

# **A&C Realty - Greystone**

123 Old Colchester Road, Essex, VT

## **Traffic Evaluation**

January 23, 2026

Owner:

A & C Realty, LLC  
c/o Al Senecal  
25 Omega Drive, Suite 201  
Williston, VT 05495

Project Engineer:

O'Leary-Burke Civil Associates  
13 Corporate Drive  
Essex Jct., VT 05452

## **1. Project Description**

The project is called "Greystone" and is located on a 57.8 acre site located at the northerly end of the new section of Old Colchester Road, just west of the intersection with VT Route 2A in Essex. The project parcel abuts the New England Central Railway to the west, the Tree Farm Soccer Complex to the south, a residential property (McCuin) to the east and VT Route 289 to the north. The industrial zoned boundary on the site includes 9.5 acres of the 57.8-acre located within 600' of the railroad tracks. The proposed project is to construct six (6) 16,000 SF – 26,000 SF warehouse buildings accessed by a new 30 ft wide road off of Old Colchester Road. To develop a portion of the industrial zoned land, a significant amount of earth and ledge will need to be removed to re-grade the site. It is expected that the earth and ledge removal along with the crushing/screening operation will occur over four (4), forty (40) week construction seasons. The traffic impacts at the projects' intersection with Old Colchester Road and the Old Colchester Road/VT Route 2A intersection have been evaluated for the project at full build out in 2026 and 2030.

## **2. Existing Conditions**

Old Colchester Road is a side street off of VT Route 2A which connects VT Route 2A to Grove Street in the Village of Essex Junction. The Old Colchester Road/VT Route 2A intersection was reconfigured due to safety concerns over its previous location and now has separate left and right hand turning lane onto VT Route 2A and a separate left hand turning lane onto Old Colchester Road. VT Route 2A a 2-lane major traffic corridor in Essex and is the primary route between Interstate 289, US Route 7 and the Five Corners in Essex Junction. Commuters make up the majority of the traffic on VT Route 2A during the AM and PM Peak Hour Periods. The proposed project entrance off of Old Colchester Road is approximately 285' north of the Old Colchester Road/VT Route 2A intersection. Old Colchester Road is currently posted at 25 MPH and has an average paved width in the vicinity of the proposed project of approximately 34'. In addition, an at grade rail road crossing currently exists just west of the project's intersection with Old Colchester Road.

Site work started on the original site plan proposal in July of 2016. All of the blasting and earthwork associated with the original site plan approval will be nearing completion in the Spring of 2026.

The State of Vermont maintains a traffic counting station on VT Route 2A just south of the VT 289-Circ Highway (D042). The State of Vermont published AADT at this count station in 2024 was 6,039 vehicles. Using published growth factors, the 2024 AADT was adjusted to the year 2026 by applying a growth factor of 1.007. It was also adjusted to the year 2030 by applying a growth factor of 1.02 to analyze the future impacts to 2030. The Design Hourly Volume (DHV) was calculated using the percent 'k' method using a value of 12% for 2026 and 2030. The DHV for 2026 was found to be 730 vehicles per hour and the DHV for 2030 is 740 vehicles per hour.

The turning movement count was performed by our office for the previous version of the 2014 Traffic Impact Assessment at the VT Route 2A/Old Colchester Road intersection and was utilized again for this report. The count found 749 PM vehicles during the peak hour of 4:30 to 5:30. The turning movement count data was adjusted to match the intersection's Design Hourly Volume for 2026 and 2030 for the proposed project and existing scenarios. All project generated traffic was assumed to turn right out of the project entrance and utilize the Old Colchester Rd / VT Route 2A intersection. The turning movements were also used to determine the distribution of the project traffic. The Level of Service (LOS) analysis was done using these distributions.

### **3. Project Parameters**

During construction, an existing 30-foot wide temporary access off of Old Colchester Road will provide access to the site. A stabilized construction entrance will be installed, ensuring that stones and debris are not tracked into the Old Colchester Road right-of-way. During construction all entering and exiting truck traffic will be instructed to use the Old Colchester Road/VT Route 2A intersection and not travel east down Old Colchester Road into the Village. Following construction, a new 30-foot wide access road off of Old Colchester Road will be built to serve as the primary access to the proposed commercial site. The sight distances for the entrance off of Old Colchester Road are greater than 300 feet in each direction. These sight distances exceed the State recommendation of 275 feet for minimum corner sight distance at the posted speed limit of 25 mph.

For the construction component of the project an extraction rate of 56 truckloads per week was estimated for 4 years (40 week construction season). For the purpose of the traffic evaluation, we assumed that the average number of truck trips would be 11 truckloads per day over the 40 week construction season. It was assumed this would translate to 10 VTE during the PM peak hour. The construction of the permanent private access road is estimated to take 4 years to complete. A temporary access road will be used until the permanent road is complete.

At full build out the project trip generations were obtained from the Institute for Traffic Engineers (ITE) 11<sup>th</sup> Edition based on data from Land Use Category 150-Warehousing. The following table lists the expected trip generation during the AM and PM peak hours at full build out.

**Table 1**  
**PM Peak Hour - Estimated Extraction Vehicular Trip Generation**

ITE-Land Use Category	P.M. Peak		
	Enter	Exit	Total
(APPROVED) Truck Traffic*	5 VTE	5 VTE	10 VTE
(APPROVED) 3 Commercial Buildings - 60 Employees (20 Employees Each)	12 VTE	23 VTE	35 VTE
(PROPOSED) 3 Commercial Buildings - 40 Employees (Building D=20 emp, Building E=10 emp, Building F=10 emp)	10 VTE	16 VTE	26 VTE
	27 VTE	44 VTE	71 VTE

\*ITE numbers not used, trip generation assumed based on the expected extraction rate.

The Agency of Transportation guidelines require the traffic impact study analyze all intersections which receive 75 or more project generated trips. The project generated traffic does not exceed 71 trips ends.

Procedures used to perform the capacity analyses were obtained from the *Highway Capacity Manual*<sup>1</sup> (HCM). The HCM uses "level of service" to define differing levels of traffic congestion. There are six levels of service,

<sup>1</sup>"Highway Capacity Manual - Special Report 209, Transportation Research Board, 1994"

ranging from A to F. The criteria for each level of service at signalized intersections are outlined in the table below.

Level of Service Criteria

Level of Service	Avg. Delay (sec./veh.)	Expected Traffic Delay
A	0-10	Little or no delay
B	10-15	Short traffic delays
C	15-25	Average traffic delays
D	25-35	Long traffic delays
E	35-50	Very long traffic delays
F	>50	Failure – Congestion

At unsignalized intersections, the minor approach movements, particularly left-turns, typically experience lower levels of service due to their having to yield to other traffic. Consequently, traffic congestion conditions encountered by traffic exiting roads located on high-volume collectors and arterials often fall into the level of service E range.

The following tables present the levels of service and corresponding vehicular delays (seconds/vehicle) for the proposed development/design year scenarios for the project intersection with Old Colchester Road and the Old Colchester Road/VT Route 2A intersection. The levels of service calculations are included in the attachments.

**Table 3**  
**Intersection Capacity Analysis Results**

Intersection	2026 PM		2030 PM	
	Existing	w/ Project	Existing	w/ Project
<b>Old Colchester Road / Project Entrance</b>				
Southbound Left/Right	N/A	A (8.7) <sup>1</sup>	N/A	A (8.7) <sup>1</sup>
Eastbound Left/Thru	N/A	A (7.3)	N/A	A (7.3)
<b>Old Colchester Road / VT Route 2A</b>				
Southbound Left	A (8.4)	A (8.5)	A (8.4)	A (8.5)
Westbound Left	C (15.3)	C (16.6)	C (15.5)	C (16.8)
Westbound Right	B (11.2)	B (11.6)	B (11.3)	B (11.7)

<sup>1</sup> Average delay per vehicle in seconds

The capacity analysis results indicate that excellent levels of traffic congestion will exist at the projects intersection with Old Colchester Road and at the Old Colchester Road/VT Route 2A intersection. Overall, the addition of the project traffic will have an insignificant effect on Old Colchester Road and VT Route 2A traffic in the year 2026 and into 2030.

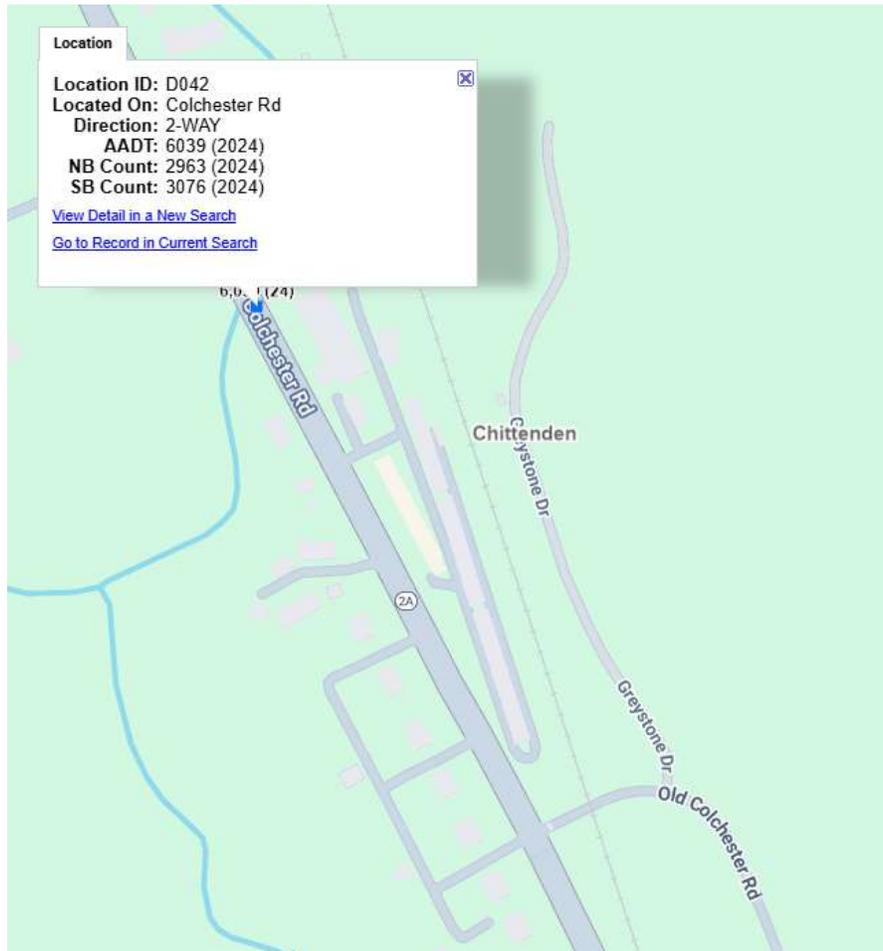
Also examined was the expected queue of the Old Colchester Road/VT Route 2A intersection and the existing at grade rail road crossing just west of the projects' entrance off of VT Route 2A. During the 2026 construction season an estimated 71 PM peak hour trips are expected, the 95% queue length is 0.32 (westbound left) and 0.32 (westbound right) in the PM peak hour. The estimated 95% queue length for 2030 is 0.32 (westbound left) and 0.33 (westbound right) in the PM peak hour. There is approximately 90' between the Old Colchester Road intersection and the at grade railroad crossing which allows for at least 4 passenger vehicles or 3 trucks; because the queue length was less than 1.0 in all evaluated scenarios, the project is not expected to have a significant impact to the railroad crossing.

#### **4. Summary & Conclusions**

This evaluation has determined the potential traffic congestion and traffic safety impacts related to the proposed three (3) 20,000 SF commercial building and construction traffic. The following outlines our conclusions relating to the projects' potential impact on traffic conditions.

- The project is estimated to generate 61 PM VTEs and an additional 10 truck VTE during the PM Peak Hour;
- All construction traffic will enter and exit via the existing Old Colchester Road/VT Route 2A intersection;
- The intersection with Old Colchester Road and VT Route 2A will have adequate sight distances;
- The projects' intersection with Old Colchester Road will have adequate levels of service when fully built out.
- Satisfactory levels of service currently exist at the Old Colchester Road/VT Route 2A intersection and the project generated traffic will not have a significant impact;
- The queue length onto Old Colchester Road was evaluated and there are no expected conflicts with the existing at grade railroad crossing west of the projects' entrance.
- Until the permanent roadway is complete a temporary access road will be used for the project entrance

# State of Vermont Count Data



Location ID	D042	MPO ID	
Type	SPOT	HPMS ID	
On NHS		On HPMS	
LRS ID	V002A	LRS Loc Pt.	10.222
SF Group	3 (2025)	Route Type	
AF Group	U4 (2025)	Route	VT2A
GF Group	2 (2025)	Active	Yes
Class Dist Grp	Non-Interstate (2016)	Category	
Seas Class Grp	U4 (2017)		
WIM Group			
QC Group	Default		
Funct'l Class	Minor Arterial - 4	Milepost	
Located On	Colchester Rd		
Loc On Alias	VT2A		
More Detail ▶			

**STATION DATA**

Directions: **2-WAY** **NB** **SB** ⓘ

AADT ⓘ							
Year	AADT	DHV-30	K %	D %	PA	BC	Src
2024	6,039 <sup>3</sup>		12	70	5,465 (90%)	574 (10%)	Grown from 2023
2023	5,938 <sup>3</sup>		12	70	5,374 (91%)	564 (9%)	Grown from 2022
2022	5,891 <sup>3</sup>		12	70	5,331 (90%)	560 (10%)	Grown from 2021
2021	5,838 <sup>3</sup>		12	70	5,283 (90%)	555 (10%)	Grown from 2020
2020	5,208 <sup>3</sup>		12	70	4,713 (90%)	495 (10%)	Grown from 2019

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**Vermont Agency of Transportation  
Traffic Research  
20-YEAR Growth Factor Table**

The 2024 to 2044 AADT growth factor is 1.07 for all Vermont locations.

For projecting current year AADTs to a future year, use the table below:

TO FUTURE YEAR	FROM CURRENT YEAR	
	2024	2025
2024	1.000	
2025	1.003	1.000
2026	1.007	1.003
2027	1.010	1.007
2028	1.013	1.010
2029	1.016	1.013
2030	1.020	1.016
2031	1.023	1.020
2032	1.026	1.023
2033	1.029	1.026
2034	1.033	1.029
2035	1.036	1.033
2036	1.039	1.036
2037	1.042	1.039
2038	1.046	1.042
2039	1.049	1.046
2040	1.052	1.049
2041	1.055	1.052
2042	1.059	1.055
2043	1.062	1.059
2044	1.065	1.062
2045	1.068	1.065
2046	1.072	1.068
2047	1.075	1.072
2048	1.078	1.075

## VT Route 2A/Old Colchester Road Count Data

EXISTING TRAFFIC  
 GRAPHIC SUMMARY OF VEHICLE MOVEMENTS

INTERSECTION VT RT 2A & OLD COLCHESTER RD. OBSERVER R. PAUL

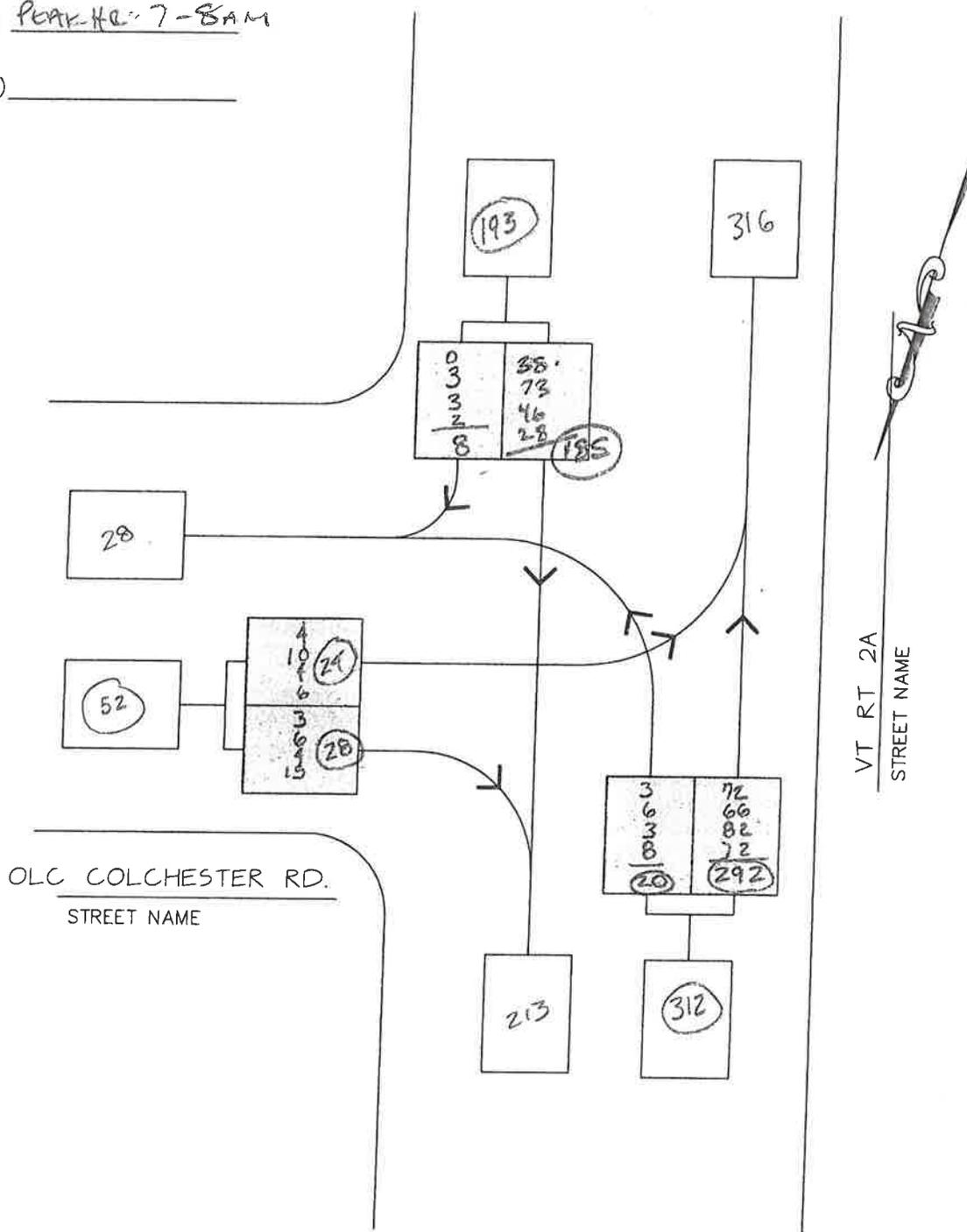
TOWN Essex DATE \_\_\_\_\_ DAY \_\_\_\_\_

PROJECT No. \_\_\_\_\_ PROJECT GREYSTONE IND. PARK

TIME

AM Peak Hr: 7-8 AM

(PM) \_\_\_\_\_



OLC COLCHESTER RD.  
 STREET NAME

VT RT 2A  
 STREET NAME

EXISTING TRAFFIC  
 GRAPHIC SUMMARY OF VEHICLE MOVEMENTS

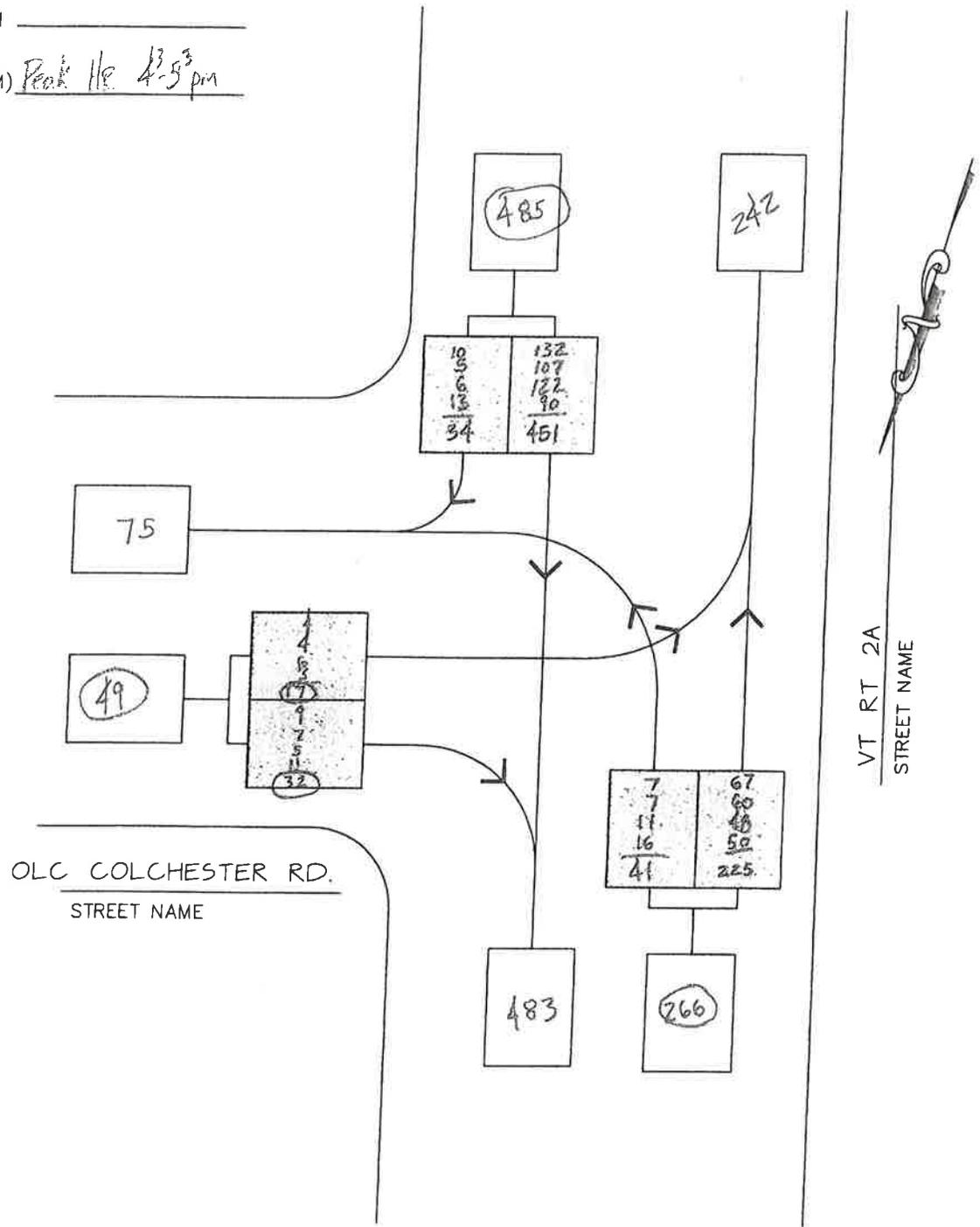
INTERSECTION VT RT 2A & OLD COLCHESTER RD. OBSERVER R. PAUL

TOWN Essex DATE \_\_\_\_\_ DAY \_\_\_\_\_

PROJECT No. \_\_\_\_\_ PROJECT GREYSTONE IND. PARK

TIME  
 AM \_\_\_\_\_

(PM) Peak Hr 4-5<sup>30</sup> pm



VT RT 2A  
 STREET NAME

OLC COLCHESTER RD.  
 STREET NAME

## ITE Trip Generation

# Warehousing (150)

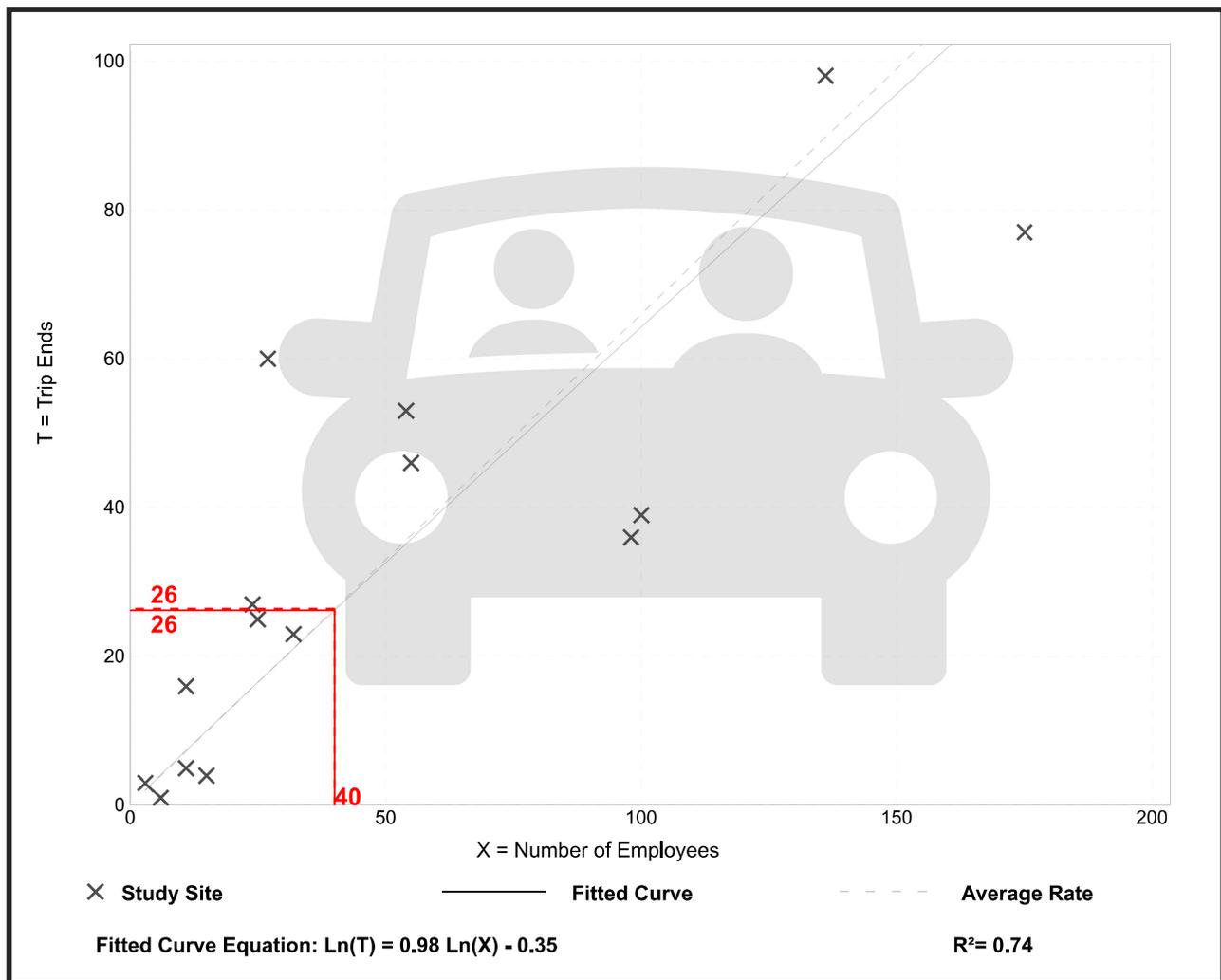
**Vehicle Trip Ends vs: Employees**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 15  
 Avg. Num. of Employees: 51  
 Directional Distribution: 36% entering, 64% exiting

## Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.66	0.17 - 2.22	0.40

## Data Plot and Equation



## Graphic Summary of Vehicular Movements

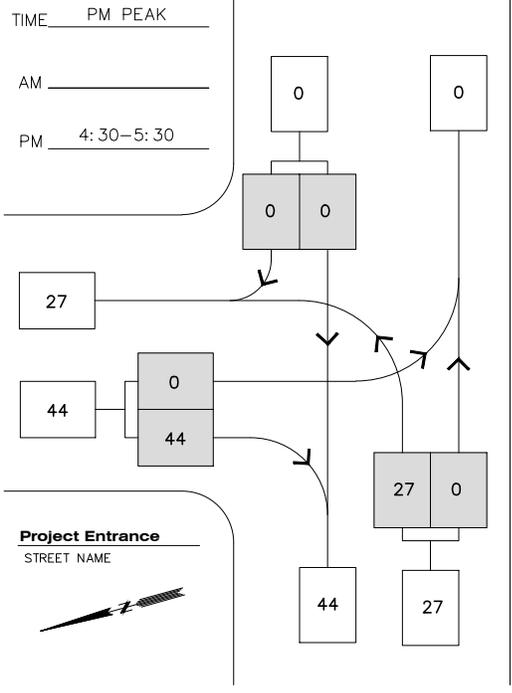
# GRAPHIC SUMMARY OF VEHICLE MOVEMENTS

INTERSECTION Project Entrance & Old Colchester Rd OBSERVER \_\_\_\_\_

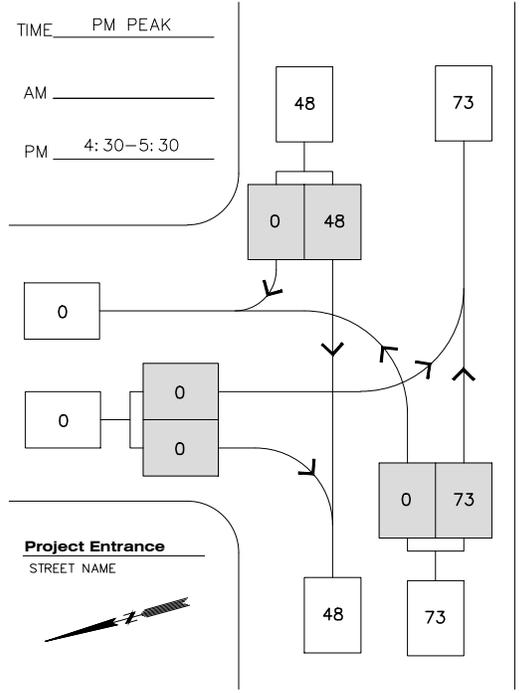
TOWN Essex DATE 1/26/2026 DAY \_\_\_\_\_

PROJECT No. \_\_\_\_\_ PROJECT Greystone - 2026 Adjusted Peak PM

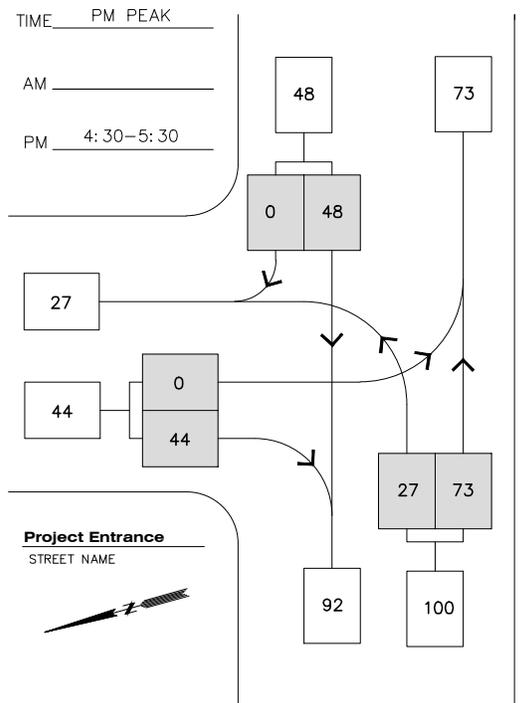
**DHV = 730 VTE**



**Project Impact**



**Existing Conditions**



**Existing + Project Conditions**

Old Colchester Rd  
STREET NAME

Old Colchester Rd  
STREET NAME

Old Colchester Rd  
STREET NAME

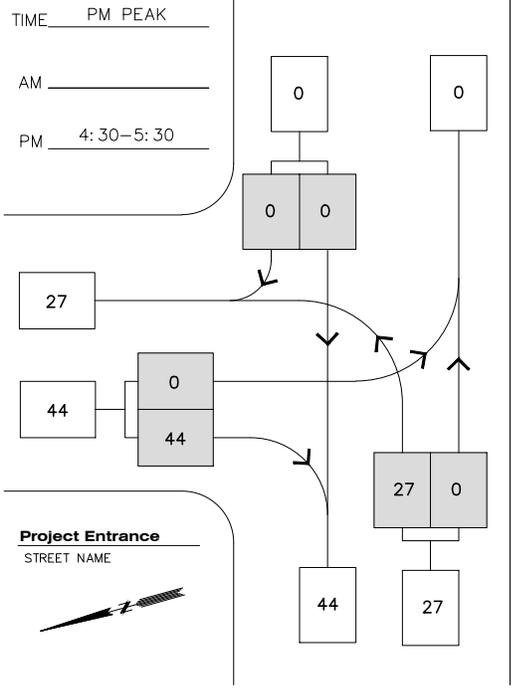
# GRAPHIC SUMMARY OF VEHICLE MOVEMENTS

INTERSECTION Project Entrance & Old Colchester Rd OBSERVER \_\_\_\_\_

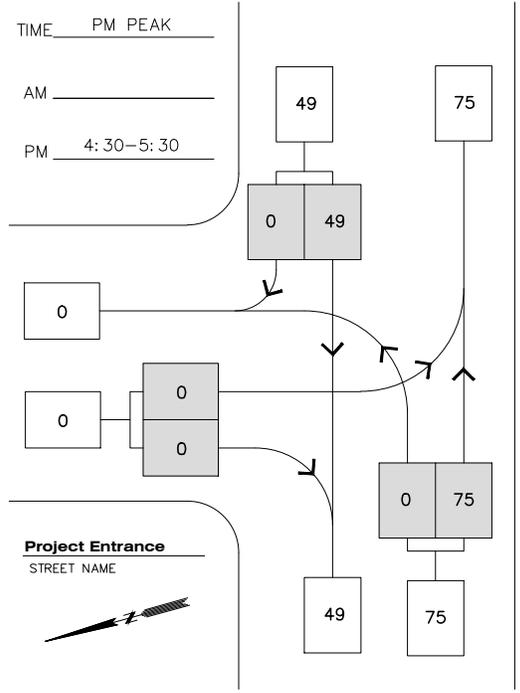
TOWN Essex DATE 1/26/2026 DAY \_\_\_\_\_

PROJECT No. \_\_\_\_\_ PROJECT Greystone - 2030 Adjusted Peak PM

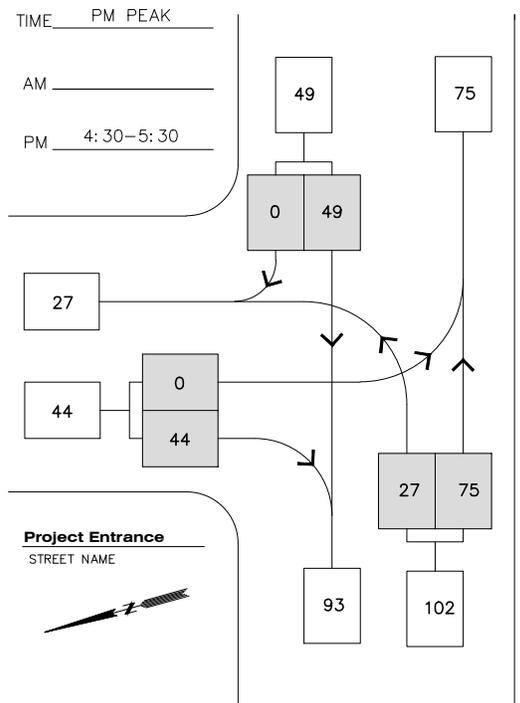
**DHV = 740 VTE**



**Project Impact**



**Existing Conditions**



**Existing + Project Conditions**

Old Colchester Rd  
STREET NAME

Old Colchester Rd  
STREET NAME

Old Colchester Rd  
STREET NAME

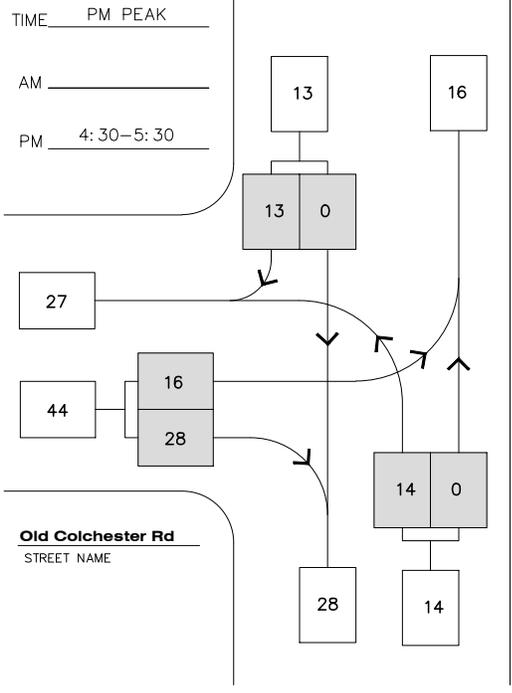
# GRAPHIC SUMMARY OF VEHICLE MOVEMENTS

INTERSECTION Old Colchester Rd & VT RT 2A OBSERVER \_\_\_\_\_

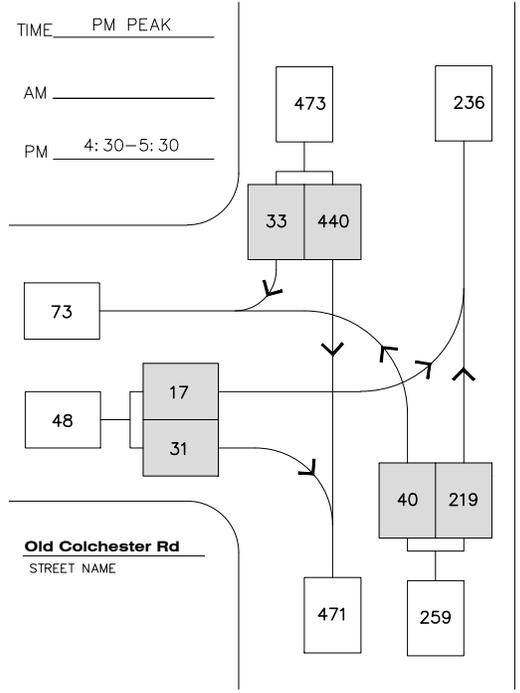
TOWN Essex DATE 01/26/2026 DAY \_\_\_\_\_

PROJECT No. \_\_\_\_\_ PROJECT Greystone - 2026 Adjusted Peak PM

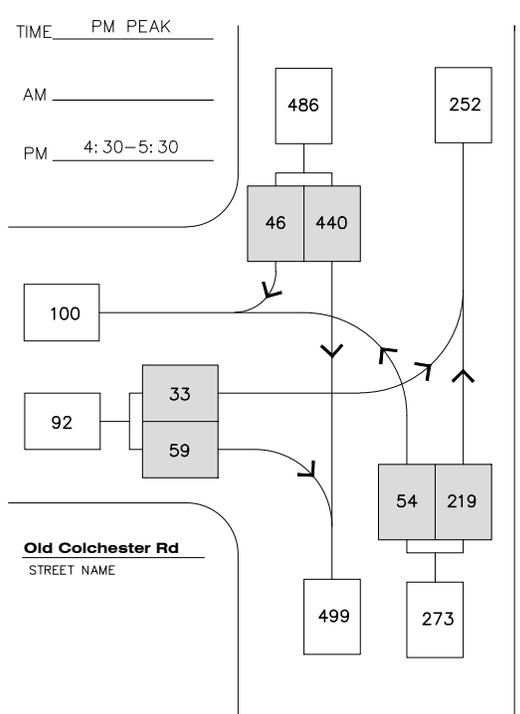
**DHV = 730 VTE**



**Project Impact**



**Existing Conditions**



**Existing + Project Conditions**

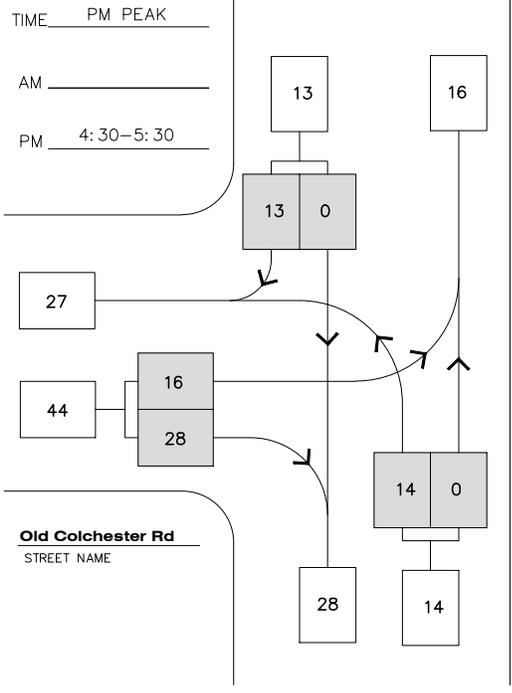
# GRAPHIC SUMMARY OF VEHICLE MOVEMENTS

INTERSECTION Old Colchester Rd & VT RT 2A OBSERVER \_\_\_\_\_

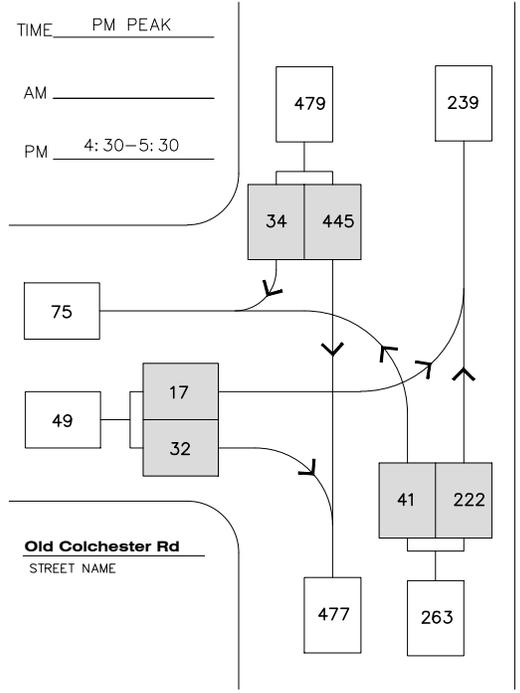
TOWN Essex DATE 1/26/2026 DAY \_\_\_\_\_

PROJECT No. \_\_\_\_\_ PROJECT Greystone - 2030 Adjusted Peak PM

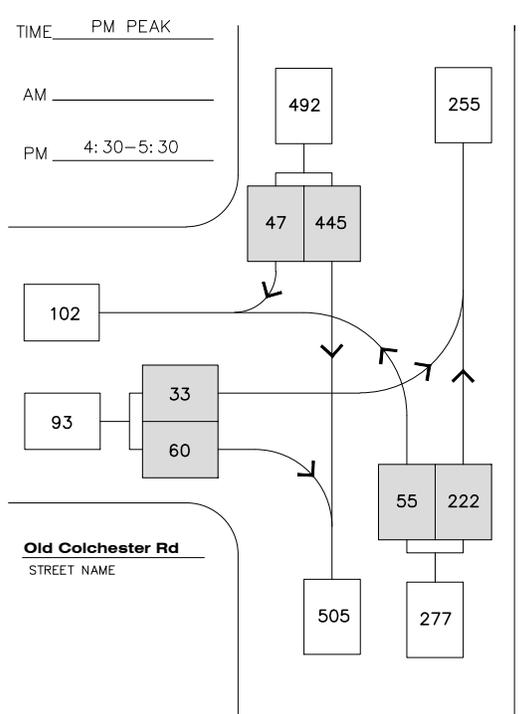
**DHV = 740 VTE**



**Project Impact**



**Existing Conditions**



**Existing + Project Conditions**

## Level of Service Calculations

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	Bryan Currier			Intersection				
Agency/Co.	O'Leary-Burke Civil Associates			Jurisdiction				
Date Performed	1-27-2026			Analysis Year	2026			
Analysis Time Period	2026 PM Adjusted Peak			Project ID	Project Entrance/Old Colchester Road - 2026 PM Adjusted Peak			
East/West Street: Old Colchester Road				North/South Street: Project Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	27	73	0	0	48	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	27	73	0	0	48	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	0	0	0	44		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	0	0	0	0	44		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
<b>Delay, Queue Length, and Level of Service</b>								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	27						44	
C (m) (vph)	1572						1027	
v/c	0.02						0.04	
95% queue length	0.05						0.13	
Control Delay	7.3						8.7	
LOS	A						A	
Approach Delay	--	--					8.7	
Approach LOS	--	--					A	

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	Bryan Currier			Intersection				
Agency/Co.	O'Leary-Burke Civil Associates			Jurisdiction				
Date Performed	1-26-2026			Analysis Year	2030			
Analysis Time Period	2030 PM Adjusted Peak			Project ID	Project Entrance/Old Colchester Road - 2030 PM Adjusted Peak			
East/West Street: Old Colchester Road				North/South Street: Project Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	27	75	0	0	49	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	27	75	0	0	49	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	0	0	1		0	
Configuration	LT						TR	
Upstream Signal		0			0			
<b>Minor Street</b>	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	0	0	0	44		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	0	0	0	0	44		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0		0	
Configuration					LR			
<b>Delay, Queue Length, and Level of Service</b>								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	27						44	
C (m) (vph)	1571						1025	
v/c	0.02						0.04	
95% queue length	0.05						0.13	
Control Delay	7.3						8.7	
LOS	A						A	
Approach Delay	--	--					8.7	
Approach LOS	--	--					A	

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	OBCA			Intersection				
Agency/Co.	O'Leary-Burke			Jurisdiction				
Date Performed	1-26-26			Analysis Year	2026			
Analysis Time Period	2026 PM Peak Existing+Proj			Project ID	VT Rt 2A/Old Colchester Road - 2026 PM Peak Existing+Project			
East/West Street: <i>Old Colchester Road</i>				North/South Street: <i>VT Route 2A</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	440	46	54	219	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	440	46	54	219	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	0	1	1		0	
Configuration			TR	L	T			
Upstream Signal		0			0			
<b>Minor Street</b>	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	33	0	59	0	0	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	33	0	59	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	1	0	1	0	0		0	
Configuration	L		R					
<b>Delay, Queue Length, and Level of Service</b>								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		54	33		59			
C (m) (vph)		1087	344		603			
v/c		0.05	0.10		0.10			
95% queue length		0.16	0.32		0.32			
Control Delay		8.5	16.6		11.6			
LOS		A	C		B			
Approach Delay	--	--	13.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY							
<b>General Information</b>				<b>Site Information</b>			
Analyst	Bryan Currier			Intersection			
Agency/Co.	O'Leary-Burke			Jurisdiction			
Date Performed	01-26-2026			Analysis Year	2030		
Analysis Time Period	2030 PM Peak Existing+Project			Project ID	VT Rt 2A/Old Colchester Road - 2030 PM Peak Existing+Project		
East/West Street: Old Colchester Road				North/South Street: VT Route 2A			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>							
<b>Major Street</b>	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	445	47	55	222	0	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR	0	445	47	55	222	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
<b>Minor Street</b>	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	33	0	60	0	0	0	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR	33	0	60	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
<b>Delay, Queue Length, and Level of Service</b>							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (vph)		55	33		60		
C (m) (vph)		1082	339		599		
v/c		0.05	0.10		0.10		
95% queue length		0.16	0.32		0.33		
Control Delay		8.5	16.8		11.7		
LOS		A	C		B		
Approach Delay	--	--	13.5				
Approach LOS	--	--	B				