	WB	SB	All
Movements Served	LT	TR	LR	
Denied Del/Veh (s)				0.1
Total Del/Veh (s)	0.7	0.1	2.3	0.5

5: US Route 9 & Site Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.2
Total Del/Veh (s)	10.2	0.6	1.5	1.2

Total Network Performance

Denied Del/Veh (s)		0.5
Total Del/Veh (s)		4.0

Intersection: 1: US Route 9 & Maple Avenue Middle School/Loughberry Lake Road

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	29	35	52	147	84
Average Queue (ft)	6	11	21	24	14
95th Queue (ft)	24	35	46	88	55
Link Distance (ft)	121	121	158	820	79
Upstream Blk Time (%)					0
Queuing Penalty (veh)					3
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Loughberry Lake Road & Site Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	15	24
Average Queue (ft)	1	3
95th Queue (ft)	8	17
Link Distance (ft)	158	81
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: US Route 9 & Site Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	105
Average Queue (ft)	15	11
95th Queue (ft)	38	58
Link Distance (ft)	67	677
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 3



ROUTE 9 - MAPLE AVENUE

LOUGHBERRY LAKE ROAD

LANDS N/F OF
THOMAS CUNNIFF
BK. 2026, PG. 3530
SECTION 153.9 BLOCK 1 LOT 4

LANDS N/F OF
BRIAN FOSTER
BK. 2024, PG. 6937
SECTION 153.9 BLOCK 1 LOT 5.2

ZONING TABLE				
ZONE: CR-1 - COMMERCIAL RESIDENTIAL SERVICE STATION REQUIRES A SPECIAL USE PERMIT SEC. 153.9 BLOCK: 1 LOT: 5.1				
APPLICANT/ OWNER INFORMATION				
APPLICANT:	KNC TOUCHFREE CAR WASH, INC. 21 WALKER WAY ALBANY, NEW YORK 12205			
PROPERTY OWNER:	THOMAS & VICTORIA CUNNIFF 214 BEAVER STREET SCHUYLERVILLE, NEW YORK 12871			
BULK REQUIREMENTS				
	PERMITTED	EXISTING	PROPOSED	
MIN LOT AREA	40,000 SF (0.92 AC)	44,712 SF (1.03 AC)	NO CHANGE	
MIN FRONTAGE	200 FT ON EACH ROAD	178.67 FT (MAPLE AVE/E) 227.66 FT (LOUGHBERRY LAKE RD)	NO CHANGE	
MIN YARD SETBACKS				
FRONT YARD (MAPLE AVENUE)	100 FT (SERVICE STATION)	56.9 FT	65.1 FT	
FRONT YARD (LOUGHBERRY LAKE ROAD)	100 FT (SERVICE STATION)	0.9 FT OVER (E)	82.7 FT	
SIDE YARD	30 FT	133.5 FT	50.3 FT	
MAX BUILDING HEIGHT	35 FT	<35 FT	<35 FT	
MIN GREENSPACE	35%	95.1% (42,501 SF)	60.8% (27,173 SF)	
MIN PAVEMENT SETBACKS				
FRONT	30 FT	N/A	30 FT	
SIDE	15 FT	N/A	30.7 FT	
PARKING SPACE LOCATION	MAX 33% IN FRONT OR SIDE YARD, REMAINING 67% IN REAR YARD	N/A	100% IN FRONT YARD (VACUUM SPACES ONLY)	
KEY =			VARIANCE REQUIRED	
(E) =			EXISTING NONCONFORMANCE	

PARKING				
ITEM	CODE	PERMITTED	EXISTING	PROPOSED
MIN STALL SIZE	§ 129 ATTH 4	9 FT x 18 FT	N/A	12 FT x 23.2 FT
MIN NUMBER OF SPACES	§ 129-161	N/A	N/A	4 SPACES
MIN NUMBER OF STACKING SPACES	§ 129-161	TBD	N/A	12 STACKING SPACES
CAR WASH: REQUIRED = 1 SPACE PER EMPLOYEE + 20 STACKING SPACES PER AUTOMATIC BAY OR 5 STACKING SPACES PER SELF-WASH BAY				

TM

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PROFESSIONAL LANDSCAPE ARCHITECTURE
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS				
REV	DATE	COMMENT	DRAWN BY	
1	4/8/2026	PER TOWN COMMENT	SJR	CVM
2	5/8/2026	PER ZBA SUBMITTAL	SJR	CVM
3	5/14/2026	PER TOWN COMMENT	SJR	CVM
4	5/19/2026	PER TOWN COMMENT	SJR	CVM
5	6/10/2026	PER TOWN COMMENT	SJR	CVM
6	8/10/2026	PER TOWN COMMENT	SJR	CVM

811

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PROJECT No.:
DRAWN BY: SJR
CHECKED BY: CVM
DATE: 3/20/2026
CAD ID: RENDER.DWG

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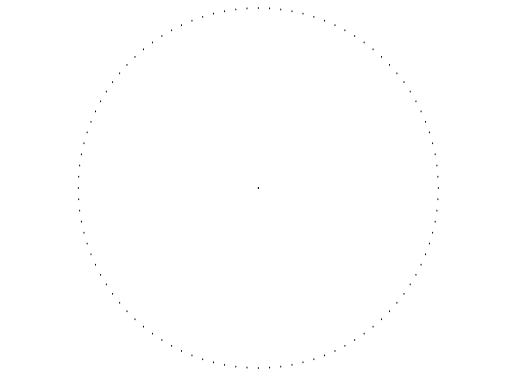
PROPOSED
SITE PLAN
DOCUMENTS
FOR

KNC TOUCHFREE
CAR WASH, INC.

PROPOSED
DEVELOPMENT
542 MAPLE AVENUE
TOWN OF WILTON
SARATOGA COUNTY
SEC: 153.9 BLOCK: 1 LOT: 5.1

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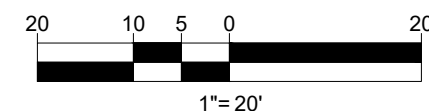
C-301

REVISION 6 - 8/10/2026

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BOUNDARY & TOPOGRAPHIC SURVEY OF THE LANDS
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MARCH 13, 2026

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MILTON

EXISTING FACILITY PHOTOS



ROUTE 9 - MAPLE AVENUE

LOUGHBERRY LAKE ROAD

LANDS N/F OF
THOMAS CUNNIFF
BK. 2026, PG. 3530
SECTION 153.9 BLOCK 1 LOT 4

LANDS N/F OF
BRIAN FOSTER
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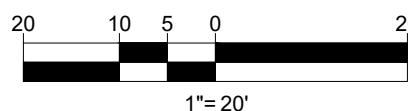
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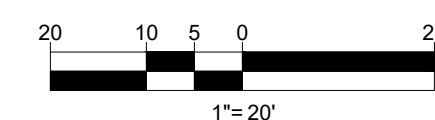
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17 Computer Drive West
Albany, NY 12205
518.438.9900

70 Linden Oaks, Third Floor
Rochester, NY 14625
585.866.1000

August 10, 2026

Town of Wilton
Zoning Board of Appeals
22 Traver Road
Wilton, New York 12831

**Re: Proposed Car Wash Service Station
542 NYS Route 9 (Maple Avenue)
Town of Wilton, NY 12831**

Dear Members of the Zoning Board of Appeals,

On behalf of our client, KNC Touchfree Car Wash, Inc., we are pleased to submit additional supporting information for our area variance application requests. As you are aware we are requesting front yard setback relief from NYS Route 9, front yard setback relief from Loughberry Lake Road, and relief from the minimum frontage on NYS Route 9 which is an existing nonconformance based on a prior taking related to road improvements.

Please find twelve (12) copies of the following documents enclosed for your review:

1. Determination of Zoning Enforcement Officer, dated May 1, 2026, prepared by John Herlihy, Zoning Enforcement Officer.
2. Photos of existing carwash locations.
3. Site Plan, last revised 8/10/26, prepared by this office.
4. Site Plan (Alternate/"Compliant"), last revised 8/10/26, prepared by this office.
5. Site Overlay Exhibit, last revised 8/10/26, prepared by this office.
6. Aerial Exhibit, dated 8/10/26, prepared by this office.

Evolution of Proposed Site Plan:

The project has advanced significantly during the 6± months that we've been working with the Town. Based on initial feedback at a workshop with Town staff and the Town Supervisor, the proposed building was positioned to be parallel to NYS Route 9. We also moved the vacuum parking spaces to be along the building, rather than separate from the car wash and separate from Loughberry Lake Road. The town requested, and the applicant agreed to grant the Town a 28'-wide easement along Loughberry Lake Road for future utilities and sidewalks. We have also designed the site for future cross access between this parcel and the adjacent parcel to the north along NYS Route 9.

On May 20, 2026, the Town of Wilton Planning Board reviewed the variance requests for the project and unanimously voted to give a favorable recommendation to the Zoning Board of Appeals for the area variances related to the application.

Alternate/"Compliant" Site Plan:

Based on the ZBA's request, we have included a site plan which depicts the proposed car wash in compliance with the minimum front yard setbacks required by the town code. For many reasons already reviewed with the town staff, Town Planning Board, and Town Zoning Board of Appeals this is not the preferred plan for the following reasons:

1. This plan would move the building significantly closer to the only occupied adjacent residential user. Based on feedback from the town staff and Town Planning Board, a proposal which moved the structure closer to the other adjacent uses along NYS Route 9 and the road network was understood to be preferred.
2. This plan eliminates the ability to buffer the building from the adjacent residence because the 50' green space buffer goes down to a 16' green space buffer and we would need the space for proper grading and drainage.
3. The proposed plan has sufficient space for mature, fast growing coniferous spruce trees to be planted to screen the building from the second floor of the adjacent residence. The compliant plan would not allow for this due to a reduced green space area along the common property line with the adjacent residential use.
4. This plan would require the permanent removal of a significant strand of mature trees that presently exists in the northeast portion of the site. The submitted plan would allow this mature vegetation to remain.
5. The compliant site plan results in a reduction of greenspace due to a longer access drives by moving the proposed building further from the road.

Revised Proposed Plan:

The board and public will see a revised plan provided with this submission. The following are the changes that we have made to the plan:

1. Added two (2) proposed Norway Spruce trees next to the proposed privacy fence near the eastern property line.
2. Staggered the proposed landscaping along the privacy fence along the eastern property line.
3. Moved the vacuum parking spaces slightly closer to NYS Route 9 and added a fence and hedges along the eastern side of the parking area.
4. Added a proposed future cross connection to the property to the north.
5. Added the approximate location of Mr. Foster's house.

Comments from July 23, 2026, Zoning Board of Appeals meeting:

Based on all of the valuable feedback our team has received from the Town, Zoning Board of Appeals, and public since the initial introduction of the project, we have assembled additional information to address the comments/questions related to the area variances. Based upon town council's advice to the public in advance of the hearing being opened, many concerns of residents relate to site planning issues rather than the front yard and frontage setback relief that is properly before this board. As such, we have prepared responses that are pertinent to your task in reviewing the variance relief only.

Brian Foster (105 Loughberry Lake Road) – to address Mr. Foster's concern regarding the view from his second-story bedroom window we've added two (2) proposed Norway Spruce trees which have a growth rate of approximately 2 feet in height per year. This is in addition to the other landscaping and privacy fence proposed along the east side of our property. We've also added a fence and hedges along the vacuum parking area and moved the vacuum parking closer to NYS Route 9.

A concern was also raised by Mr. Foster related to a potential decrease in the value of his property for resale purposes. The team reached out to local real estate agent Tom Savino to obtain information based on this concern. The analysis of value takes into consideration not only location and zoning, but also the condition of the property, which is unknown. However, based on analysis and available information, the property located at 105 Loughberry Lake Road is currently assessed at \$246,000 and the building is 2136 square-foot (sf), which results in a per square foot (PSF) value of \$115.00. We anticipate that if the adjacent parcel is developed commercially, the highest and best use for 105 Loughberry Lake Road would be for commercial use. Given the adaptive reuse of numerous residential structures into commercial properties in this area, it is likely that the home would be converted/retrofit for commercial use. This is a significant savings on the cost of new construction and would be the most likely option.

In Saratoga County, there is a short supply of small commercial buildings for sale. Based upon the data obtained by Mr. Savino, 9 properties were identified that sold in the last two years in Saratoga County with a square footage of between 1400 and 2600 sf. The average price per square foot was \$257.00, which is more than double the existing value of the home. This average square foot price applied to the 2136 sf property at 105 Loughberry Lake Road would equate to \$548,952. Mr. Savino said that because of several factors which affect value, even a 25% decrease (\$411,714) still results in significant gain over the current value of the property.

Ms. Gavin (a resident of the Loughberry Lake neighborhood) questioned the hours that the traffic study was completed. Data was collected on 6/11/26 from 7-9am, 2-3:30pm, and 4-6pm. Data was also collected on 6/13/26 from 11am-1pm.

Based on a board member's inquiry, we have included a site plan depicting a setback compliant building, which would place it closer to the adjacent residential property. We've assembled an exhibit showing an overlay of the existing conditions with proposed conditions. Included in the submission are photos of the buildings, sites, and landscaping at other existing and operating carwash locations owned by the applicant.

One neighbor (a resident at 49 Loughberry Lake Road) noted the variance standard arguments were related to the impacts on Route 9, rather than Loughberry. The variance for Loughberry is limited to the front yard setback request, and the request is for 20 feet, while the actual distance is 17.3 feet. As the board is aware, because this is a corner lot, it has two front yards, as the code treats the Loughberry frontage as a front yard, rather than a side yard, though the building orientation is to Route 9. Additionally, typically in this zone, front yard setbacks for other uses are 45 feet. The requested relief will not produce an undesirable change in the character of the neighborhood or a detriment to nearby properties because this site is located in the middle of a commercial zone and opposite other commercial uses whose lots and buildings are similarly situated on the lots as relate to Loughberry Lake Road. While the building could technically comply with the setbacks, the impacts would be greater to the nearest resident and would require the clearing of dense vegetation on the site. Based on discussions with the town in sketch plan review, it was determined that variances and the proposed location would be more beneficial to the residential neighbors along Loughberry. The requested relief of 17.3 (20) feet is not substantial as relates to the 100 foot setback. The building will be located at an angle tilted away from Loughberry, leaving the southeastern corner of the building 82.7 feet from the property line. Beyond the property line is additional grassy area of the right of way before the actual pavement. Because the property line is not along the roadway, it will appear as if that corner of the building is compliant. This relief will have no adverse impact or effect on the physical or environmental conditions of the commercial district which is characterized in the town's own words as the most intensely developed portion of the town. The difficulty is not self-created. While the proposed building could be compliant with the special setbacks relating to service



stations, the town recommended it be sited more forward on the lot to maintain the mature vegetation that exists and to pull the building away from the nearby resident.

As Town Counsel advised the Zoning Board of Appeals during the July meeting, other elements such as traffic, noise, light, and water usage will be reviewed in further detail during the Planning Board process. However, the above responses address those substantive comments that relate to the setback and frontage relief presently before the Zoning Board of Appeals.

We look forward to reviewing these items in detail with you at the August 27th Zoning Board of Appeals meeting. To the extent that the town or members of the Zoning Board have questions following review of the attached submission, please send along comments so that we can have a comprehensive discussion with all relevant information at the upcoming meeting,

Sincerely,

BOHLER ENGINEERING AND LANDSCAPE ARCHITECTURE NY, PLLC

A handwritten signature in black ink, appearing to read "Caryn Mlodzianowski".

Caryn Mlodzianowski

Cc: KNC Touchfree Car Wash, Inc. (via e-mail)
Stephanie W. Ferradino, Esq. (via e-mail)



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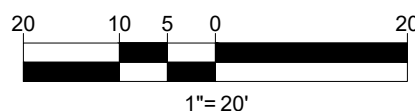
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