



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION ONE
ALBANY, NY 12232
www.dot.ny.gov

SMITH BR. ROAD
RT. 9

SAM ZHOU, P.E.
REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

June 23, 2015

Susan E. Baldwin
Town Clerk, Town of Wilton
22 Traver Road
Gansevoort, NY 12831-9127

**RE: ROUTE 9 @ SMITH BRIDGE ROAD
SARATOGA COUNTY
CASE 1150045**

Dear Ms. Baldwin:

We received the Town Board's February 5, 2015 letter requesting an evaluation of the subject intersection. In response to this request, we initiated a study that included reviewing over four years worth of accident records, collecting traffic volume counts on each approach to the intersection, obtaining average vehicle delays, reviewing the existing signage and pavement markings, measuring the available sight distance, and observing the flow of traffic through the intersection during the morning and afternoon peak travel periods.

There has not been a pattern of accidents at intersection and there is sufficient sight distance and at the intersection. As it was noted in your request, the morning drop-off at the Maple Avenue Middle School creates a short term southbound backup which extends beyond Smith Bridge Road. However, we noted that few vehicles experienced any significant delay and most were permitted entrance onto Route 9 by courteous motorists on Route 9. In the morning, ninety five percent of the vehicles exiting Smith Bridge Road were delayed sixty seconds or less. During the evening peak period approximately eighty five percent of the motorists were delayed ninety seconds or less. These delays are similar to what would be incurred with the installation of a traffic signal and the peak hour traffic volumes do not meet the warrants to justify a signal at this time. With the relatively close proximity of the existing traffic signals at Daniels Road and Northern Pines Road, and the lack of any other significant traffic generator between them, there are adequate gaps in the flow of traffic for motorist to exit Smith Bridge Road.

As traffic engineers, we must determine if a signal is justified based upon the data that is collected and then compared to the warrants published in Part 4 of the Federal Highway Administration's *Manual of Uniform Traffic Control Devices*. The installation of an unwarranted signal can cause more harm than good by making vehicles on the main road (Route 9 in this case) stop where they did not have to previously. Past experience shows that vehicle delays and frequency of rear end accidents tend to increase for the main road when a signal is installed at a location where there was not one previously. We must take into account the safety of all the users of this intersection. Should conditions change in the future, we will reevaluate the need for additional traffic control devices. If you have any questions, please contact Paul Mayor of my office at (518) 457-5283.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Kennedy". The signature is fluid and cursive, with the first name "Mark" being more prominent than the last name "Kennedy".

Mark Kennedy, P.E.
Regional Traffic Engineer

cc: D. Rose, Saratoga County Resident Engineer
M. Doody, Traffic Engineering & Safety, Region One