
TRANSPORTATION TECHNICAL REPORT

APPENDIX G

“Without Segments G-J” Scenario

VT 2A Corridor (I-89 to VT 289)
Link Volume Projections
Net Change between With G-J Alternatives and Without G-J alternatives
AM Peak Hour

Link			Direction	2030 No Build	Group 1			Group 2				Group 3		
From	To	Alt 2			Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23	
Hurricane Lane	I-89 SB Ramps	NB	-27	-3	-26	-27	-38	-63	-30	-48	-52	-39	-37	
I-89 SB Ramps	I-89 NB Ramps	NB	-27	-11	-30	-27	-10	8	-6	-46	26	-37	0	
I-89 NB Ramps	Marshall Avenue	NB	-17	-17	-26	-12	-1	13	-21	-50	16	-13	-9	
Marshall Avenue	Connor Way	NB	-30	31	-26	-14	0	-14	0	-10	-25	-10	-52	
Connor Way	US 2	NB	-30	64	-34	-13	-3	-6	-4	-20	-10	-13	-6	
US 2	Helena Drive	NB	-14	-4	-17	-2	-7	-9	-17	0	-3	-27	6	
Helena Drive	Zephyr Road	NB	-11	-2	-14	1	-2	-5	-14	2	0	-23	11	
Zephyr Road	Knight Lane	NB	-10	-7	-17	-4	-5	-7	-9	-6	8	-24	9	
Knight Lane	Hideaway Lane	NB	-12	-2	-8	0	-1	-16	-14	-5	12	-14	10	
Hideaway Lane	Meadowrun Road	NB	-12	-2	-8	0	-1	-16	-14	-5	12	-14	10	
Meadowrun Road	Mountain View/Industrial	NB	-8	5	-3	3	0	-8	-12	-3	19	-4	8	
Mountain View/Industrial	Sharon Drive	NB	-3	-24	-27	-8	-9	-24	-12	-12	-61	-45	-10	
Sharon Drive	River Cove Road	NB	-3	-24	-27	-8	-9	-24	-12	-12	-61	-45	-10	
River Cove Road	Morgan Parkway	NB	-3	-21	-9	-9	-4	-15	-12	-6	-46	-38	-9	
Morgan Parkway	James Brown Drive	NB	-3	-21	-9	-9	-4	-15	-12	-6	-46	-38	-9	
James Brown Drive	Robinson Parkway/South Street	NB	-10	-16	-51	-16	-5	-49	-37	-9	-59	-41	-23	
Robinson Parkway/South Street	VT15/VT117	NB	48	37	29	47	43	34	45	48	36	9	44	
VT15/VT117	Lincoln Place	NB	23	38	33	30	35	33	35	37	39	23	23	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	NB	160	169	164	159	143	149	142	149	169	158	151	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	NB	254	253	247	263	249	247	250	254	254	241	257	
I-289 WB Off Ramp	Lamore Road	NB	-67	-29	103	120	118	116	119	115	105	102	116	

Link			Direction	2030 No Build	Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To													
I-289 WB Off Ramp	Lamore Road	SB	101	78	75	97	-17	-12	-10	0	75	80	92	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	SB	-548	-543	-567	-550	-526	-493	-503	-534	-546	-548	-569	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	SB	132	175	136	130	105	132	125	140	159	146	128	
VT15/VT117	Lincoln Place	SB	79	81	93	69	85	79	89	87	88	99	62	
Robinson Parkway/South Street	VT15/VT117	SB	-6	24	25	-8	32	18	23	33	25	20	-8	
James Brown Drive	Robinson Parkway/South Street	SB	-4	-7	-26	-4	9	35	39	6	-3	-25	-6	
Morgan Parkway	James Brown Drive	SB	-5	-11	-13	-6	13	10	17	7	-24	-24	-5	
River Cove Road	Morgan Parkway	SB	-5	-11	-13	-6	13	10	17	7	-24	-24	-5	
Sharon Drive	River Cove Road	SB	6	-9	5	6	-1	1	5	1	-31	-27	1	
Mountain View/Industrial	Sharon Drive	SB	6	-9	5	6	-1	1	5	1	-31	-27	1	
Meadowrun Road	Mountain View/Industrial	SB	0	21	17	11	10	4	11	11	29	25	19	
Hideaway Lane	Meadowrun Road	SB	-2	18	14	9	11	7	16	5	18	15	16	
Knight Lane	Hideaway Lane	SB	-2	18	14	9	11	7	16	5	18	15	16	
Zephyr Road	Knight Lane	SB	-1	12	4	5	12	8	8	2	15	9	19	
Helena Drive	Zephyr Road	SB	6	-1	-12	9	9	1	4	5	6	9	4	
US 2	Helena Drive	SB	2	-5	-15	6	2	-4	-1	2	2	5	0	
Connor Way	US 2	SB	5	-19	-21	-7	-11	-10	-11	2	-13	-3	-4	
Marshall Avenue	Connor Way	SB	3	-20	-31	1	-1	-4	-2	-27	-22	-1	4	
I-89 NB Ramps	Marshall Avenue	SB	7	14	-11	11	12	2	5	-3	-6	6	12	
I-89 SB Ramps	I-89 NB Ramps	SB	10	48	15	11	8	-11	66	-11	1	-16	7	
Hurricane Lane	I-89 SB Ramps	SB	0	45	3	2	1	-75	40	-12	-61	-9	-24	

VT 2A Corridor (I-89 to VT 289)
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PM Peak Hour

Link			Direction	2030 No Build	Group 1			Group 2				Group 3		
					Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To													
Hurricane Lane	I-89 SB Ramps	NB	5	0	2	-9	-6	3	-11	14	-4	10	4	
I-89 SB Ramps	I-89 NB Ramps	NB	1	-6	2	-2	17	20	21	33	7	13	26	
I-89 NB Ramps	Marshall Avenue	NB	5	-5	5	2	31	25	34	25	-2	12	29	
Marshall Avenue	Connor Way	NB	-4	-6	-14	-12	12	-25	24	2	-60	-8	-3	
Connor Way	US 2	NB	-5	-3	-15	-10	5	4	10	4	-24	-11	-10	
US 2	Helena Drive	NB	0	-5	-12	3	-12	-4	-18	-9	-36	-26	-12	
Helena Drive	Zephyr Road	NB	7	0	-5	10	-5	2	-11	-2	-30	-19	-5	
Zephyr Road	Knight Lane	NB	-10	-3	1	-3	5	-4	-9	1	-11	-7	-4	
Knight Lane	Hideaway Lane	NB	-8	-7	-7	-8	-2	-7	-11	1	-15	-10	-12	
Hideaway Lane	Meadowrun Road	NB	-8	-7	-7	-8	-2	-7	-11	1	-15	-10	-12	
Meadowrun Road	Mountain View/Industrial	NB	-10	-12	-11	-9	-1	-2	-21	-2	-18	-11	-13	
Mountain View/Industrial	Sharon Drive	NB	-24	-35	-24	-20	-27	-27	-31	-26	12	7	-22	
Sharon Drive	River Cove Road	NB	-24	-35	-24	-20	-27	-27	-31	-26	12	17	-22	
River Cove Road	Morgan Parkway	NB	-22	-13	-9	-21	4	-4	-1	-2	35	39	-22	
Morgan Parkway	James Brown Drive	NB	-22	-13	-9	-21	4	-4	-1	-2	35	39	-22	
James Brown Drive	Robinson Parkway/South Street	NB	-19	0	-15	-20	5	0	-23	-20	32	42	-19	
Robinson Parkway/South Street	VT15/VT117	NB	16	37	26	16	-20	7	-24	10	67	86	12	
VT15/VT117	Lincoln Place	NB	59	101	99	59	81	97	69	80	100	100	56	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	NB	91	113	108	96	86	94	96	95	110	111	96	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	NB	228	240	243	224	221	229	230	231	235	239	225	
I-289 WB Off Ramp	Lamore Road	NB	-108	6	10	24	-1	13	12	15	8	11	23	

Link			Direction	2030 No Build	Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To													
I-289 WB Off Ramp	Lamore Road	SB	-48	-62	-53	-51	-76	-60	-70	-61	-56	-45	-49	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	SB	-349	-345	-365	-343	-295	-296	-288	-305	-343	-356	-342	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	SB	91	102	101	85	94	108	99	83	102	103	78	
VT15/VT117	Lincoln Place	SB	35	51	49	29	60	64	57	44	48	45	29	
Robinson Parkway/South Street	VT15/VT117	SB	-15	-31	-37	-18	-7	-11	-6	-21	-22	-4	-19	
James Brown Drive	Robinson Parkway/South Street	SB	4	14	-24	-3	-8	-11	7	-4	-7	2	8	
Morgan Parkway	James Brown Drive	SB	-1	-5	-16	2	6	5	9	-10	0	28	1	
River Cove Road	Morgan Parkway	SB	-1	-5	-16	2	6	5	9	-10	0	28	1	
Sharon Drive	River Cove Road	SB	-6	-3	3	1	-13	-8	-2	-14	-16	9	-12	
Mountain View/Industrial	Sharon Drive	SB	-6	-3	3	1	-13	-8	-2	-14	-16	9	-12	
Meadowrun Road	Mountain View/Industrial	SB	7	-9	4	-4	6	14	-2	16	15	15	6	
Hideaway Lane	Meadowrun Road	SB	3	-20	-10	-11	0	1	-8	12	10	16	-1	
Knight Lane	Hideaway Lane	SB	3	-20	-10	-11	0	1	-8	12	10	16	-1	
Zephyr Road	Knight Lane	SB	-8	-16	-13	-16	-8	-2	-17	-1	3	7	-2	
Helena Drive	Zephyr Road	SB	-7	-52	-60	-30	-9	0	-27	-11	-29	-2	-6	
US 2	Helena Drive	SB	-8	-53	-61	-29	-10	1	-23	-11	-30	-3	-6	
Connor Way	US 2	SB	-8	12	3	-17	31	10	22	9	11	1	5	
Marshall Avenue	Connor Way	SB	-4	40	-14	-25	33	11	29	13	10	9	18	
I-89 NB Ramps	Marshall Avenue	SB	-7	1	-14	-13	29	12	24	32	11	13	14	
I-89 SB Ramps	I-89 NB Ramps	SB	-1	15	2	-2	-26	-8	-67	-5	13	-10	-5	
Hurricane Lane	I-89 SB Ramps	SB	0	13	-7	-11	-4	2	-7	-15	10	-7	-10	

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Link			Direction	2005 Existing	2030 No Build	Group 1			Group 2				Group 3		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To														
Hurricane Lane	I-89 SB Ramps	NB	554	569	602	576	610	647	647	651	646	702	708	696	
I-89 SB Ramps	I-89 NB Ramps	NB	1085	1522	1530	1488	1610	1241	1213	1255	1183	1280	1241	1354	
I-89 NB Ramps	Marshall Avenue	NB	1142	1704	1740	1659	1817	1627	1513	1596	1527	1597	1518	1609	
Marshall Avenue	Connor Way	NB	632	836	1051	957	1066	752	704	749	717	868	797	817	
Connor Way	US 2	NB	621	781	1038	893	1016	715	740	718	745	890	814	855	
US 2	Helena Drive	NB	552	570	668	582	665	514	508	519	551	651	612	636	
Helena Drive	Zephyr Road	NB	519	537	636	549	632	483	476	486	517	618	579	605	
Zephyr Road	Knight Lane	NB	445	532	607	559	585	432	339	430	465	586	537	506	
Knight Lane	Hideaway Lane	NB	419	451	541	487	497	365	268	359	392	518	464	425	
Hideaway Lane	Meadowrun Road	NB	419	451	541	487	497	365	268	359	392	518	464	425	
Meadowrun Road	Mountain View/Industrial	NB	433	483	568	508	529	403	312	403	424	559	497	457	
Mountain View/Industrial	Sharon Drive	NB	611	678	906	833	688	607	559	579	596	868	791	699	
Sharon Drive	River Cove Road	NB	611	678	906	833	688	607	559	579	596	868	791	699	
River Cove Road	Morgan Parkway	NB	592	651	847	791	660	549	497	523	553	826	757	673	
Morgan Parkway	James Brown Drive	NB	592	651	847	791	660	549	497	523	553	826	757	673	
James Brown Drive	Robinson Parkway/South Street	NB	477	535	719	640	544	442	405	410	454	704	644	565	
Robinson Parkway/South Street	VT15/VT117	NB	469	554	701	631	583	493	451	450	497	727	644	591	
VT15/VT117	Lincoln Place	NB	255	327	366	343	345	355	350	354	355	363	338	339	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	NB	335	626	625	622	629	602	597	599	606	620	611	621	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	NB	316	655	660	650	665	642	634	642	644	656	641	658	
I-289 WB Off Ramp	Lamore Road	NB	470	608	614	506	522	511	503	511	505	507	502	517	

Link			Direction	2005 Existing	2030 No Build	Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To														
I-289 WB Off Ramp	Lamore Road	SB	535	653	677	670	649	611	615	622	624	669	672	644	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	SB	1345	942	979	974	937	911	916	915	912	977	974	923	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	SB	289	454	549	529	453	483	476	488	479	542	529	449	
VT15/VT117	Lincoln Place	SB	374	517	667	642	520	593	580	599	587	661	637	515	
Robinson Parkway/South Street	VT15/VT117	SB	809	1023	1560	1511	1025	874	856	877	870	1579	1528	1033	
James Brown Drive	Robinson Parkway/South Street	SB	943	1332	1897	1863	1333	1138	1115	1127	1138	1937	1892	1342	
Morgan Parkway	James Brown Drive	SB	962	1354	1930	1887	1354	1157	1137	1149	1154	1954	1907	1364	
River Cove Road	Morgan Parkway	SB	962	1354	1930	1887	1354	1157	1137	1149	1154	1954	1907	1364	
Sharon Drive	River Cove Road	SB	990	1401	1996	1946	1401	1230	1218	1220	1225	2015	1964	1415	
Mountain View/Industrial	Sharon Drive	SB	990	1401	1996	1946	1401	1230	1218	1220	1225	2015	1964	1415	
Meadowrun Road	Mountain View/Industrial	SB	592	881	1205	1134	876	849	745	854	839	1157	1105	857	
Hideaway Lane	Meadowrun Road	SB	614	905	1250	1183	912	874	776	876	869	1182	1142	887	
Knight Lane	Hideaway Lane	SB	616	917	1250	1183	912	874	776	876	869	1182	1142	887	
Zephyr Road	Knight Lane	SB	629	911	1231	1168	913	857	756	856	856	1167	1126	882	
Helena Drive	Zephyr Road	SB	561	640	838	776	637	587	534	573	581	808	762	622	
US 2	Helena Drive	SB	526	598	796	734	595	542	491	530	540	766	720	580	
Connor Way	US 2	SB	614	609	788	685	566	451	462	435	517	617	543	508	
Marshall Avenue	Connor Way	SB	625	673	861	764	660	490	445	465	516	591	559	519	
I-89 NB Ramps	Marshall Avenue	SB	858	903	1067	979	896	746	685	722	695	749	708	696	
I-89 SB Ramps	I-89 NB Ramps	SB	481	393	504	454	385	647	667	676	600	536	514	510	
Hurricane Lane	I-89 SB Ramps	SB	500	462	535	496	458	692	676	718	639	630	637	575	

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Link		Direction	2005 Existing	2030 No Build	Group 1			Group 2				Group 3		
					Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To													
Hurricane Lane	I-89 SB Ramps	NB	509	564	580	600	534	653	651	676	627	597	582	540
I-89 SB Ramps	I-89 NB Ramps	NB	1068	1137	1236	1188	1155	894	790	874	839	968	945	889
I-89 NB Ramps	Marshall Avenue	NB	1111	1222	1346	1287	1247	1145	1000	1087	1011	1054	991	939
Marshall Avenue	Connor Way	NB	649	686	894	815	732	583	544	538	532	675	561	497
Connor Way	US 2	NB	642	666	854	764	677	557	569	505	572	718	583	500
US 2	Helena Drive	NB	649	694	893	809	637	628	637	589	653	856	798	634
Helena Drive	Zephyr Road	NB	651	705	903	820	648	639	647	600	664	866	809	645
Zephyr Road	Knight Lane	NB	637	898	1274	1235	902	885	844	808	831	1182	1152	830
Knight Lane	Hideaway Lane	NB	622	904	1303	1255	896	908	866	841	859	1215	1173	841
Hideaway Lane	Meadowrun Road	NB	622	904	1303	1255	896	908	866	841	859	1215	1173	841
Meadowrun Road	Mountain View/Industrial	NB	625	913	1304	1256	903	919	874	854	869	1223	1177	851
Mountain View/Industrial	Sharon Drive	NB	1020	1467	2091	2021	1461	1267	1256	1285	1282	2121	2060	1481
Sharon Drive	River Cove Road	NB	1020	1467	2091	2021	1461	1267	1256	1285	1282	2121	2060	1481
River Cove Road	Morgan Parkway	NB	984	1284	1906	1843	1287	1097	1081	1111	1116	1932	1878	1304
Morgan Parkway	James Brown Drive	NB	984	1284	1906	1843	1287	1097	1081	1111	1116	1932	1878	1304
James Brown Drive	Robinson Parkway/South Street	NB	926	1208	1835	1773	1208	1022	1007	1030	1044	1856	1805	1225
Robinson Parkway/South Street	VT15/VT117	NB	862	1036	1697	1614	1046	901	906	922	927	1701	1619	1047
VT15/VT117	Lincoln Place	NB	417	509	662	645	513	587	653	595	580	656	638	505
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	NB	444	612	680	676	609	616	614	618	624	674	669	602
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	NB	541	769	842	838	766	762	759	759	769	834	831	765
I-289 WB Off Ramp	Lamore Road	NB	731	728	608	605	566	540	543	541	553	607	603	563
From	To	Direction	2005 Existing	2030 No Build	Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
I-289 WB Off Ramp	Lamore Road	SB	454	508	514	512	513	515	529	519	515	517	514	513
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	SB	876	720	725	722	726	707	703	712	712	728	722	726
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	SB	220	433	454	446	430	419	419	423	410	444	435	415
VT15/VT117	Lincoln Place	SB	265	370	473	437	389	426	420	428	409	462	411	385
Robinson Parkway/South Street	VT15/VT117	SB	582	688	940	875	700	572	541	538	557	939	867	693
James Brown Drive	Robinson Parkway/South Street	SB	859	954	1262	1180	961	815	776	791	823	1259	1176	971
Morgan Parkway	James Brown Drive	SB	883	950	1261	1181	967	820	789	784	824	1270	1196	968
River Cove Road	Morgan Parkway	SB	883	950	1261	1181	967	820	789	784	824	1270	1196	968
Sharon Drive	River Cove Road	SB	900	1029	1338	1261	1053	933	910	885	900	1339	1274	1046
Mountain View/Industrial	Sharon Drive	SB	900	1029	1338	1261	1053	933	910	885	900	1339	1274	1046
Meadowrun Road	Mountain View/Industrial	SB	671	722	889	838	761	652	578	692	672	804	751	719
Hideaway Lane	Meadowrun Road	SB	660	717	886	835	759	644	574	685	665	805	757	717
Knight Lane	Hideaway Lane	SB	660	719	886	835	759	644	574	685	665	805	757	717
Zephyr Road	Knight Lane	SB	690	849	995	948	901	755	686	783	773	900	867	843
Helena Drive	Zephyr Road	SB	731	759	825	789	853	643	679	656	735	844	781	872
US 2	Helena Drive	SB	752	783	849	813	879	667	705	680	764	868	805	897
Connor Way	US 2	SB	921	1035	1226	1153	1272	930	946	940	1009	1144	998	1149
Marshall Avenue	Connor Way	SB	934	1108	1347	1278	1406	1028	964	1016	1068	1160	1051	1179
I-89 NB Ramps	Marshall Avenue	SB	1330	1793	1868	1771	1954	1698	1626	1721	1747	1693	1633	1812
I-89 SB Ramps	I-89 NB Ramps	SB	742	853	973	889	962	1162	1236	1177	1230	1175	1153	1253
Hurricane Lane	I-89 SB Ramps	SB	580	598	642	631	629	673	707	686	661	713	700	713

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Link			Direction	2005 Existing	2030 No Build	Group 1			Group 2				Group 3		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To														
Hurricane Lane	I-89 SB Ramps	NB	554	596	605	602	637	685	710	681	694	754	747	733	
I-89 SB Ramps	I-89 NB Ramps	NB	1085	1549	1541	1518	1637	1251	1205	1261	1229	1254	1278	1354	
I-89 NB Ramps	Marshall Avenue	NB	1142	1721	1757	1685	1829	1628	1500	1617	1577	1581	1531	1618	
Marshall Avenue	Connor Way	NB	632	866	1020	983	1080	752	718	749	727	893	807	869	
Connor Way	US 2	NB	621	811	974	927	1029	718	746	722	765	900	827	861	
US 2	Helena Drive	NB	552	584	672	599	667	521	517	536	551	654	639	630	
Helena Drive	Zephyr Road	NB	519	548	638	563	631	485	481	500	515	618	602	594	
Zephyr Road	Knight Lane	NB	445	542	614	576	589	437	346	439	471	578	561	497	
Knight Lane	Hideaway Lane	NB	419	463	543	495	497	366	284	373	397	506	478	415	
Hideaway Lane	Meadowrun Road	NB	419	463	543	495	497	366	284	373	397	506	478	415	
Meadowrun Road	Mountain View/Industrial	NB	433	491	563	511	526	403	320	415	427	540	501	449	
Mountain View/Industrial	Sharon Drive	NB	611	681	930	860	696	616	583	591	608	929	836	709	
Sharon Drive	River Cove Road	NB	611	681	930	860	696	616	583	591	608	929	836	709	
River Cove Road	Morgan Parkway	NB	592	654	868	800	669	553	512	535	559	872	795	682	
Morgan Parkway	James Brown Drive	NB	592	654	868	800	669	553	512	535	559	872	795	682	
James Brown Drive	Robinson Parkway/South Street	NB	477	545	735	691	560	447	454	447	463	763	685	588	
Robinson Parkway/South Street	VT15/VT117	NB	469	506	664	602	536	450	417	405	449	691	635	547	
VT15/VT117	Lincoln Place	NB	255	304	328	310	315	320	317	319	318	324	315	316	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	NB	335	466	456	458	470	459	448	457	457	451	453	470	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	NB	316	401	407	403	402	393	387	392	390	402	400	401	
I-289 WB Off Ramp	Lamore Road	NB	470	675	643	403	402	393	387	392	390	402	400	401	

Link			Direction	2005 Existing	2030 No Build	Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To														
I-289 WB Off Ramp	Lamore Road	SB	535	552	599	595	552	628	627	632	624	594	592	552	
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	SB	1345	1490	1522	1541	1487	1437	1409	1418	1446	1523	1522	1492	
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	SB	289	322	374	393	323	378	344	363	339	383	383	321	
VT15/VT117	Lincoln Place	SB	374	438	586	549	451	508	501	510	500	573	538	453	
Robinson Parkway/South Street	VT15/VT117	SB	809	1029	1536	1486	1033	842	838	854	837	1554	1508	1041	
James Brown Drive	Robinson Parkway/South Street	SB	943	1336	1904	1889	1337	1129	1080	1088	1132	1940	1917	1348	
Morgan Parkway	James Brown Drive	SB	962	1359	1941	1900	1360	1144	1127	1132	1147	1978	1931	1369	
River Cove Road	Morgan Parkway	SB	962	1359	1941	1900	1360	1144	1127	1132	1147	1978	1931	1369	
Sharon Drive	River Cove Road	SB	990	1395	2005	1941	1395	1231	1217	1215	1224	2046	1991	1414	
Mountain View/Industrial	Sharon Drive	SB	990	1395	2005	1941	1395	1231	1217	1215	1224	2046	1991	1414	
Meadowrun Road	Mountain View/Industrial	SB	592	881	1184	1117	865	839	741	843	828	1128	1080	838	
Hideaway Lane	Meadowrun Road	SB	614	907	1232	1169	903	863	769	860	864	1164	1127	871	
Knight Lane	Hideaway Lane	SB	616	919	1232	1169	903	863	769	860	864	1164	1127	871	
Zephyr Road	Knight Lane	SB	629	912	1219	1164	908	845	748	848	854	1152	1117	863	
Helena Drive	Zephyr Road	SB	561	634	839	788	628	578	533	569	576	802	753	618	
US 2	Helena Drive	SB	526	596	801	749	589	540	495	531	538	764	715	580	
Connor Way	US 2	SB	614	604	807	706	573	462	472	446	515	630	546	512	
Marshall Avenue	Connor Way	SB	625	670	881	795	659	491	449	467	543	613	560	515	
I-89 NB Ramps	Marshall Avenue	SB	858	896	1053	990	885	734	683	717	698	755	702	684	
I-89 SB Ramps	I-89 NB Ramps	SB	481	383	456	439	374	639	678	610	611	535	530	503	
Hurricane Lane	I-89 SB Ramps	SB	500	462	490	493	456	691	751	678	651	691	646	599	

VT 2A Corridor (I-89 to VT 289)
Link Volume Projections
Without G-J Alternatives
PM Peak Hour

Link		Direction	2005 Existing	2030 No Build	Group 1			Group 2				Group 3		
					Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To													
Hurricane Lane	I-89 SB Ramps	NB	509	559	580	598	543	659	648	687	613	601	572	536
I-89 SB Ramps	I-89 NB Ramps	NB	1068	1136	1242	1186	1157	877	770	853	806	961	932	863
I-89 NB Ramps	Marshall Avenue	NB	1111	1217	1351	1282	1245	1114	975	1053	986	1056	979	910
Marshall Avenue	Connor Way	NB	649	690	900	829	744	571	569	514	530	735	569	500
Connor Way	US 2	NB	642	671	857	779	687	552	565	495	568	742	594	510
US 2	Helena Drive	NB	649	694	898	821	634	640	641	607	662	892	824	646
Helena Drive	Zephyr Road	NB	651	698	903	825	638	644	645	611	666	896	828	650
Zephyr Road	Knight Lane	NB	637	908	1277	1234	905	880	848	817	830	1193	1159	834
Knight Lane	Hideaway Lane	NB	622	912	1310	1262	904	910	873	852	858	1230	1183	853
Hideaway Lane	Meadowrun Road	NB	622	912	1310	1262	904	910	873	852	858	1230	1183	853
Meadowrun Road	Mountain View/Industrial	NB	625	923	1316	1267	912	920	876	875	871	1241	1188	864
Mountain View/Industrial	Sharon Drive	NB	1020	1491	2126	2045	1481	1294	1283	1316	1308	2109	2053	1503
Sharon Drive	River Cove Road	NB	1020	1491	2126	2045	1481	1294	1283	1316	1308	2109	2043	1503
River Cove Road	Morgan Parkway	NB	984	1306	1919	1852	1308	1093	1085	1112	1118	1897	1839	1326
Morgan Parkway	James Brown Drive	NB	984	1306	1919	1852	1308	1093	1085	1112	1118	1897	1839	1326
James Brown Drive	Robinson Parkway/South Street	NB	926	1227	1835	1788	1228	1017	1007	1053	1064	1824	1763	1244
Robinson Parkway/South Street	VT15/VT117	NB	862	1020	1660	1588	1030	921	899	946	917	1634	1533	1035
VT15/VT117	Lincoln Place	NB	417	450	561	546	454	506	556	526	500	556	538	449
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	NB	444	521	567	568	513	530	520	522	529	564	558	506
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	NB	541	541	602	595	542	541	530	529	538	599	592	540
I-289 WB Off Ramp	Lamore Road	NB	731	836	602	595	542	541	530	529	538	599	592	540

Link		Direction	2005 Existing	2030 No Build	Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
From	To													
I-289 WB Off Ramp	Lamore Road	SB	454	556	576	565	564	591	589	589	576	573	559	562
Susie Wilson Rd/I-289 EB On Rmp	I-289 EB Off Ramp	SB	876	1069	1070	1087	1069	1002	999	1000	1017	1071	1078	1068
Pinecrest Drive	Susie Wilson Rd/I-289 EB On Rmp	SB	220	342	352	345	345	325	311	324	327	342	332	337
VT15/VT117	Lincoln Place	SB	265	335	422	388	360	366	356	371	365	414	366	356
Robinson Parkway/South Street	VT15/VT117	SB	582	703	971	912	718	579	552	544	578	961	871	712
James Brown Drive	Robinson Parkway/South Street	SB	859	950	1248	1204	964	823	787	784	827	1266	1174	963
Morgan Parkway	James Brown Drive	SB	883	951	1266	1197	965	814	784	775	834	1270	1168	967
River Cove Road	Morgan Parkway	SB	883	951	1266	1197	965	814	784	775	834	1270	1168	967
Sharon Drive	River Cove Road	SB	900	1035	1341	1258	1052	946	918	887	914	1355	1265	1058
Mountain View/Industrial	Sharon Drive	SB	900	1035	1341	1258	1052	946	918	887	914	1355	1265	1058
Meadowrun Road	Mountain View/Industrial	SB	671	715	898	834	765	646	564	694	656	789	736	713
Hideaway Lane	Meadowrun Road	SB	660	714	906	845	770	644	573	693	653	795	741	718
Knight Lane	Hideaway Lane	SB	660	716	906	845	770	644	573	693	653	795	741	718
Zephyr Road	Knight Lane	SB	690	857	1011	961	917	763	688	800	774	897	860	845
Helena Drive	Zephyr Road	SB	731	766	877	849	883	652	679	683	746	873	783	878
US 2	Helena Drive	SB	752	791	902	874	908	677	704	703	775	898	808	903
Connor Way	US 2	SB	921	1043	1214	1150	1289	899	936	918	1000	1133	997	1144
Marshall Avenue	Connor Way	SB	934	1112	1307	1292	1431	995	953	987	1055	1150	1042	1161
I-89 NB Ramps	Marshall Avenue	SB	1330	1800	1867	1785	1967	1669	1614	1697	1715	1682	1620	1798
I-89 SB Ramps	I-89 NB Ramps	SB	742	854	958	887	964	1188	1244	1244	1235	1162	1163	1258
Hurricane Lane	I-89 SB Ramps	SB	580	598	629	638	640	677	705	693	676	703	707	723

**Link Volume Projections for VT 289, CIRC, and I-89
Net Change between With G-J Alternatives and Without G-J alternatives
AM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Circ A/B mainline	Circ A/B on Ramp from WB I-89	Circ A/B off Ramp to US 2	NB	-	-	-	-	-	-23	-21	-23	-63	-31	-26	-24
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	NB	-	-	-	-	-	-23	-14	-23	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	Circ A/B off Ramp to Redmond Rd.	NB	-	-	-	-	-	-23	-12	-23	-58	-28	-29	-28
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B On Ramp from Redmond Rd.	NB	-	-	-	-	-	-47	-7	-15	-	-	-	-
Circ A/B mainline	Circ A/B On Ramp from Redmond Rd.	Circ A/B off Ramp to VT117	NB	-	-	-	-	-	-41	-9	-4	-68	-	-	-
Circ A/B mainline	Circ A/B off Ramp to VT117	Circ A/B on Ramp from VT 117	NB	-	-	-	-	-	-39	-6	-5	-105	-	-	-
VT 289 Mainline	Circ A/B on Ramp from VT 117	Allen Martin Parkway Off Ramp	NB	0	4	0	3	1	-23	7	7	-42	1	1	-1
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	NB	-	7	0	9	5	-13	29	18	-22	9	6	4
VT 289 Mainline	Allen Martin Parkway On Ramp	Essex Way Off Ramp	NB	-	56	0	97	68	31	42	51	34	98	98	96
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	NB	0	58	0	72	76	20	56	68	54	100	101	98
VT 289 Mainline	Essex Way On Ramp	VT 15 Off Ramp	NB	0	50	0	32	8	-21	55	43	31	58	56	55
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	NB	0	48	0	33	6	-19	57	46	32	58	61	59
VT 289 Mainline	VT 15 On Ramp	VT 2A Off Ramp	NB	0	219	0	184	215	114	255	245	206	221	221	214
VT 289 Mainline	VT 2A Off Ramp	VT 2A On Ramp	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	Severance Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	I-89	NB	-	-	-	-	-	-	-	-	-	-	-	-

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
VT 289 Mainline	I-89	Severance Road	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	VT 2A On Ramp	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	VT 15 Off Ramp	SB	0	286	0	313	287	320	338	310	320	303	311	294
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	SB	0	178	0	196	189	242	263	228	223	195	192	207
VT 289 Mainline	VT 15 On Ramp	Essex Way Off Ramp	SB	0	170	0	188	181	228	251	206	214	186	184	200
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	SB	0	61	0	76	71	95	131	79	87	72	79	68
VT 289 Mainline	Essex Way On Ramp	Allen Martin Parkway Off Ramp	SB	0	26	0	62	39	106	73	111	19	54	60	40
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	SB	-	-7	0	25	-4	70	42	91	6	12	17	4
VT 289 Mainline	Allen Martin Parkway On Ramp	VT 117 Off Ramp	SB	0	-32	0	-38	-34	63	11	61	-28	-39	-27	-26
Circ A/B mainline	VT 117 Off Ramp	Circ A/B on Ramp from EB VT117	SB	-	-	-	-	-	59	3	62	-29	-	-	-
Circ A/B mainline	Circ A/B on Ramp from EB VT117	Circ A/B off Ramp to Redmond Rd.	SB	-	-	-	-	-	48	-18	-21	-33	-	-	-
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B on Ramp from Redmond Rd.	SB	-	-	-	-	-	34	-30	-34	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from Redmond Rd.	Circ A/B off Ramp to US 2	SB	-	-	-	-	-	31	-34	-41	-48	-31	-22	-38
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	SB	-	-	-	-	-	31	-37	-41	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	I-89	SB	-	-	-	-	-	31	-45	-41	-71	-27	-20	-31

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
I-89 Mainline	Exit 11	CIRC	NB/WB	-	-28	0	-18	-25	-182	-154	-164	-77	-184	-49	-65
I-89 Mainline	Exit 11	CIRC	SB/EB	-	-1	0	-1	-2	6	16	20	29	1	0	1
I-89 Mainline	CIRC	Exit 12	NB/WB	-	-28	0	-18	-25	-179	-79	-91	-18	-155	-21	-29
I-89 Mainline	CIRC	Exit 12	SB/EB	-	-1	0	-1	-2	-51	-35	-35	-22	-32	-34	-28
I-89 Mainline	Exit 12	Exit 13	NB/WB	-	-41	0	-48	-40	-187	-146	-210	-65	-181	-51	-51
I-89 Mainline	Exit 12	Exit 13	SB/EB	-	-11	0	-17	-11	-30	-28	-37	-21	-16	-25	-22
I-89 Mainline	Exit 13	Exit 14	NB	-	11	13	11	16	-7	-6	-9	8	22	18	23
I-89 Mainline	Exit 13	Exit 14	SB	-	80	63	58	73	44	43	48	68	63	64	77
I-89 Mainline	Exit 14	Exit 15	NB	-	87	81	86	88	49	46	48	68	103	98	98
I-89 Mainline	Exit 14	Exit 15	SB	-	189	184	184	187	154	153	154	178	190	190	197
I-89 Mainline	Exit 15	Exit 16	NB	-	150	148	147	148	69	69	68	92	145	148	149
I-89 Mainline	Exit 15	Exit 16	SB	-	384	370	378	385	261	253	255	301	367	370	385
I-89 Mainline	Exit 16	Exit 17	NB	-	281	283	284	281	203	201	202	223	278	282	284
I-89 Mainline	Exit 16	Exit 17	SB	-	683	636	646	682	524	512	520	569	639	641	681

**Link Volume Projections for VT 289, CIRC, and I-89
Net Change between With G-J Alternatives and Without G-J alternatives
PM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Circ A/B mainline	Circ A/B on Ramp from WB I-89	Circ A/B off Ramp to US 2	NB	-	-	-	-	-	-5	-33	-17	-10	37	36	8
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	NB	-	-	-	-	-	-5	-22	-17	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	Circ A/B off Ramp to Redmond Rd.	NB	-	-	-	-	-	-5	-23	-17	-6	32	28	15
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B On Ramp from Redmond Rd.	NB	-	-	-	-	-	-5	-6	-8	-	-	-	-
Circ A/B mainline	Circ A/B On Ramp from Redmond Rd.	Circ A/B off Ramp to VT117	NB	-	-	-	-	-	-14	-23	-9	-2	-	-	-
Circ A/B mainline	Circ A/B off Ramp to VT117	Circ A/B on Ramp from VT 117	NB	-	-	-	-	-	-14	-18	-5	2	-	-	-
VT 289 Mainline	Circ A/B on Ramp from VT 117	Allen Martin Parkway Off Ramp	NB	0	0	25	23	4	-3	-15	3	-3	11	12	-4
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	NB	-	10	37	38	11	-8	13	30	-3	19	21	8
VT 289 Mainline	Allen Martin Parkway On Ramp	Essex Way Off Ramp	NB	-	65	73	85	59	11	32	43	46	73	66	60
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	NB	0	106	106	122	98	67	56	102	169	101	89	95
VT 289 Mainline	Essex Way On Ramp	VT 15 Off Ramp	NB	0	110	91	108	91	8	-20	45	129	95	82	89
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	NB	0	111	87	106	93	9	-12	59	134	94	78	91
VT 289 Mainline	VT 15 On Ramp	VT 2A Off Ramp	NB	0	241	254	242	251	206	216	278	311	247	222	239
VT 289 Mainline	VT 2A Off Ramp	VT 2A On Ramp	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	Severance Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	I-89	NB	-	-	-	-	-	-	-	-	-	-	-	-

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
VT 289 Mainline	I-89	Severance Road	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	VT 2A On Ramp	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	VT 15 Off Ramp	SB	0	285	278	271	281	298	294	289	302	278	263	289
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	SB	0	162	200	193	164	176	168	203	155	189	187	172
VT 289 Mainline	VT 15 On Ramp	Essex Way Off Ramp	SB	0	171	185	174	171	162	151	167	146	170	177	179
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	SB	0	114	129	114	117	103	92	82	88	104	106	129
VT 289 Mainline	Essex Way On Ramp	Allen Martin Parkway Off Ramp	SB	0	109	116	106	112	91	86	66	75	97	98	122
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	SB	-	28	39	33	40	89	48	18	28	38	36	45
VT 289 Mainline	Allen Martin Parkway On Ramp	VT 117 Off Ramp	SB	0	25	38	30	36	47	-1	-14	-32	37	35	42
Circ A/B mainline	VT 117 Off Ramp	Circ A/B on Ramp from EB VT117	SB	-	-	-	-	-	-6	-55	-64	-88	-	-	-
Circ A/B mainline	Circ A/B on Ramp from EB VT117	Circ A/B off Ramp to Redmond Rd.	SB	-	-	-	-	-	-3	-56	-22	-93	-	-	-
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B on Ramp from Redmond Rd.	SB	-	-	-	-	-	-21	-38	7	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from Redmond Rd.	Circ A/B off Ramp to US 2	SB	-	-	-	-	-	-86	-88	-58	-130	-47	14	-15
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	SB	-	-	-	-	-	-86	-76	-58	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	I-89	SB	-	-	-	-	-	-86	-76	-58	-111	-37	3	-31

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
I-89 Mainline	Exit 11	CIRC	NB/WB	-	-15	0	-13	-13	-101	-83	-110	-84	-55	-55	-45
I-89 Mainline	Exit 11	CIRC	SB/EB	-	-21	0	-16	-20	-7	-4	-55	-10	-59	-49	-30
I-89 Mainline	CIRC	Exit 12	NB/WB	-	-15	0	-13	-13	51	28	7	46	-2	-34	7
I-89 Mainline	CIRC	Exit 12	SB/EB	-	-21	0	-16	-20	-7	-2	-131	-39	-38	-37	-43
I-89 Mainline	Exit 12	Exit 13	NB/WB	-	-25	0	-32	-28	-60	-68	-32	-39	-48	-31	-29
I-89 Mainline	Exit 12	Exit 13	SB/EB	-	-24	0	-25	-22	-34	-45	-39	-30	-30	-31	-26
I-89 Mainline	Exit 13	Exit 14	NB	-	83	85	84	87	27	28	31	36	79	74	69
I-89 Mainline	Exit 13	Exit 14	SB	-	69	70	72	80	33	38	29	64	64	63	63
I-89 Mainline	Exit 14	Exit 15	NB	-	161	171	169	164	138	134	142	140	169	173	165
I-89 Mainline	Exit 14	Exit 15	SB	-	120	117	118	124	75	72	69	101	119	122	128
I-89 Mainline	Exit 15	Exit 16	NB	-	296	304	301	301	226	223	231	242	288	285	297
I-89 Mainline	Exit 15	Exit 16	SB	-	281	250	261	271	168	169	164	193	250	246	261
I-89 Mainline	Exit 16	Exit 17	NB	-	629	579	578	631	475	471	484	502	571	576	631
I-89 Mainline	Exit 16	Exit 17	SB	-	591	553	562	588	467	461	462	495	551	551	580

**Link Volume Projections for VT 289, CIRC, and I-89
With G-J Alternatives
AM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Circ A/B mainline	Circ A/B on Ramp from WB I-89	Circ A/B off Ramp to US 2	NB	-	-	-	-	-	917	966	858	798	706	748	703
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	NB	-	-	-	-	-	917	813	858	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	Circ A/B off Ramp to Redmond Rd.	NB	-	-	-	-	-	917	1088	858	612	351	365	303
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B On Ramp from Redmond Rd.	NB	-	-	-	-	-	572	734	557	-	-	-	-
Circ A/B mainline	Circ A/B On Ramp from Redmond Rd.	Circ A/B off Ramp to VT117	NB	-	-	-	-	-	731	823	879	618	-	-	-
Circ A/B mainline	Circ A/B off Ramp to VT117	Circ A/B on Ramp from VT 117	NB	-	-	-	-	-	526	585	622	427	-	-	-
VT 289 Mainline	Circ A/B on Ramp from VT 117	Allen Martin Parkway Off Ramp	NB	259	391	368	381	384	799	851	881	758	364	371	374
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	NB	-	322	305	320	315	483	539	551	474	303	310	306
VT 289 Mainline	Allen Martin Parkway On Ramp	Essex Way Off Ramp	NB	-	742	708	792	752	668	682	699	689	778	793	762
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	NB	216	666	618	694	676	464	462	479	513	702	718	687
VT 289 Mainline	Essex Way On Ramp	VT 15 Off Ramp	NB	409	841	803	870	788	491	567	540	563	875	881	840
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	NB	318	729	691	758	678	382	454	430	456	770	775	729
VT 289 Mainline	VT 15 On Ramp	VT 2A Off Ramp	NB	964	1431	1159	1400	1420	1237	1370	1338	1333	1416	1418	1424
VT 289 Mainline	VT 2A Off Ramp	VT 2A On Ramp	NB	-	1007	0	978	1002	821	928	908	908	965	969	1011
VT 289 Mainline	VT 2A On Ramp	Severance Road	NB	-	1189	0	1161	1187	990	1096	1076	1080	1151	1148	1193
VT 289 Mainline	Severance Road	I-89	NB	0	949	903	908	949	803	807	806	840	894	896	938

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
VT 289 Mainline	I-89	Severance Road	SB	0	554	586	583	555	510	517	512	527	572	575	547
VT 289 Mainline	Severance Road	VT 2A On Ramp	SB	-	729	0	781	730	723	744	717	740	760	768	726
VT 289 Mainline	VT 2A On Ramp	VT 15 Off Ramp	SB	466	831	522	839	832	838	881	828	863	828	839	832
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	SB	228	661	484	682	675	512	568	490	527	677	687	668
VT 289 Mainline	VT 15 On Ramp	Essex Way Off Ramp	SB	297	744	574	761	759	601	661	582	613	755	764	749
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	SB	130	322	237	330	339	263	326	258	262	326	331	314
VT 289 Mainline	Essex Way On Ramp	Allen Martin Parkway Off Ramp	SB	285	510	440	519	530	805	855	802	767	509	517	508
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	SB	-	284	239	284	288	701	758	716	673	271	283	290
VT 289 Mainline	Allen Martin Parkway On Ramp	VT 117 Off Ramp	SB	285	466	476	474	465	1457	1492	1473	1373	467	475	463
Circ A/B mainline	VT 117 Off Ramp	Circ A/B on Ramp from EB VT117	SB	-	-	-	-	-	1334	1370	1361	1236	-	-	-
Circ A/B mainline	Circ A/B on Ramp from EB VT117	Circ A/B off Ramp to Redmond Rd.	SB	-	-	-	-	-	1842	1919	1912	1625	-	-	-
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B on Ramp from Redmond Rd.	SB	-	-	-	-	-	1280	1570	1157	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from Redmond Rd.	Circ A/B off Ramp to US 2	SB	-	-	-	-	-	1459	1714	1388	1118	433	459	396
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	SB	-	-	-	-	-	1459	1148	1388	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	I-89	SB	-	-	-	-	-	1459	1400	1388	1154	777	800	729

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
I-89 Mainline	Exit 11	CIRC	NB/WB	1,290	1,772	1793	1763	1792	2632	2648	2641	2586	2266	2251	2274
I-89 Mainline	Exit 11	CIRC	SB/EB	842	958	995	985	951	1030	1034	1041	1008	989	986	946
I-89 Mainline	CIRC	Exit 12	NB/WB	1,290	1,772	1793	1763	1792	1635	1683	1688	1700	1743	1739	1775
I-89 Mainline	CIRC	Exit 12	SB/EB	842	958	995	985	951	1485	1565	1464	1538	1441	1446	1419
I-89 Mainline	Exit 12	Exit 13	NB/WB	1,610	2,100	2174	2117	2096	2345	2366	2346	2337	2162	2168	2205
I-89 Mainline	Exit 12	Exit 13	SB/EB	1,392	1,980	1965	1939	2024	2124	2140	2110	2114	2113	2102	2142
I-89 Mainline	Exit 13	Exit 14	NB	1,702	2,161	2163	2170	2153	2087	2097	2089	2125	2182	2190	2179
I-89 Mainline	Exit 13	Exit 14	SB	1,923	2,882	2781	2783	2878	2692	2691	2693	2733	2779	2784	2878
I-89 Mainline	Exit 14	Exit 15	NB	2,166	2,968	2971	2983	2963	2831	2830	2833	2899	2964	2973	2957
I-89 Mainline	Exit 14	Exit 15	SB	2,722	4,027	3908	3917	4028	3739	3739	3741	3811	3895	3901	4018
I-89 Mainline	Exit 15	Exit 16	NB	1,259	1,902	1909	1911	1900	1803	1802	1795	1846	1914	1917	1905
I-89 Mainline	Exit 15	Exit 16	SB	1,975	3,118	3041	3052	3121	2896	2887	2893	2954	3038	3046	3119
I-89 Mainline	Exit 16	Exit 17	NB	777	1,335	1342	1345	1334	1246	1243	1240	1279	1342	1347	1340
I-89 Mainline	Exit 16	Exit 17	SB	2,160	3,458	3371	3384	3457	3224	3214	3221	3282	3373	3378	3455

**Link Volume Projections for VT 289, CIRC, and I-89
With G-J Alternatives
PM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Circ A/B mainline	Circ A/B on Ramp from WB I-89	Circ A/B off Ramp to US 2	NB	-	-	-	-	-	1365	1378	1407	1170	809	839	846
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	NB	-	-	-	-	-	1365	1082	1407	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	Circ A/B off Ramp to Redmond Rd.	NB	-	-	-	-	-	1365	1638	1407	1139	408	417	377
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B On Ramp from Redmond Rd.	NB	-	-	-	-	-	1245	1537	1157	-	-	-	-
Circ A/B mainline	Circ A/B On Ramp from Redmond Rd.	Circ A/B off Ramp to VT117	NB	-	-	-	-	-	1837	1949	1933	1676	-	-	-
Circ A/B mainline	Circ A/B off Ramp to VT117	Circ A/B on Ramp from VT 117	NB	-	-	-	-	-	1252	1314	1323	1225	-	-	-
VT 289 Mainline	Circ A/B on Ramp from VT 117	Allen Martin Parkway Off Ramp	NB	365	618	597	601	620	1413	1450	1462	1380	582	587	606
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	NB	-	391	365	368	394	793	795	823	756	355	359	391
VT 289 Mainline	Allen Martin Parkway On Ramp	Essex Way Off Ramp	NB	-	750	737	754	758	932	937	956	930	742	731	748
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	NB	175	522	514	533	527	393	402	440	483	519	509	511
VT 289 Mainline	Essex Way On Ramp	VT 15 Off Ramp	NB	279	727	719	737	720	519	511	567	631	714	703	706
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	NB	192	626	617	636	620	389	382	450	506	617	605	606
VT 289 Mainline	VT 15 On Ramp	VT 2A Off Ramp	NB	612	1049	1033	1040	1051	968	973	1054	1091	1029	1033	1041
VT 289 Mainline	VT 2A Off Ramp	VT 2A On Ramp	NB	-	662	673	670	662	578	591	653	701	666	667	653
VT 289 Mainline	VT 2A On Ramp	Severance Road	NB	-	878	919	916	878	812	823	884	931	906	911	871
VT 289 Mainline	Severance Road	I-89	NB	0	839	849	854	834	807	818	800	816	841	836	824

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
VT 289 Mainline	I-89	Severance Road	SB	0	904	860	860	903	801	805	807	811	846	851	899
VT 289 Mainline	Severance Road	VT 2A On Ramp	SB	-	994	973	970	992	905	906	906	910	962	956	984
VT 289 Mainline	VT 2A On Ramp	VT 15 Off Ramp	SB	1010	1453	1449	1452	1447	1361	1374	1370	1371	1446	1449	1448
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	SB	420	810	848	845	814	591	608	622	596	842	842	817
VT 289 Mainline	VT 15 On Ramp	Essex Way Off Ramp	SB	517	944	989	985	946	730	748	742	734	984	986	949
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	SB	162	620	647	640	623	558	562	555	547	641	641	634
VT 289 Mainline	Essex Way On Ramp	Allen Martin Parkway Off Ramp	SB	257	798	824	819	801	922	938	952	884	819	818	809
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	SB	-	328	319	322	331	656	693	676	607	316	318	329
VT 289 Mainline	Allen Martin Parkway On Ramp	VT 117 Off Ramp	SB	257	407	400	401	409	1079	1134	1128	1005	395	398	407
Circ A/B mainline	VT 117 Off Ramp	Circ A/B on Ramp from EB VT117	SB	-	-	-	-	-	860	928	902	762	-	-	-
Circ A/B mainline	Circ A/B on Ramp from EB VT117	Circ A/B off Ramp to Redmond Rd.	SB	-	-	-	-	-	1147	1249	1242	988	-	-	-
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B on Ramp from Redmond Rd.	SB	-	-	-	-	-	877	1089	765	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from Redmond Rd.	Circ A/B off Ramp to US 2	SB	-	-	-	-	-	1234	1433	1194	772	506	534	457
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	SB	-	-	-	-	-	1234	1030	1194	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	I-89	SB	-	-	-	-	-	1234	1294	1194	898	890	927	816

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
I-89 Mainline	Exit 11	CIRC	NB/WB	1,164	1,447	1473	1466	1438	2165	2279	2109	2041	1975	1987	1966
I-89 Mainline	Exit 11	CIRC	SB/EB	1,779	2,203	2207	2202	2234	2196	2264	2227	2213	2270	2272	2271
I-89 Mainline	CIRC	Exit 12	NB/WB	1,164	1,447	1473	1466	1438	1544	1546	1548	1477	1475	1476	1480
I-89 Mainline	CIRC	Exit 12	SB/EB	1,779	2,203	2207	2202	2234	2948	3081	3001	3049	2689	2695	2787
I-89 Mainline	Exit 12	Exit 13	NB/WB	1,709	2,302	2258	2249	2338	2450	2459	2440	2386	2407	2421	2475
I-89 Mainline	Exit 12	Exit 13	SB/EB	2,176	2,521	2532	2532	2522	2700	2691	2708	2692	2598	2605	2596
I-89 Mainline	Exit 13	Exit 14	NB	2,192	3,162	3058	3063	3165	2922	2921	2909	2939	3047	3051	3156
I-89 Mainline	Exit 13	Exit 14	SB	1,961	2,572	2542	2545	2566	2462	2469	2461	2506	2529	2526	2549
I-89 Mainline	Exit 14	Exit 15	NB	3,335	4,387	4284	4294	4396	4126	4127	4131	4180	4269	4284	4389
I-89 Mainline	Exit 14	Exit 15	SB	2,486	3,625	3605	3612	3619	3461	3470	3470	3540	3579	3584	3602
I-89 Mainline	Exit 15	Exit 16	NB	2,274	3,361	3297	3301	3364	3182	3177	3192	3220	3285	3290	3359
I-89 Mainline	Exit 15	Exit 16	SB	1,559	2,529	2507	2515	2520	2410	2419	2410	2455	2509	2505	2514
I-89 Mainline	Exit 16	Exit 17	NB	2,241	3,555	3465	3469	3556	3330	3324	3340	3371	3457	3465	3556
I-89 Mainline	Exit 16	Exit 17	SB	1,141	2,199	2159	2168	2194	2062	2061	2055	2102	2158	2159	2189

**Link Volume Projections for VT 289, CIRC, and I-89
Without G-J Alternatives
AM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Circ A/B mainline	Circ A/B on Ramp from WB I-89	Circ A/B off Ramp to US 2	NB	-	-	-	-	-	940	987	881	861	737	774	727
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	NB	-	-	-	-	-	940	827	881	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	Circ A/B off Ramp to Redmond Rd.	NB	-	-	-	-	-	940	1100	881	670	379	394	331
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B On Ramp from Redmond Rd.	NB	-	-	-	-	-	620	742	572	-	-	-	-
Circ A/B mainline	Circ A/B On Ramp from Redmond Rd.	Circ A/B off Ramp to VT117	NB	-	-	-	-	-	773	832	883	686	-	-	-
Circ A/B mainline	Circ A/B off Ramp to VT117	Circ A/B on Ramp from VT 117	NB	-	-	-	-	-	566	591	627	532	-	-	-
VT 289 Mainline	Circ A/B on Ramp from VT 117	Allen Martin Parkway Off Ramp	NB	259	387	368	378	383	823	844	874	800	363	370	375
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	NB	-	315	305	311	310	497	510	533	496	294	304	302
VT 289 Mainline	Allen Martin Parkway On Ramp	Essex Way Off Ramp	NB	-	686	708	695	684	638	640	648	655	680	695	666
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	NB	216	608	618	622	600	445	406	411	459	602	617	589
VT 289 Mainline	Essex Way On Ramp	VT 15 Off Ramp	NB	409	791	803	838	780	513	512	497	532	817	825	785
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	NB	318	681	691	725	672	402	397	384	424	712	714	670
VT 289 Mainline	VT 15 On Ramp	VT 2A Off Ramp	NB	964	1212	1159	1216	1205	1124	1115	1093	1127	1195	1197	1210
VT 289 Mainline	VT 2A Off Ramp	VT 2A On Ramp	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	Severance Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	I-89	NB	-	-	-	-	-	-	-	-	-	-	-	-

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
VT 289 Mainline	I-89	Severance Road	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	VT 2A On Ramp	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	VT 15 Off Ramp	SB	466	545	522	526	545	518	543	518	543	525	528	538
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	SB	228	483	484	486	486	270	305	262	304	482	495	461
VT 289 Mainline	VT 15 On Ramp	Essex Way Off Ramp	SB	297	574	574	573	578	373	410	376	399	569	580	549
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	SB	130	261	237	254	268	168	195	179	175	254	252	246
VT 289 Mainline	Essex Way On Ramp	Allen Martin Parkway Off Ramp	SB	285	484	440	457	491	699	782	691	748	455	457	468
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	SB	-	291	239	259	292	631	716	625	667	259	266	286
VT 289 Mainline	Allen Martin Parkway On Ramp	VT 117 Off Ramp	SB	285	498	476	512	499	1394	1481	1412	1401	506	502	489
Circ A/B mainline	VT 117 Off Ramp	Circ A/B on Ramp from EB VT117	SB	-	-	-	-	-	1275	1367	1299	1265	-	-	-
Circ A/B mainline	Circ A/B on Ramp from EB VT117	Circ A/B off Ramp to Redmond Rd.	SB	-	-	-	-	-	1794	1937	1933	1658	-	-	-
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B on Ramp from Redmond Rd.	SB	-	-	-	-	-	1246	1600	1191	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from Redmond Rd.	Circ A/B off Ramp to US 2	SB	-	-	-	-	-	1428	1748	1429	1166	464	481	434
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	SB	-	-	-	-	-	1428	1185	1429	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	I-89	SB	-	-	-	-	-	1428	1445	1429	1225	804	820	760

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
I-89 Mainline	Exit 11	CIRC	NB/WB	1,290	1,800	1793	1781	1817	2814	2802	2805	2663	2450	2300	2339
I-89 Mainline	Exit 11	CIRC	SB/EB	842	959	995	986	953	1024	1018	1021	979	988	986	945
I-89 Mainline	CIRC	Exit 12	NB/WB	1,290	1,800	1793	1781	1817	1814	1762	1779	1718	1898	1760	1804
I-89 Mainline	CIRC	Exit 12	SB/EB	842	959	995	986	953	1536	1600	1499	1560	1473	1480	1447
I-89 Mainline	Exit 12	Exit 13	NB/WB	1,610	2,141	2174	2165	2136	2532	2512	2556	2402	2343	2219	2256
I-89 Mainline	Exit 12	Exit 13	SB/EB	1,392	1,991	1965	1956	2035	2154	2168	2147	2135	2129	2127	2164
I-89 Mainline	Exit 13	Exit 14	NB	1,702	2,150	2150	2159	2137	2094	2103	2098	2117	2160	2172	2156
I-89 Mainline	Exit 13	Exit 14	SB	1,923	2,802	2718	2725	2805	2648	2648	2645	2665	2716	2720	2801
I-89 Mainline	Exit 14	Exit 15	NB	2,166	2,881	2890	2897	2875	2782	2784	2785	2831	2861	2875	2859
I-89 Mainline	Exit 14	Exit 15	SB	2,722	3,838	3724	3733	3841	3585	3586	3587	3633	3705	3711	3821
I-89 Mainline	Exit 15	Exit 16	NB	1,259	1,752	1761	1764	1752	1734	1733	1727	1754	1769	1769	1756
I-89 Mainline	Exit 15	Exit 16	SB	1,975	2,734	2671	2674	2736	2635	2634	2638	2653	2671	2676	2734
I-89 Mainline	Exit 16	Exit 17	NB	777	1,054	1059	1061	1053	1043	1042	1038	1056	1064	1065	1056
I-89 Mainline	Exit 16	Exit 17	SB	2,160	2,775	2735	2738	2775	2700	2702	2701	2713	2734	2737	2774

**Link Volume Projections for VT 289, CIRC, and I-89
Without G-J Alternatives
PM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Circ A/B mainline	Circ A/B on Ramp from WB I-89	Circ A/B off Ramp to US 2	NB	-	-	-	-	-	1370	1411	1424	1180	772	803	838
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	NB	-	-	-	-	-	1370	1104	1424	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	Circ A/B off Ramp to Redmond Rd.	NB	-	-	-	-	-	1370	1661	1424	1145	376	389	362
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B On Ramp from Redmond Rd.	NB	-	-	-	-	-	1250	1543	1165	-	-	-	-
Circ A/B mainline	Circ A/B On Ramp from Redmond Rd.	Circ A/B off Ramp to VT117	NB	-	-	-	-	-	1851	1972	1942	1678	-	-	-
Circ A/B mainline	Circ A/B off Ramp to VT117	Circ A/B on Ramp from VT 117	NB	-	-	-	-	-	1266	1332	1328	1223	-	-	-
VT 289 Mainline	Circ A/B on Ramp from VT 117	Allen Martin Parkway Off Ramp	NB	365	618	572	578	616	1416	1465	1459	1383	571	575	610
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	NB	-	381	328	330	383	801	782	793	759	336	338	383
VT 289 Mainline	Allen Martin Parkway On Ramp	Essex Way Off Ramp	NB	-	685	664	669	699	921	905	913	884	669	665	688
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	NB	175	416	408	411	429	326	346	338	314	418	420	416
VT 289 Mainline	Essex Way On Ramp	VT 15 Off Ramp	NB	279	617	628	629	629	511	531	522	502	619	621	617
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	NB	192	515	530	530	527	380	394	391	372	523	527	515
VT 289 Mainline	VT 15 On Ramp	VT 2A Off Ramp	NB	612	808	779	798	800	762	757	776	780	782	811	802
VT 289 Mainline	VT 2A Off Ramp	VT 2A On Ramp	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	Severance Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	I-89	NB	-	-	-	-	-	-	-	-	-	-	-	-

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
VT 289 Mainline	I-89	Severance Road	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	Severance Road	VT 2A On Ramp	SB	-	-	-	-	-	-	-	-	-	-	-	-
VT 289 Mainline	VT 2A On Ramp	VT 15 Off Ramp	SB	1010	1168	1171	1181	1166	1063	1080	1081	1069	1168	1186	1159
VT 289 Mainline	VT 15 Off Ramp	VT 15 On Ramp	SB	420	648	648	652	650	415	440	419	441	653	655	645
VT 289 Mainline	VT 15 On Ramp	Essex Way Off Ramp	SB	517	773	804	811	775	568	597	575	588	814	809	770
VT 289 Mainline	Essex Way Off Ramp	Essex Way On Ramp	SB	162	506	518	526	506	455	470	473	459	537	535	505
VT 289 Mainline	Essex Way On Ramp	Allen Martin Parkway Off Ramp	SB	257	689	708	713	689	831	852	886	809	722	720	687
VT 289 Mainline	Allen Martin Parkway Off Ramp	Allen Martin Parkway On Ramp	SB	-	300	280	289	291	567	645	658	579	278	282	284
VT 289 Mainline	Allen Martin Parkway On Ramp	VT 117 Off Ramp	SB	257	382	362	371	373	1032	1135	1142	1037	358	363	365
Circ A/B mainline	VT 117 Off Ramp	Circ A/B on Ramp from EB VT117	SB	-	-	-	-	-	866	983	966	850	-	-	-
Circ A/B mainline	Circ A/B on Ramp from EB VT117	Circ A/B off Ramp to Redmond Rd.	SB	-	-	-	-	-	1150	1305	1264	1081	-	-	-
Circ A/B mainline	Circ A/B off Ramp to Redmond Rd.	Circ A/B on Ramp from Redmond Rd.	SB	-	-	-	-	-	898	1127	758	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from Redmond Rd.	Circ A/B off Ramp to US 2	SB	-	-	-	-	-	1320	1521	1252	902	553	520	472
Circ A/B mainline	Circ A/B off Ramp to US 2	Circ A/B on Ramp from US 2	SB	-	-	-	-	-	1320	1106	1252	-	-	-	-
Circ A/B mainline	Circ A/B on Ramp from US 2	I-89	SB	-	-	-	-	-	1320	1370	1252	1009	927	924	847

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
I-89 Mainline	Exit 11	CIRC	NB/WB	1,164	1,462	1473	1479	1451	2266	2362	2219	2125	2030	2042	2011
I-89 Mainline	Exit 11	CIRC	SB/EB	1,779	2,224	2207	2218	2254	2203	2268	2282	2223	2329	2321	2301
I-89 Mainline	CIRC	Exit 12	NB/WB	1,164	1,462	1473	1479	1451	1493	1518	1541	1431	1477	1510	1473
I-89 Mainline	CIRC	Exit 12	SB/EB	1,779	2,224	2207	2218	2254	3027	3153	3132	3088	2727	2732	2830
I-89 Mainline	Exit 12	Exit 13	NB/WB	1,709	2,327	2258	2281	2366	2510	2527	2472	2425	2455	2452	2504
I-89 Mainline	Exit 12	Exit 13	SB/EB	2,176	2,545	2532	2557	2544	2734	2736	2747	2722	2628	2636	2622
I-89 Mainline	Exit 13	Exit 14	NB	2,192	3,079	2973	2979	3078	2895	2893	2878	2903	2968	2977	3087
I-89 Mainline	Exit 13	Exit 14	SB	1,961	2,503	2472	2473	2486	2431	2432	2442	2465	2463	2486	
I-89 Mainline	Exit 14	Exit 15	NB	3,335	4,226	4113	4125	4232	3988	3993	3989	4040	4100	4111	4224
I-89 Mainline	Exit 14	Exit 15	SB	2,486	3,505	3488	3494	3495	3386	3398	3401	3439	3460	3462	3474
I-89 Mainline	Exit 15	Exit 16	NB	2,274	3,065	2993	3000	3063	2956	2954	2961	2978	2997	3005	3062
I-89 Mainline	Exit 15	Exit 16	SB	1,559	2,248	2257	2254	2249	2242	2250	2262	2262	2259	2259	2253
I-89 Mainline	Exit 16	Exit 17	NB	2,241	2,926	2886	2891	2925	2855	2853	2856	2869	2886	2889	2925
I-89 Mainline	Exit 16	Exit 17	SB	1,141	1,608	1606	1606	1606	1595	1600	1593	1607	1607	1608	1609

**Link Volume Projections on Susie Wilson Road
With G-J Alternatives
AM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	388	196	194	192	196	205	212	198	201	216	208	200
Susie Wilson Road	VT 2A	Kellog Road	SB	997	553	542	551	542	478	478	471	473	547	552	531
Susie Wilson Road	Kellog Road	VT 15	NB	568	571	562	562	568	543	544	533	533	575	575	569
Susie Wilson Road	Kellog Road	VT 15	SB	1,171	1,093	1090	1110	1073	1000	996	995	984	1091	1108	1062

PM Peak Hour

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	1,059	657	679	689	643	616	620	621	614	680	695	646
Susie Wilson Road	VT 2A	Kellog Road	SB	608	328	312	321	327	302	291	305	310	320	327	330
Susie Wilson Road	Kellog Road	VT 15	NB	1,408	1,329	1375	1380	1311	1297	1292	1300	1299	1381	1391	1324
Susie Wilson Road	Kellog Road	VT 15	SB	846	810	826	822	812	830	812	830	830	856	854	845

**Without G-J Alternatives
AM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	388	489	481	487	488	406	422	404	422	478	483	481
Susie Wilson Road	VT 2A	Kellog Road	SB	997	1,177	1156	1164	1175	1013	1005	1006	1053	1142	1147	1183
Susie Wilson Road	Kellog Road	VT 15	NB	568	718	723	723	717	639	634	634	651	721	719	709
Susie Wilson Road	Kellog Road	VT 15	SB	1,171	1,416	1438	1444	1409	1257	1242	1249	1268	1428	1432	1415

PM Peak Hour

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	1,059	1,222	1229	1233	1228	1081	1091	1101	1106	1217	1239	1220
Susie Wilson Road	VT 2A	Kellog Road	SB	608	761	741	767	757	684	689	689	718	743	764	758
Susie Wilson Road	Kellog Road	VT 15	NB	1,408	1,516	1576	1574	1522	1457	1454	1467	1457	1572	1582	1514
Susie Wilson Road	Kellog Road	VT 15	SB	846	970	972	1001	958	917	904	913	921	979	996	960

**V/C Ratio on Susie Wilson Road
With G-J Alternatives
AM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	0.40	0.14	0.14	0.14	0.14	0.15	0.16	0.14	0.15	0.16	0.15	0.15
Susie Wilson Road	VT 2A	Kellog Road	SB	0.66	0.36	0.35	0.36	0.35	0.28	0.29	0.28	0.28	0.35	0.36	0.34
Susie Wilson Road	Kellog Road	VT 15	NB	0.45	0.43	0.43	0.42	0.44	0.41	0.42	0.41	0.41	0.44	0.43	0.44
Susie Wilson Road	Kellog Road	VT 15	SB	0.65	0.56	0.58	0.58	0.56	0.52	0.52	0.51	0.51	0.58	0.59	0.56

PM Peak Hour

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	0.90	0.46	0.48	0.49	0.44	0.42	0.42	0.42	0.41	0.48	0.49	0.44
Susie Wilson Road	VT 2A	Kellog Road	SB	0.44	0.24	0.22	0.23	0.24	0.21	0.20	0.21	0.22	0.23	0.24	0.24
Susie Wilson Road	Kellog Road	VT 15	NB	0.83	0.72	0.78	0.78	0.71	0.71	0.71	0.71	0.71	0.78	0.79	0.72
Susie Wilson Road	Kellog Road	VT 15	SB	0.60	0.56	0.57	0.57	0.56	0.56	0.55	0.56	0.56	0.59	0.59	0.58

**Without G-J Alternatives
AM Peak Hour**

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	0.40	0.53	0.14	0.52	0.52	0.45	0.46	0.45	0.46	0.52	0.52	0.52
Susie Wilson Road	VT 2A	Kellog Road	SB	0.66	0.81	0.35	0.80	0.81	0.65	0.64	0.64	0.66	0.78	0.79	0.82
Susie Wilson Road	Kellog Road	VT 15	NB	0.45	0.56	0.43	0.56	0.56	0.50	0.49	0.49	0.51	0.56	0.56	0.56
Susie Wilson Road	Kellog Road	VT 15	SB	0.65	0.74	0.58	0.77	0.73	0.66	0.64	0.65	0.66	0.76	0.76	0.74

PM Peak Hour

Link	From	To	Direction	Existing	No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
						Alt 2	Alt 3	Alt 22	Alt 16A	Alt 16B	Alt 16C	Alt 17	Alt 18	Alt 19	Alt 23
Susie Wilson Road	VT 2A	Kellog Road	NB	0.90	1.01	1.01	1.02	1.01	0.87	0.88	0.89	0.88	1.00	1.02	1.00
Susie Wilson Road	VT 2A	Kellog Road	SB	0.44	0.57	0.55	0.58	0.57	0.50	0.51	0.51	0.53	0.56	0.58	0.57
Susie Wilson Road	Kellog Road	VT 15	NB	0.83	0.88	0.93	0.94	0.88	0.83	0.83	0.84	0.83	0.93	0.94	0.87
Susie Wilson Road	Kellog Road	VT 15	SB	0.60	0.68	0.68	0.70	0.67	0.64	0.63	0.64	0.65	0.69	0.70	0.68

**Susie Wilson Road Intersection LOS
With G-J Alternatives
AM Peak Hour**

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
15	VT 289/Susie Wilson Road and VT 2A	C	C	C	C	C	C	C	C	C	C	C	C
16	VT 289 Off Ramp and VT 2A	D	C	C	C	C	B	B	B	B	C	C	B
37	VT 15 and Susie Wilson Road	C	C	C	C	C	C	C	C	C	C	C	C
50	VT 2A and Pinecrest Drive	B	D	D	D	D	D	D	D	D	D	D	D
52	Susie Wilson and Kellogg Road	A	A	A	A	A	A	A	A	A	A	A	A
53	Susie Wilson Road and Pinecrest Drive	A	A	A	A	A	A	A	A	A	A	A	A
54	Susie Wilson Road and Grand Union Shopping Center	B	B	B	B	B	A	A	A	A	B	B	B
64	Kellogg Road and Morse Drive	A	A	B	A	A	B	B	B	A	B	B	A
65	Kellogg Road and New England Drive	A	A	A	A	A	A	A	A	A	A	A	A

**Without G-J Alternatives
AM Peak Hour**

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
15	VT 289/Susie Wilson Road and VT 2A	C	D	D	D	D	D	D	D	D	D	D	D
16	VT 289 Off Ramp and VT 2A	D	E	E	E	E	E	D	D	E	E	E	E
37	VT 15 and Susie Wilson Road	C	E	D	D	E	D	D	D	D	D	D	E
50	VT 2A and Pinecrest Drive	B	C	C	C	C	C	C	C	C	C	C	C
52	Susie Wilson and Kellogg Road	A	A	A	A	A	A	A	A	A	A	A	A
53	Susie Wilson Road and Pinecrest Drive	A	A	A	A	A	A	A	A	A	A	A	A
54	Susie Wilson Road and Grand Union Shopping Center	B	B	B	B	B	B	B	B	B	B	B	B
64	Kellogg Road and Morse Drive	A	B	B	B	B	B	B	B	B	B	B	B
65	Kellogg Road and New England Drive	A	B	B	B	B	B	B	B	B	B	B	B

Note:

Susie Wilson Road Intersection LOS

With G-J Alternatives

PM Peak Hour

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
15	VT 289/Susie Wilson Road and VT 2A	F	D	D	D	D	D	D	D	D	D	D	D
16	VT 289 Off Ramp and VT 2A	B	B	B	B	B	B	B	B	B	B	B	B
37	VT 15 and Susie Wilson Road	B	C	C	C	B	B	B	B	B	B	B	B
50	VT 2A and Pinecrest Drive	B	D	D	D	D	D	E	E	E	D	D	D
52	Susie Wilson and Kellogg Road	A	A	A	A	A	A	A	A	A	A	A	A
53	Susie Wilson Road and Pinecrest Drive	B	B	B	B	B	B	B	B	B	B	B	B
54	Susie Wilson Road and Grand Union Shopping Center	C	C	C	C	C	C	C	C	C	C	C	C
64	Kellogg Road and Morse Drive	B	B	B	B	B	C	B	B	B	B	B	B
65	Kellogg Road and New England Drive	B	B	B	B	B	B	B	B	B	B	B	B

Without G-J Alternatives

PM Peak Hour

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
15	VT 289/Susie Wilson Road and VT 2A	F	F-	F-	F-	F	F	F	F	F	F-	F-	F-
16	VT 289 Off Ramp and VT 2A	B	C	C	C	C	B	B	B	B	C	C	C
37	VT 15 and Susie Wilson Road	B	C	C	C	C	C	C	C	C	C	C	C
50	VT 2A and Pinecrest Drive	B	C	C	D	C	D	C	D	C	C	C	C
52	Susie Wilson and Kellogg Road	A	B	B	B	B	B	B	B	B	B	B	B
53	Susie Wilson Road and Pinecrest Drive	B	B	B	B	B	B	B	B	B	B	B	B
54	Susie Wilson Road and Grand Union Shopping Center	C	C	C	C	C	C	C	C	C	C	C	C
64	Kellogg Road and Morse Drive	B	C	C	C	C	C	C	C	C	C	C	C
65	Kellogg Road and New England Drive	B	B	B	B	B	B	B	B	B	B	B	B

Note:

**Circ-Williston EIS
Level of Service Results**

**Colchester Intersection LOS
With G-J Alternatives
AM Peak Hour**

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
1	US 2 and SB I-89 ramps (Exit 17)	C	B	B	B	B	B	B	B	B	B	B	B
2	US 2 and NB I-89 ramps (Exit 17)	A	B	B	A	A	A	A	A	A	A	A	A
3	US 2 and US 7 (Chimney Corners)	B	B	B	B	B	B	B	C	B	B	B	B
4*	US 2/7 and VT 2A/VT 127 (Bay Road)	F	E	E	E	E	E	E	E	E	E	E	E
5	VT 2A and East Road and Mill Pond Road	B	F	F	F	F	F	F	F	F	F	F	F
6	US 2/7 and Blakely Road/Severance Road	C	F	F	F	F	F	F	F	F	F-	F	F
7	US 2/7 and SB I-89 ramps (Exit 16)	C	C	C	C	C	C	C	C	C	C	C	C
8	US 2/7 and NB I-89 ramps (Exit 16)	B	B	C	B	C	C	C	C	C	C	B	C
9	VT 15 and SB I-89 on-ramp (Exit 15)	B	A	A	A	A	A	A	A	A	B	A	A
10	VT 15 and NB I-89 off-ramp (Exit 15)	A	B	B	B	B	B	B	B	B	B	B	B

**Without G-J Alternatives
AM Peak Hour**

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
1	US 2 and SB I-89 ramps (Exit 17)	C	B	B	B	B	B	B	B	B	B	B	B
2	US 2 and NB I-89 ramps (Exit 17)	A	A	A	A	A	A	A	A	A	A	A	A
3	US 2 and US 7 (Chimney Corners)	B	C	C	C	C	C	C	C	C	C	C	C
4*	US 2/7 and VT 2A/VT 127 (Bay Road)	F	F-	F-	F-	F-	F-	F-	F-	F-	F-	F-	F-
5	VT 2A and East Road and Mill Pond Road	B	C	C	C	C	C	C	C	C	C	C	C
6	US 2/7 and Blakely Road/Severance Road	C	E	E	E	E	E	E	E	E	E	E	E
7	US 2/7 and SB I-89 ramps (Exit 16)	C	D	D	D	D	D	D	D	D	D	D	D
8	US 2/7 and NB I-89 ramps (Exit 16)	B	C	C	C	C	C	B	C	C	C	C	C
9	VT 15 and SB I-89 on-ramp (Exit 15)	B	B	B	B	A	A	A	A	A	B	A	B
10	VT 15 and NB I-89 off-ramp (Exit 15)	A	B	B	B	B	B	B	B	B	B	B	B

Note: * Unsignalized Intersection

**Circ-Williston EIS
Level of Service Results**

**Colchester Intersection LOS
With G-J Alternatives
PM Peak Hour**

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
1	US 2 and SB I-89 ramps (Exit 17)	B	B	B	B	B	B	B	B	B	B	B	B
2	US 2 and NB I-89 ramps (Exit 17)	B	A	B	B	B	C	B	B	B	B	B	B
3	US 2 and US 7 (Chimney Corners)	D	D	D	D	D	D	D	D	C	D	D	D
4*	US 2/7 and VT 2A/VT 127 (Bay Road)	F-	F	F	E	F	E	E	E	E	E	F	F
5	VT 2A and East Road and Mill Pond Road	B	C	C	C	C	C	C	C	C	C	C	C
6	US 2/7 and Blakely Road/Severance Road	C	C	C	C	C	C	C	C	C	C	C	C
7	US 2/7 and SB I-89 ramps (Exit 16)	C	C	C	D	C	C	C	C	C	D	C	C
8	US 2/7 and NB I-89 ramps (Exit 16)	C	C	C	C	C	C	C	C	C	C	C	C
9	VT 15 and SB I-89 on-ramp (Exit 15)	B	A	B	A	A	A	A	A	A	A	A	A
10	VT 15 and NB I-89 off-ramp (Exit 15)	B	B	B	B	B	B	B	B	B	B	B	B

**Without G-J Alternatives
PM Peak Hour**

No.	Intersection Name	2005 Existing	2030 No Build	VT 2A Alternatives			Circ A/B Alternatives				Hybrid Alternatives		
				Alt 2	Alt 3	Alt 22	Alt 16a	Alt 16b	Alt 16c	Alt 17	Alt 18	Alt 19	Alt 23
1	US 2 and SB I-89 ramps (Exit 17)	B	B	B	B	B	B	B	B	B	B	B	B
2	US 2 and NB I-89 ramps (Exit 17)	B	B	B	B	B	B	B	B	B	B	B	B
3	US 2 and US 7 (Chimney Corners)	D	D	D	C	D	D	D	D	D	D	D	D
4*	US 2/7 and VT 2A/VT 127 (Bay Road)	F-	F-	F-	F-	F-	F-	F-	F-	F-	F-	F-	F-
5	VT 2A and East Road and Mill Pond Road	B	C	B	B	C	B	B	B	B	B	B	B
6	US 2/7 and Blakely Road/Severance Road	C	D	D	D	D	D	C	D	D	D	D	D
7	US 2/7 and SB I-89 ramps (Exit 16)	C	D	D	D	D	D	D	D	D	D	D	D
8	US 2/7 and NB I-89 ramps (Exit 16)	C	D	D	D	C	C	C	C	C	C	C	D
9	VT 15 and SB I-89 on-ramp (Exit 15)	B	C	B	B	B	A	A	A	A	A	A	A
10	VT 15 and NB I-89 off-ramp (Exit 15)	B	B	B	B	B	B	B	B	B	B	B	B

Note: * Unsignalized Intersection

Circ-Williston EIS
Effect on VT 2A Roadway Segments (V/C Ratio > 1.00)

AM Peak Hour

ALTERNATIVE	With G-J Alternatives				Without G-J Alternatives				Difference			
	Northbound VT 2A		Southbound VT 2A		Northbound VT 2A		Southbound VT 2A		Northbound VT 2A		Southbound VT 2A	
	I-89 to Marshall Avenue / Maple Tree Place	Marshall Avenue / Maple Tree Place to US 2	Five Corners to South Street / River Street	South Street / River Street to Industrial Avenue / Mountain View Road	I-89 to Marshall Avenue / Maple Tree Place	Marshall Avenue / Maple Tree Place to US 2	Five Corners to South Street / River Street	South Street / River Street to Industrial Avenue / Mountain View Road	I-89 to Marshall Avenue / Maple Tree Place	Marshall Avenue / Maple Tree Place to US 2	Five Corners to South Street / River Street	South Street / River Street to Industrial Avenue / Mountain View Road
Existing	0.74	0.97	1.01	1.22	0.74	0.97	1.01	1.22	0.00	0.00	0.00	0.00
No Build	1.17	1.01	1.16	1.51	1.18	1.03	1.17	1.54	-0.01	-0.02	-0.01	-0.03
VT 2A Alternatives												
Alternative 2	1.19	0.72	0.98	1.21	1.2	0.73	0.97	1.23	-0.01	-0.01	0.01	-0.02
Alternative 3	1.14	0.63	0.95	1.18	1.16	0.65	0.94	1.2	-0.02	-0.02	0.01	-0.02
Alternative 22	1.04	0.6	1.17	1.15	1.05	0.6	1.18	1.54	-0.01	0.00	-0.01	-0.39
Circ A/B Alternatives												
Alternative 16A	1.12	0.94	0.99	1.3	1.12	0.94	0.97	1.31	0.00	0.00	0.02	-0.01
Alternative 16B	1.05	0.97	0.98	1.27	1.06	0.97	0.96	1.29	-0.01	0.00	0.02	-0.02
Alternative 16C	1.1	0.94	1	1.29	1.12	0.95	0.98	1.29	-0.02	-0.01	0.02	0.00
Alternative 17	1.06	0.97	0.99	1.29	1.08	0.99	0.96	1.31	-0.02	-0.02	0.03	-0.02
Hybrid Alternatives (VT 2A Improvements plus Circ Street)												
Alternative 18	1.08	0.62	0.99	1.21	1.1	0.64	0.98	1.24	-0.02	-0.02	0.01	-0.03
Alternative 19	1.04	0.57	0.96	1.19	1.04	0.57	0.95	1.22	0.00	0.00	0.01	-0.03
Alternative 23	0.94	0.52	1.17	1.52	0.94	0.52	1.19	1.55	0.00	0.00	-0.02	-0.03

**Circ-Williston EIS
Effect on VT 2A Roadway Segments (V/C Ratio > 1.00)**

PM Peak Hour

ALTERNATIVE	With G-J Alternatives					Without G-J Alternatives					Difference					
	Northbound VT 2A			Southbound VT 2A		Northbound VT 2A			Southbound VT 2A		Northbound VT 2A			Southbound VT 2A		
	US 2 to Industrial Avenue / Mountain View Road	Industrial Avenue / Mountain View Road to South Street / River Street	South Street / River Street to Five Corners	South Street / River Street to Industrial Avenue / Mountain View Road	Marshall Avenue / Maple Tree Place to I-89	US 2 to Industrial Avenue / Mountain View Road	Industrial Avenue / Mountain View Road to South Street / River Street	South Street / River Street to Five Corners	South Street / River Street to Industrial Avenue / Mountain View Road	Marshall Avenue / Maple Tree Place to I-89	US 2 to Industrial Avenue / Mountain View Road	Industrial Avenue / Mountain View Road to South Street / River Street	South Street / River Street to Five Corners	South Street / River Street to Industrial Avenue / Mountain View Road	Marshall Avenue / Maple Tree Place to I-89	
Existing	0.81	1.33	1.11	1.03	0.95	0.81	1.33	1.11	1.03	0.95	0.00	0.00	3.00	0.00	0.00	
No Build	1.06	1.61	1.16	1.07	1.32	1.07	1.64	1.14	1.10	1.33	-0.01	-0.03	0.02	-0.03	-0.01	
VT 2A Alternatives																
Alternative 2	0.84	1.29	1.06	0.79	1.36	0.84	1.30	1.04	0.81	1.37	0.00	-0.01	0.02	-0.02	-0.01	4
Alternative 3	0.81	1.25	1.01	0.74	1.31	0.81	1.26	0.99	0.77	1.31	0.00	-0.01	0.02	-0.03	0.00	5
Alternative 22	1.05	1.61	1.17	1.09	1.19	1.06	1.65	1.15	1.12	1.20	-0.01	-0.04	0.02	-0.03	-0.01	2
Circ A/B Alternatives																
Alternative 16A	1.08	1.41	1.03	0.93	1.26	1.08	1.41	1.02	0.95	1.25	0.00	0.00	0.01	-0.02	0.01	4
Alternative 16B	1.03	1.39	1.04	0.90	1.22	1.03	1.40	1.01	0.92	1.22	0.00	-0.01	0.03	-0.02	0.00	5
Alternative 16C	1.01	1.42	1.06	0.90	1.28	1.03	1.43	1.05	0.92	1.27	-0.02	-0.01	0.01	-0.02	0.01	5
Alternative 17	1.02	1.43	1.04	0.94	1.30	1.02	1.44	1.02	0.97	1.28	0.00	-0.01	0.02	-0.03	0.02	5
Hybrid Alternatives (VT 2A Improvements plus Circ Street)																
Alternative 18	0.79	1.30	1.06	0.80	1.25	0.80	1.32	1.04	0.81	1.25	-0.01	-0.02	0.02	-0.01	0.00	5
Alternative 19	0.77	1.27	1.01	0.75	1.22	0.77	1.28	0.99	0.77	1.22	0.00	-0.01	0.02	-0.02	0.00	5
Alternative 23	1.01	1.64	1.17	1.09	1.12	1.02	1.66	1.15	1.12	1.12	-0.01	-0.02	0.02	-0.03	0.00	2

Circ-Williston EIS
Effect on North Williston Roadway Segments (V/C Ratio > 1.00)

ALTERNATIVE	With G-J Alternatives		Without G-J Alternatives		Difference	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
	Southbound North Williston Road (VT 117 to Mountain View Road / Governor Chittenden Road)	Northbound North Williston Road (Mountain View Road / Governor Chittenden Road to VT 117)	Southbound North Williston Road (VT 117 to Mountain View Road / Governor Chittenden Road)	Northbound North Williston Road (Mountain View Road / Governor Chittenden Road to VT 117)	Southbound North Williston Road (VT 117 to Mountain View Road / Governor Chittenden Road)	Northbound North Williston Road (Mountain View Road / Governor Chittenden Road to VT 117)
Existing	0.90	0.88	0.90	0.88	0.00	0.00
No Build	1.24	1.26	1.32	1.31	-0.08	-0.05
VT 2A Alternatives						
Alternative 2	1.03	1.07	1.10	1.09	-0.07	-0.02
Alternative 3	1.05	1.07	1.11	1.10	-0.06	-0.03
Alternative 22	1.24	1.25	1.32	1.31	-0.08	-0.06
Circ A/B Alternatives						
Alternative 16A	0.54	0.57	0.55	0.56	-0.01	0.01
Alternative 16B	0.48	0.49	0.49	0.47	-0.01	0.02
Alternative 16C	0.36	0.44	0.38	0.44	-0.02	0.00
Alternative 17	0.44	0.40	0.47	0.41	-0.03	-0.01
Hybrid Alternatives (VT 2A Improvements plus Circ Street)						
Alternative 18	1.14	1.10	1.21	1.12	-0.07	-0.02
Alternative 19	1.15	1.10	1.21	1.13	-0.06	-0.03
Alternative 23	1.33	1.28	1.44	1.33	-0.11	-0.05

**Circ-Williston EIS
Future Accident Projection**

ALTERNATIVE		With G-J		Without G-J		Difference	
		VT 2A Corridor Only	Other Roadways	VT 2A Corridor Only	Other Roadways	VT 2A Corridor Only	Other Roadways
Existing 2005		54	126	54	126	-	-
2025 No Build		64	144	64	145	0	-1
Group 1 - VT 2A Alternatives (Improvements to Existing Roadway)							
Alt 2	Four-Lane VT 2A with Signalized Intersection Improvements	54	146	55	144	-1	2
Alt 3	Four-Lane VT 2A with Roundabouts	51	145	51	145	0	0
Alt 22	Tapered Widening on VT 2A with Signalized and Roundabout Intersections	47	144	46	143	1	1
Group 2 - Circ A/B Alternatives (New Roadway)							
Alt 16A	CIRC A/B Limited Access Highway with VT 2A Spot Improvements	54	143	53	143	1	0
Alt 16B	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements	53	143	52	142	1	1
Alt 16C	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements	54	143	53	143	1	0
Alt 17	Circ A/B Boulevard with VT 2A Spot Improvements	55	144	54	143	1	1
Group 3 - Hybrid Alternatives (VT 2A Improvements plus Circ Street)							
Alt 18	Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street	53	145	53	146	0	-1
Alt 19	Four-Lane VT 2A with Roundabouts Plus Circ Street	50	143	50	144	0	-1
Alt 23	Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street	46	143	45	144	1	-1

**Circ-Williston EIS
Chittenden County VMT and VHT**

ALTERNATIVE	With G-J Alternatives		Without G-J Alternatives		Difference		Difference %			
	VMT	VHT	VMT	VHT	VMT	VHT	VMT	VHT		
Existing 2005	467,825	15,023	467,825	15,023	-	-	-	-		
2025 No Build	595,852	20,967	587,087	21,382	8,765	-415	1%	-2%		
Group 1 - VT 2A Alternatives (Improvements to Existing Roadway)										
Alt 2	Four-Lane VT 2A with Signalized Intersection Improvements		595,464	20,797	586,917	21,131	8,547	-334	1%	-2%
Alt 3	Four-Lane VT 2A with with Roundabouts		595,422	20,864	586,914	21,200	8,508	-336	1%	-2%
Alt 22	Tapered Widening on VT 2A with Signalized and Roundabout Intersections		595,482	20,996	587,017	21,354	8,465	-358	1%	-2%
Group 2 - Circ A/B Alternatives (New Roadway)										
Alt 16A	CIRC A/B Limited Access Highway with VT 2A Spot Improvements (With Redmond Rd Connector & Without US 2 Connection)		599,268	20,686	591,764	21,035	7,504	-349	1%	-2%
Alt 16B	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements (With Redmond Rd Connector & US 2 Connection)		601,192	20,633	591,890	20,998	9,302	-365	2%	-2%
Alt 16C	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements (With Diamond Interchange at Mt. View Rd & Without US 2 Connection)		601,345	20,740	591,328	21,063	10,017	-323	2%	-2%
Alt 17	Circ A/B Boulevard with VT 2A Spot Improvements		598,582	20,778	588,557	21,109	10,025	-331	2%	-2%
Group 3 - Hybrid Alternatives (VT 2A Improvements plus Circ Street)										
Alt 18	Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street		595,499	20,709	587,304	21,037	8,195	-328	1%	-2%
Alt 19	Four-Lane VT 2A with Roundabouts Plus Circ Street		595,608	20,767	587,375	21,108	8,233	-341	1%	-2%
Alt 23	Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street		596,080	20,938	587,943	21,304	8,137	-366	1%	-2%

**Circ-Williston EIS
Mobility**

AM Peak Hour

ALTERNATIVE	With G-J Alternatives				Without G-J Alternatives				Difference				
	Weighted Average Travel Time (Min.)				Weighted Average Travel Time (Min.)				Weighted Average Travel Time (Min.)				
	Essex to Williston	Essex Jct to Williston	Williston to Essex	Williston to Essex Jct	Essex to Williston	Essex Jct to Williston	Williston to Essex	Williston to Essex Jct	Essex to Williston	Essex Jct to Williston	Williston to Essex	Williston to Essex Jct	
Existing 2005	18.26	12.57	16.10	11.54	18.26	12.57	16.10	11.54	0.00	0.00	0.00	0.00	
2025 No Build	22.05	16.28	16.96	12.48	22.42	16.52	17.01	12.56	-0.38	-0.24	-0.05	-0.08	
Group 1 - VT 2A Alternatives (Improvements to Existing Roadway)													
Alt 2	Four-Lane VT 2A with Signalized Intersection Improvements	20.27	14.07	16.69	12.15	20.59	14.24	16.74	12.22	-0.32	-0.17	-0.05	-0.07
Alt 3	Four-Lane VT 2A with with Roundabouts	20.44	14.23	16.90	12.38	20.71	14.39	16.95	12.46	-0.26	-0.16	-0.05	-0.08
Alt 22	Tapered Widening on VT 2A with Signalized and Roundabout Intersections	22.02	16.27	16.93	12.48	22.38	16.48	16.95	12.50	-0.36	-0.21	-0.01	-0.01
Group 2 - Circ A/B Alternatives (New Roadway)													
Alt 16A	CIRC A/B Limited Access Highway with VT 2A Spot Improvements (With Redmond Rd Connector & Without US 2 Connection)	18.62	14.19	15.55	12.04	18.68	14.25	15.56	12.09	-0.06	-0.06	-0.01	-0.04
Alt 16B	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements (With Redmond Rd Connector & US 2 Connection)	17.83	13.83	14.72	11.74	17.86	13.89	14.73	11.80	-0.03	-0.06	-0.02	-0.05
Alt 16C	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements (With Diamond Interchange at Mt. View Rd & Without US 2 Connection)	18.46	14.09	15.08	12.03	18.57	14.14	15.09	12.09	-0.11	-0.04	-0.02	-0.06
Alt 17	Circ A/B Boulevard with VT 2A Spot Improvements	18.38	14.12	15.17	12.03	18.52	14.18	15.22	12.09	-0.15	-0.07	-0.05	-0.06
Group 3 - Hybrid Alternatives (VT 2A Improvements plus Circ Street)													
Alt 18	Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street	20.17	13.87	16.52	11.95	20.54	14.07	16.60	12.05	-0.37	-0.20	-0.08	-0.10
Alt 19	Four-Lane VT 2A with Roundabouts Plus Circ Street	20.35	14.07	16.72	12.15	20.71	14.27	16.79	12.25	-0.36	-0.20	-0.07	-0.09
Alt 23	Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street	21.98	16.08	16.76	12.20	22.43	16.34	16.83	12.31	-0.45	-0.25	-0.08	-0.11

**Circ-Williston EIS
Mobility**

PM Peak Hour

ALTERNATIVE	With G-J Alternatives				Without G-J Alternatives				Difference				
	Weighted Average Travel Time (Min.)				Weighted Average Travel Time (Min.)				Weighted Average Travel Time (Min.)				
	Essex to Williston	Essex Jct to Williston	Williston to Essex	Williston to Essex Jct	Essex to Williston	Essex Jct to Williston	Williston to Essex	Williston to Essex Jct	Essex to Williston	Essex Jct to Williston	Williston to Essex	Williston to Essex Jct	
Existing 2005	17.95	13.33	20.84	14.54	17.95	13.33	20.84	14.54	0.00	0.00	0.00	0.00	
2025 No Build	19.47	14.96	26.56	20.67	19.63	15.07	26.93	21.09	-0.16	-0.11	-0.37	-0.41	
Group 1 - VT 2A Alternatives (Improvements to Existing Roadway)													
Alt 2	Four-Lane VT 2A with Signalized Intersection Improvements	18.69	14.17	23.86	16.99	18.82	14.27	23.98	17.12	-0.13	-0.10	-0.12	-0.12
Alt 3	Four-Lane VT 2A with with Roundabouts	19.03	14.54	24.17	17.35	19.16	14.63	24.28	17.48	-0.13	-0.10	-0.11	-0.13
Alt 22	Tapered Widening on VT 2A with Signalized and Roundabout Intersections	19.42	14.89	26.47	20.58	19.57	15.00	26.83	20.99	-0.15	-0.12	-0.35	-0.41
Group 2 - Circ A/B Alternatives (New Roadway)													
Alt 16A	CIRC A/B Limited Access Highway with VT 2A Spot Improvements (With Redmond Rd Connector & Without US 2 Connection)	17.36	13.96	22.62	17.51	17.42	13.98	22.64	17.63	-0.05	-0.02	-0.02	-0.12
Alt 16B	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements (With Redmond Rd Connector & US 2 Connection)	16.75	13.53	22.10	17.06	16.83	13.55	22.08	17.14	-0.07	-0.02	0.02	-0.08
Alt 16C	CIRC A/B – Limited Access Highway with VT 2A Spot Improvements (With Diamond Interchange at Mt. View Rd & Without US 2 Connection)	17.12	14.09	22.72	17.50	17.21	14.11	22.73	17.63	-0.08	-0.02	0.00	-0.13
Alt 17	Circ A/B Boulevard with VT 2A Spot Improvements	17.23	14.08	22.81	17.58	17.33	14.14	22.81	17.64	-0.11	-0.06	0.00	-0.06
Group 3 - Hybrid Alternatives (VT 2A Improvements plus Circ Street)													
Alt 18	Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street	18.48	13.92	23.71	16.73	18.62	14.00	23.83	16.87	-0.14	-0.08	-0.12	-0.13
Alt 19	Four-Lane VT 2A with Roundabouts Plus Circ Street	18.79	14.24	23.98	17.04	18.94	14.33	24.14	17.25	-0.16	-0.09	-0.17	-0.21
Alt 23	Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street	19.17	14.59	26.41	20.37	19.39	14.72	26.74	20.76	-0.22	-0.13	-0.33	-0.39

**Circ-Williston EIS
With G-J
Truck Traffic on Local Roadways
AM & PM Peak Hours**

ALTERNATIVE	AM Peak Hour							PM Peak Hour						
	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road
Existing	42	43	102	54	33	33	53	38	48	109	61	32	32	48
No Build	61	63	129	72	40	45	28	69	69	136	84	38	45	28
VT 2A Alternatives														
Alternative 2	60	68	120	72	40	40	28	67	74	132	79	37	38	28
Alternative 3	63	67	118	74	40	40	28	70	73	129	80	37	39	29
Alternative 22	60	63	129	72	39	45	28	68	69	136	85	38	45	28
Circ A/B Alternatives														
Alternative 16A	55	54	131	64	29	20	28	66	62	163	63	28	20	26
Alternative 16B	53	52	120	45	24	17	28	64	62	155	50	21	15	26
Alternative 16C	54	55	125	75	32	14	26	66	62	150	80	29	14	26
Alternative 17	54	60	128	53	31	17	26	65	68	147	56	32	14	26
Hybrid Alternatives (VT 2A Improvements plus Circ Street)														
Alternative 18	55	63	84	75	30	43	30	63	69	106	86	27	40	29
Alternative 19	55	60	83	76	30	44	29	65	66	102	88	28	41	29
Alternative 23	54	58	95	68	32	47	28	64	64	108	86	31	47	28

Source: The Louis Berger Group, Inc. (2006)

**Circ-Williston EIS
With G-J
Truck Traffic on Federal Aid Highways in Residential Areas**

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour										PM Peak Hour									
	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117
Existing	88	127	67	40	38	58	40	60	46	51	77	86	70	40	32	51	46	60	45	51
No Build	112	155	82	40	47	75	46	69	57	64	100	107	85	44	43	64	55	67	53	63
VT 2A Alternatives																				
Alternative 2	145	207	112	43	51	76	39	67	56	62	135	146	127	49	48	66	47	65	49	61
Alternative 3	136	199	105	41	50	75	40	68	57	63	129	140	120	47	46	65	47	65	51	63
Alternative 22	116	156	84	42	47	76	46	69	57	63	101	108	87	45	43	65	55	67	53	62
Circ A/B Alternatives																				
Alternative 16A	103	134	72	41	40	63	27	53	47	64	97	94	73	45	36	56	35	49	45	63
Alternative 16B	91	129	69	42	40	63	28	53	47	54	89	92	72	45	36	55	35	49	42	51
Alternative 16C	104	132	68	41	40	63	28	54	45	60	97	92	73	45	35	56	34	48	44	57
Alternative 17	103	134	71	41	39	66	31	58	42	51	93	94	73	45	36	57	42	55	39	47
Hybrid Alternatives (VT 2A Improvements plus Circ Street)																				
Alternative 18	137	206	114	42	52	75	38	64	47	53	126	146	126	48	47	65	46	63	41	48
Alternative 19	129	198	106	41	50	74	39	64	48	53	121	141	120	45	47	64	47	63	41	50
Alternative 23	108	156	85	41	47	75	45	67	51	54	97	109	87	44	43	64	54	65	41	48

Source: The Louis Berger Group, Inc. (2006)

**Circ-Williston EIS
With G-J
Effect of Truck Traffic on Local Roadways**

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour							PM Peak Hour						
	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road
VT 2A Alternatives														
Alternative 2	-2%	8%	-7%	0%	0%	-11%	0%	-3%	7%	-3%	-6%	-3%	-16%	0%
Alternative 3	3%	6%	-9%	3%	0%	-11%	0%	1%	6%	-5%	-5%	-3%	-13%	4%
Alternative 22	-2%	0%	0%	0%	-3%	0%	0%	-1%	0%	0%	1%	0%	0%	0%
Circ A/B Alternatives														
Alternative 16A	-10%	-14%	2%	-11%	-28%	-56%	0%	-4%	-10%	20%	-25%	-26%	-56%	-7%
Alternative 16B	-13%	-17%	-7%	-38%	-40%	-62%	0%	-7%	-10%	14%	-40%	-45%	-67%	-7%
Alternative 16C	-11%	-13%	-3%	4%	-20%	-69%	-7%	-4%	-10%	10%	-5%	-24%	-69%	-7%
Alternative 17	-11%	-5%	-1%	-26%	-23%	-62%	-7%	-6%	-1%	8%	-33%	-16%	-69%	-7%
Hybrid Alternatives (VT 2A Improvements plus Circ Street)														
Alternative 18	-10%	0%	-35%	4%	-25%	-4%	7%	-9%	0%	-22%	2%	-29%	-11%	4%
Alternative 19	-10%	-5%	-36%	6%	-25%	-2%	4%	-6%	-4%	-25%	5%	-26%	-9%	4%
Alternative 23	-11%	-8%	-26%	-6%	-20%	4%	0%	-7%	-7%	-21%	2%	-18%	4%	0%

Source: The Louis Berger Group, Inc. (2006)

**Circ-Williston EIS
With G-J
Effect of Truck Traffic on Federal Aid Highways in Residential Areas**

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour										PM Peak Hour									
	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117
VT 2A Alternatives																				
Alternative 2	29%	34%	37%	8%	9%	1%	-15%	-3%	-2%	-3%	35%	36%	49%	11%	12%	3%	-15%	-3%	-8%	-3%
Alternative 3	21%	28%	28%	3%	6%	0%	-13%	-1%	0%	-2%	29%	31%	41%	7%	7%	2%	-15%	-3%	-4%	0%
Alternative 22	4%	1%	2%	5%	0%	1%	0%	0%	0%	-2%	1%	1%	2%	2%	0%	2%	0%	0%	0%	-2%
Circ A/B Alternatives																				
Alternative 16A	-8%	-14%	-12%	3%	-15%	-16%	-41%	-23%	-18%	0%	-3%	-12%	-14%	2%	-16%	-13%	-36%	-27%	-15%	0%
Alternative 16B	-19%	-17%	-16%	5%	-15%	-16%	-39%	-23%	-18%	-16%	-11%	-14%	-15%	2%	-16%	-14%	-36%	-27%	-21%	-19%
Alternative 16C	-7%	-15%	-17%	3%	-15%	-16%	-39%	-22%	-21%	-6%	-3%	-14%	-14%	2%	-19%	-13%	-38%	-28%	-17%	-10%
Alternative 17	-8%	-14%	-13%	3%	-17%	-12%	-33%	-16%	-26%	-20%	-7%	-12%	-14%	2%	-16%	-11%	-24%	-18%	-26%	-25%
Hybrid Alternatives (VT 2A Improvements plus Circ Street)																				
Alternative 18	22%	33%	39%	5%	11%	0%	-17%	-7%	-18%	-17%	26%	36%	48%	9%	9%	2%	-16%	-6%	-23%	-24%
Alternative 19	15%	28%	29%	3%	6%	-1%	-15%	-7%	-16%	-17%	21%	32%	41%	2%	9%	0%	-15%	-6%	-23%	-21%
Alternative 23	-4%	1%	4%	3%	0%	0%	-2%	-3%	-11%	-16%	-3%	2%	2%	0%	0%	0%	-2%	-3%	-23%	-24%

Source: The Louis Berger Group, Inc. (2006)

**Circ-Williston EIS
Without G-J
Truck Traffic on Local Roadways**

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour							PM Peak Hour						
	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road
Existing	42	43	102	54	33	33	53	38	48	109	61	32	32	48
No Build	67	66	132	65	38	49	66	67	72	130	80	41	47	58
VT 2A Alternatives														
Alternative 2	66	72	124	67	38	44	65	65	78	126	75	39	40	57
Alternative 3	69	71	121	68	38	45	66	68	76	122	74	39	40	58
Alternative 22	66	67	132	65	37	49	66	66	71	131	80	41	47	58
Circ A/B Alternatives														
Alternative 16A	61	55	131	58	28	22	56	64	64	150	57	29	19	52
Alternative 16B	58	53	120	40	24	18	56	61	63	143	49	23	15	52
Alternative 16C	59	57	127	67	29	15	56	64	64	140	69	31	14	52
Alternative 17	59	62	129	47	30	19	57	63	69	136	51	34	14	53
Hybrid Alternatives (VT 2A Improvements plus Circ Street)														
Alternative 18	61	65	83	72	28	48	64	61	72	98	86	29	43	57
Alternative 19	62	63	82	72	28	48	64	63	68	94	87	29	44	58
Alternative 23	60	61	95	64	30	52	65	63	66	101	84	34	50	58

Source: The Louis Berger Group, Inc. (2006)

**Circ-Williston EIS
Without G-J
Truck Traffic on Federal Aid Highways in Residential Areas**

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour										PM Peak Hour									
	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117
Existing	88	127	67	40	38	58	40	60	46	51	77	86	70	40	32	51	46	60	45	51
No Build	111	155	82	39	46	78	39	69	67	64	99	99	83	43	39	63	55	65	48	63
VT 2A Alternatives																				
Alternative 2	141	208	112	40	49	81	32	66	66	62	134	133	123	49	43	66	46	62	45	68
Alternative 3	132	199	105	39	48	80	34	68	68	64	128	129	117	45	42	65	48	62	46	62
Alternative 22	113	157	84	40	46	79	39	69	68	63	101	100	85	44	39	64	55	65	47	62
Circ A/B Alternatives																				
Alternative 16A	102	134	69	39	38	66	24	51	53	64	97	86	71	43	33	54	34	46	40	62
Alternative 16B	90	129	67	39	38	66	25	52	55	54	88	84	68	44	32	54	35	47	37	51
Alternative 16C	103	131	67	39	38	67	27	52	51	60	96	84	70	44	32	55	33	46	39	57
Alternative 17	101	135	69	40	38	70	28	57	48	51	92	86	70	44	33	55	43	51	35	47
Hybrid Alternatives (VT 2A Improvements plus Circ Street)																				
Alternative 18	133	208	114	40	49	80	31	64	55	53	125	134	124	46	43	66	46	61	38	49
Alternative 19	124	199	107	38	48	79	33	64	55	53	120	130	118	44	41	64	47	62	37	50
Alternative 23	105	158	85	39	46	78	38	67	60	53	96	100	85	43	40	63	55	64	40	48

Source: The Louis Berger Group, Inc. (2006)

**Circ-Williston EIS
Without G-J
Effect of Truck Traffic on Local Roadways**

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour							PM Peak Hour						
	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road
VT 2A Alternatives														
Alternative 2	-1%	9%	-6%	3%	0%	-10%	-2%	-3%	8%	-3%	-6%	-5%	-15%	-2%
Alternative 3	3%	8%	-8%	5%	0%	-8%	0%	1%	6%	-6%	-8%	-5%	-15%	0%
Alternative 22	-1%	2%	0%	0%	-3%	0%	0%	-1%	-1%	1%	0%	0%	0%	0%
Circ A/B Alternatives														
Alternative 16A	-9%	-17%	-1%	-11%	-26%	-55%	-15%	-4%	-11%	15%	-29%	-29%	-60%	-10%
Alternative 16B	-13%	-20%	-9%	-38%	-37%	-63%	-15%	-9%	-13%	10%	-39%	-44%	-68%	-10%
Alternative 16C	-12%	-14%	-4%	3%	-24%	-69%	-15%	-4%	-11%	8%	-14%	-24%	-70%	-10%
Alternative 17	-12%	-6%	-2%	-28%	-21%	-61%	-14%	-6%	-4%	5%	-36%	-17%	-70%	-9%
Hybrid Alternatives (VT 2A Improvements plus Circ Street)														
Alternative 18	-9%	-2%	-37%	11%	-26%	-2%	-3%	-9%	0%	-25%	8%	-29%	-9%	-2%
Alternative 19	-7%	-5%	-38%	11%	-26%	-2%	-3%	-6%	-6%	-28%	9%	-29%	-6%	0%
Alternative 23	-10%	-8%	-28%	-2%	-21%	6%	-2%	-6%	-8%	-22%	5%	-17%	6%	0%

Source: The Louis Berger Group, Inc. (2006)

**Circ-Williston EIS
Without G-J
Effect of Truck Traffic on Federal Aid Highways in Residential Areas**

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour										PM Peak Hour									
	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117
VT 2A Alternatives																				
Alternative 2	27%	34%	37%	3%	7%	4%	-18%	-4%	-1%	-3%	35%	34%	48%	14%	10%	5%	-16%	-5%	-6%	8%
Alternative 3	19%	28%	28%	0%	4%	3%	-13%	-1%	1%	0%	29%	30%	41%	5%	8%	3%	-13%	-5%	-4%	-2%
Alternative 22	2%	1%	2%	3%	0%	1%	0%	0%	1%	-2%	2%	1%	2%	2%	0%	2%	0%	0%	-2%	-2%
Circ A/B Alternatives																				
Alternative 16A	-8%	-14%	-16%	0%	-17%	-15%	-38%	-26%	-21%	0%	-2%	-13%	-14%	0%	-15%	-14%	-38%	-29%	-17%	-2%
Alternative 16B	-19%	-17%	-18%	0%	-17%	-15%	-36%	-25%	-18%	-16%	-11%	-15%	-18%	2%	-18%	-14%	-36%	-28%	-23%	-19%
Alternative 16C	-7%	-15%	-18%	0%	-17%	-14%	-31%	-25%	-24%	-6%	-3%	-15%	-16%	2%	-18%	-13%	-40%	-29%	-19%	-10%
Alternative 17	-9%	-13%	-16%	3%	-17%	-10%	-28%	-17%	-28%	-20%	-7%	-13%	-16%	2%	-15%	-13%	-22%	-22%	-27%	-25%
Hybrid Alternatives (VT 2A Improvements plus Circ Street)																				
Alternative 18	20%	34%	39%	3%	7%	3%	-21%	-7%	-18%	-17%	26%	35%	49%	7%	10%	5%	-16%	-6%	-21%	-22%
Alternative 19	12%	28%	30%	-3%	4%	1%	-15%	-7%	-18%	-17%	21%	31%	42%	2%	5%	2%	-15%	-5%	-23%	-21%
Alternative 23	-5%	2%	4%	0%	0%	0%	-3%	-3%	-10%	-17%	-3%	1%	2%	0%	3%	0%	0%	-2%	-17%	-24%

Source: The Louis Berger Group, Inc. (2006)

Circ-Williston EIS
Net Change of Truck Traffic between With and Without G-J alternatives
Effect of Truck Traffic on Local Roadways

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour							PM Peak Hour						
	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road	South Brownell Road between Walker Hill Road and Marshall Avenue	North Brownell Road between US 2 and Industrial Avenue	Mountain View Road between VT2A and Redmond Road	Mountain View Road between Redmond Road and Old Stage Road	North Williston Road between US 2 and Mountain View Road	North Williston Road between Mountain View Road and VT 117	Susie Willson Road between VT 2A and Kellog Road
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Build	-6	-3	-3	7	2	-4	-38	2	-3	6	4	-3	-2	-30
VT 2A Alternatives														
Alternative 2	-6	-4	-4	5	2	-4	-37	2	-4	6	4	-2	-2	-29
Alternative 3	-6	-4	-3	6	2	-5	-38	2	-3	7	6	-2	-1	-29
Alternative 22	-6	-4	-3	7	2	-4	-38	2	-2	5	5	-3	-2	-30
Circ A/B Alternatives														
Alternative 16A	-6	-1	0	6	1	-2	-28	2	-2	13	6	-1	1	-26
Alternative 16B	-5	-1	0	5	0	-1	-28	3	-1	12	1	-2	0	-26
Alternative 16C	-5	-2	-2	8	3	-1	-30	2	-2	10	11	-2	0	-26
Alternative 17	-5	-2	-1	6	1	-2	-31	2	-1	11	5	-2	0	-27
Hybrid Alternatives (VT 2A Improvements plus Circ Street)														
Alternative 18	-6	-2	1	3	2	-5	-34	2	-3	8	0	-2	-3	-28
Alternative 19	-7	-3	1	4	2	-4	-35	2	-2	8	1	-1	-3	-29
Alternative 23	-6	-3	0	4	2	-5	-37	1	-2	7	2	-3	-3	-30

Source: The Louis Berger Group, Inc. (2006)

Circ-Williston EIS
Net Change of Truck Traffic between With and Without G-J alternatives
Effect of Truck Traffic on Federal Aid Highways in Residential Areas

AM & PM Peak Hours

ALTERNATIVE	AM Peak Hour										PM Peak Hour										
	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117	VT2A between US 2 and Mountain View Road/Industrial Avenue	VT2A between Mountain View Road/Industrial Avenue and South Street	VT2A between South Street and Five Corners	VT15 between West Street and Five Corners	VT15 between Five Corners and Educational Drive	VT117 between Five Corners and IBM Entrance	VT117 between VT 289 and Sandhill Road	VT117 north of US 2	US 2 between Old Stage Road and North Williston Road	US2 between North Williston Road and VT117	
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Build	1	0	0	1	1	-3	7	0	-10	0	1	8	2	1	4	1	0	2	5	0	0
VT 2A Alternatives																					
Alternative 2	4	-1	0	3	2	-5	7	1	-10	0	1	13	4	0	5	0	1	3	4	-7	-7
Alternative 3	4	0	0	2	2	-5	6	0	-11	-1	1	11	3	2	4	0	-1	3	5	1	1
Alternative 22	3	-1	0	2	1	-3	7	0	-11	0	0	8	2	1	4	1	0	2	6	0	0
Circ A/B Alternatives																					
Alternative 16A	1	0	3	2	2	-3	3	2	-6	0	0	8	2	2	3	2	1	3	5	1	1
Alternative 16B	1	0	2	3	2	-3	3	1	-8	0	1	8	4	1	4	1	0	2	5	0	0
Alternative 16C	1	1	1	2	2	-4	1	2	-6	0	1	8	3	1	3	1	1	2	5	0	0
Alternative 17	2	-1	2	1	1	-4	3	1	-6	0	1	8	3	1	3	2	-1	4	4	0	0
Hybrid Alternatives (VT 2A Improvements plus Circ Street)																					
Alternative 18	4	-2	0	2	3	-5	7	0	-8	0	1	12	2	2	4	-1	0	2	3	-1	-1
Alternative 19	5	-1	-1	3	2	-5	6	0	-7	0	1	11	2	1	6	0	0	1	4	0	0
Alternative 23	3	-2	0	2	1	-3	7	0	-9	1	1	9	2	1	3	1	-1	1	1	0	0

Source: The Louis Berger Group, Inc. (2006)