

**Table 8: Weekday PM Peak Hour LOS and Queuing Results for 2008 and 2018 Alternatives – US 2 Corridor**

# US 2

EB = eastbound  
WB = westbound  
NB = northbound  
SB = southbound

L = left turn  
T = through movement  
R = right turn

2008 PM Peak				2018 Alternative A				2018 Alternative B				2018 Alternative A+B				2018 Alternative No New Roads								
US 2 - Harvest Lane	LOS	Synchro		Ave. Queue (ft)	LOS	Synchro		Ave. Queue (ft)	LOS	Synchro		Ave. Queue (ft)	LOS	Synchro		Ave. Queue (ft)	LOS	Synchro		Ave. Queue (ft)				
		Delay (s)	Queue (ft)			Delay (s)	Queue (ft)			Delay (s)	Queue (ft)			Delay (s)	Queue (ft)			Delay (s)	Queue (ft)		Delay (s)	Queue (ft)		
<b>Overall</b>	<b>B</b>	<b>16.5</b>			<b>Overall</b>	<b>B</b>	<b>18.1</b>			<b>Overall</b>	<b>A</b>	<b>9.2</b>			<b>Overall</b>	<b>B</b>	<b>14.0</b>			<b>Overall</b>	<b>B</b>	<b>12.1</b>		
EB L (US 2)	B	13.8	74.0	EB L (US 2)	A	4.8	58.0	EB L (US 2)	A	5.1	108.0	EB L (US 2)	A	3.7	66.0	EB L (US 2)	B	13.4	78.0	EB L (US 2)	B	13.4	78.0	
EB T (US 2)	C	21.0	340.0	EB T (US 2)	A	6.3	143.0	EB T (US 2)	A	5.4	109.0	EB T (US 2)	A	4.5	108.0	EB T (US 2)	B	17.3	136.0	EB T (US 2)	B	17.3	136.0	
EB R (US 2)	B	11.9	51.0	EB R (US 2)	A	3.6	11.0	EB R (US 2)	A	3.2	21.0	EB R (US 2)	A	2.7	26.0	EB R (US 2)	A	7.4	11.0	EB R (US 2)	A	7.4	11.0	
WB L (US 2)	B	10.5	65.0	WB L (US 2)	A	2.2	24.0	WB L (US 2)	A	2.5	7.0	WB L (US 2)	A	2.0	3.0	WB L (US 2)	A	8.4	33.0	WB L (US 2)	A	8.4	33.0	
WB T R (US 2)	A	9.9	145.0	WB T R (US 2)	A	2.4	44.0	WB T R (US 2)	A	3.7	82.0	WB T R (US 2)	A	3.0	29.0	WB T R (US 2)	A	9.6	93.0	WB T R (US 2)	A	9.6	93.0	
NB L T (Harvest Lane)	C	20.8	85.0	NB L T (Harvest Lane)	E	73.6	82.0	NB L T (Harvest Lane)	C	25.5	71.0	NB L T (Harvest Lane)	E	64.5	64.0	NB L T (Harvest Lane)	A	9.4	71.0	NB L T (Harvest Lane)	A	9.4	71.0	
NB R (Harvest Lane)	C	21.1	51.0	NB R (Harvest Lane)	E	66.6	43.0	NB R (Harvest Lane)	B	19.3	22.0	NB R (Harvest Lane)	D	36.2	19.0	NB R (Harvest Lane)	A	8.1	49.0	NB R (Harvest Lane)	A	8.1	49.0	
SB L T (Blair Park Road)	B	17.5	66.0	SB L T (Blair Park Road)	D	39.1	98.0	SB L T (Blair Park Road)	C	23.7	81.0	SB L T (Blair Park Road)	D	48.5	87.0	SB L T (Blair Park Road)	B	10.5	59.0	SB L T (Blair Park Road)	B	10.5	59.0	
SB R (Blair Park Road)	B	16.3	50.0	SB R (Blair Park Road)	C	30.6	46.0	SB R (Blair Park Road)	B	18.9	48.0	SB R (Blair Park Road)	C	33.6	53.0	SB R (Blair Park Road)	A	8.9	35.0	SB R (Blair Park Road)	A	8.9	35.0	
<b>Overall</b>	<b>C</b>	<b>23.2</b>		<b>Overall</b>	<b>C</b>	<b>28.7</b>		<b>Overall</b>	<b>C</b>	<b>22.9</b>		<b>Overall</b>	<b>C</b>	<b>27.1</b>		<b>Overall</b>	<b>C</b>	<b>27.6</b>		<b>Overall</b>	<b>C</b>	<b>27.6</b>		
EB L (US 2)	B	13.7	190.0	EB L (US 2)	B	17.8	108.0	EB L (US 2)	C	21.8	87.0	EB L (US 2)	B	18.8	85.0	EB L (US 2)	B	19.3	232.0	EB L (US 2)	B	19.3	232.0	
EB T (US 2)	D	43.8	460.0	EB T (US 2)	D	44.1	351.0	EB T (US 2)	D	39.7	218.0	EB T (US 2)	D	42.2	225.0	EB T (US 2)	D	41.6	536.0	EB T (US 2)	D	41.6	536.0	
EB R (US 2)	A	8.3	106.0	EB R (US 2)	C	31.2	118.0	EB R (US 2)	C	34.6	19.0	EB R (US 2)	C	33.9	29.0	EB R (US 2)	C	26.4	157.0	EB R (US 2)	C	26.4	157.0	
WB L (US 2)	B	16.3	83.0	WB L (US 2)	D	43.6	112.0	WB L (US 2)	C	24.7	107.0	WB L (US 2)	D	44.3	118.0	WB L (US 2)	D	41.5	129.0	WB L (US 2)	D	41.5	129.0	
WB T (US 2)	C	22.6	154.0	WB T (US 2)	C	34.6	209.0	WB T (US 2)	C	22.5	150.0	WB T (US 2)	D	35.1	319.0	WB T (US 2)	C	32.5	515.0	WB T (US 2)	C	32.5	515.0	
WB R (US 2)	C	22.0	26.0	WB R (US 2)	D	43.1	60.0	WB R (US 2)	B	11.9	12.0	WB R (US 2)	D	43.9	92.0	WB R (US 2)	D	36.6	114.0	WB R (US 2)	D	36.6	114.0	
NB L (VT 2A)	B	14.5	103.0	NB L (VT 2A)	B	11.6	62.0	NB L (VT 2A)	B	13.5	41.0	NB L (VT 2A)	A	9.7	39.0	NB L (VT 2A)	B	18.1	81.0	NB L (VT 2A)	B	18.1	81.0	
NB T (VT 2A)	C	26.3	177.0	NB T (VT 2A)	C	25.8	144.0	NB T (VT 2A)	C	21.5	196.0	NB T (VT 2A)	C	21.5	149.0	NB T (VT 2A)	C	26.5	186.0	NB T (VT 2A)	C	26.5	186.0	
NB R (VT 2A)	B	11.2	20.0	NB R (VT 2A)	C	28.6	15.0	NB R (VT 2A)	A	2.3	21.0	NB R (VT 2A)	C	25.8	42.0	NB R (VT 2A)	B	17.4	10.0	NB R (VT 2A)	B	17.4	10.0	
SB L (VT 2A)	B	15.7	83.0	SB L (VT 2A)	B	15.0	61.0	SB L (VT 2A)	B	13.2	91.0	SB L (VT 2A)	B	11.6	62.0	SB L (VT 2A)	B	15.8	74.0	SB L (VT 2A)	B	15.8	74.0	
SB T R (VT 2A)	C	22.8	119.0	SB T R (VT 2A)	C	22.3	108.0	SB T R (VT 2A)	C	20.4	130.0	SB T R (VT 2A)	B	18.0	117.0	SB T R (VT 2A)	C	22.8	137.0	SB T R (VT 2A)	C	22.8	137.0	
<b>Overall</b>	<b>B</b>	<b>19.8</b>		<b>Overall</b>	<b>A</b>	<b>5.6</b>		<b>Overall</b>	<b>A</b>	<b>6.7</b>		<b>Overall</b>	<b>A</b>	<b>5.7</b>		<b>Overall</b>	<b>A</b>	<b>6.2</b>		<b>Overall</b>	<b>A</b>	<b>6.2</b>		
EB L T (US 2)	C	27.3	397.0	EB T (US 2)	A	2.9	101.0	EB T (US 2)	A	3.7	91.0	EB T (US 2)	A	3.5	61.0	EB T (US 2)	A	5.0	54.0	EB T (US 2)	A	5.0	54.0	
WB L (US 2)	A	6.5	1.0	WB L (US 2)	A	2.2	3.0	WB L (US 2)	A	1.4	4.0	WB L (US 2)	A	2.3	3.0	WB L (US 2)	A	2.1	9.0	WB L (US 2)	A	2.1	9.0	
WB T (US 2)	A	6.7	132.0	WB T (US 2)	A	1.7	20.0	WB T (US 2)	A	1.0	9.0	WB T (US 2)	A	1.7	34.0	WB T (US 2)	A	1.4	194.0	WB T (US 2)	A	1.4	194.0	
NB L R (Boxwood Street)	C	27.0	48.0	NB L (Boxwood Street)	D	39.1	54.0	NB L (Boxwood Street)	D	50.4	73.0	NB L (Boxwood Street)	D	39.0	73.0	NB L (Boxwood Street)	D	39.0	140.0	NB L (Boxwood Street)	D	39.0	140.0	
<b>Overall</b>	<b>C</b>	<b>20.5</b>		<b>Overall</b>	<b>B</b>	<b>17.3</b>		<b>Overall</b>	<b>C</b>	<b>22.3</b>		<b>Overall</b>	<b>B</b>	<b>17.7</b>		<b>Overall</b>	<b>B</b>	<b>18.4</b>		<b>Overall</b>	<b>B</b>	<b>18.4</b>		
EB L (US 2)	B	12.1	39.0	EB L (US 2)	A	6.5	1.0	EB L (US 2)	B	12.7	0.0	EB L (US 2)	A	5.3	0.0	EB L (US 2)	A	6.2	14.0	EB L (US 2)	A	6.2	14.0	
EB T R (US 2)	C	23.2	420.0	EB T R (US 2)	B	13.7	360.0	EB T R (US 2)	C	26.4	398.0	EB T R (US 2)	B	16.5	359.0	EB T R (US 2)	B	16.2	293.0	EB T R (US 2)	B	16.2	293.0	
WB L (US 2)	B	13.2	181.0	WB L (US 2)	B	13.5	120.0	WB L (US 2)	B	15.8	112.0	WB L (US 2)	B	12.8	133.0	WB L (US 2)	B	15.5	141.0	WB L (US 2)	B	15.5	141.0	
WB T R (US 2)	A	7.4	357.0	WB T R (US 2)	B	10.1	141.0	WB T R (US 2)	B	13.1	202.0	WB T R (US 2)	B	10.6	244.0	WB T R (US 2)	B	11.1	394.0	WB T R (US 2)	B	11.1	394.0	
NB L T (Maple Tree Place)	C	27.2	138.0	NB L T (Maple Tree Place)	C	22.7	115.0	NB L T (Maple Tree Place)	C	25.0	71.0	NB L T (Maple Tree Place)	C	21.8	128.0	NB L T (Maple Tree Place)	C	24.8	224.0	NB L T (Maple Tree Place)	C	24.8	224.0	
NB R (Maple Tree Place)	C	31.1	132.0	NB R (Maple Tree Place)	C	28.4	131.0	NB R (Maple Tree Place)	C	28.4	122.0	NB R (Maple Tree Place)	C	27.2	129.0	NB R (Maple Tree Place)	C	30.2	132.0	NB R (Maple Tree Place)	C	30.2	132.0	
SB L T R (Gas Station)	C	27.8	80.0	SB L T R (Gas Station)	C	25.1	136.0	SB L T R (Gas Station)	C	27.8	114.0	SB L T R (Gas Station)	C	23.4	67.0	SB L T R (Gas Station)	C	24.8	74.0	SB L T R (Gas Station)	C	24.8	74.0	





**Table 12: Saturday Peak Hour LOS and Queuing Results for 2008 and 2018 Alternatives – US 2 Corridor**

EB = eastbound WB = westbound NB = northbound SB = southbound				L = left turn T = through movement R = right turn																				
2008 Saturday				2018 Alternative A				2018 Alternative B				2018 Alternative A+B				2018 Alternative No New Roads								
		Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic					
US 2 - Harvest Lane		LOS	Delay (s)	Ave. Queue (ft)	US 2 - Harvest Lane		LOS	Delay (s)	Ave. Queue (ft)	US 2 - Harvest Lane		LOS	Delay (s)	Ave. Queue (ft)	US 2 - Harvest Lane		LOS	Delay (s)	Ave. Queue (ft)					
<b>Overall</b>		<b>B</b>	<b>16.5</b>		<b>Overall</b>		<b>A</b>	<b>5.9</b>		<b>Overall</b>		<b>A</b>	<b>5.8</b>		<b>Overall</b>		<b>B</b>	<b>12.5</b>		<b>Overall</b>		<b>A</b>	<b>6.4</b>	
	EB L (US 2)	B	17.5	36.0		EB L (US 2)	A	4.8	18.0		EB L (US 2)	A	4.8	23.0		EB L (US 2)	A	2.4	23.0		EB L (US 2)	A	5.2	24.0
	EB T (US 2)	C	20.6	176.0		EB T (US 2)	A	5.9	51.0		EB T (US 2)	A	5.7	61.0		EB T (US 2)	A	3.0	60.0		EB T (US 2)	A	6.4	65.0
	EB R (US 2)	B	16.6	34.0		EB R (US 2)	A	4.6	6.0		EB R (US 2)	A	4.6	18.0		EB R (US 2)	A	2.4	20.0		EB R (US 2)	A	5.0	17.0
	WB L (US 2)	B	15.0	84.0		WB L (US 2)	A	5.4	37.0		WB L (US 2)	A	5.3	48.0		WB L (US 2)	A	2.9	45.0		WB L (US 2)	A	5.9	55.0
	WB T R (US 2)	B	15.4	175.0		WB T R (US 2)	A	6.1	49.0		WB T R (US 2)	A	5.9	62.0		WB T R (US 2)	A	3.1	51.0		WB T R (US 2)	A	6.6	73.0
	NB L T (Harvest Lane)	B	14.6	52.0		NB L T (Harvest Lane)	A	6.8	43.0		NB L T (Harvest Lane)	A	6.6	46.0		NB L T (Harvest Lane)	D	44.9	45.0		NB L T (Harvest Lane)	A	7.5	53.0
	NB R (Harvest Lane)	B	17.9	31.0		NB R (Harvest Lane)	A	6.1	37.0		NB R (Harvest Lane)	A	6.0	30.0		NB R (Harvest Lane)	C	34.3	29.0		NB R (Harvest Lane)	A	6.7	35.0
	SB L T (Blair Park Road)	B	11.5	34.0		SB L T (Blair Park Road)	A	6.3	24.0		SB L T (Blair Park Road)	A	6.2	29.0		SB L T (Blair Park Road)	D	35.5	29.0		SB L T (Blair Park Road)	A	6.9	30.0
	SB R (Blair Park Road)	B	11.1	22.0		SB R (Blair Park Road)	A	6.0	17.0		SB R (Blair Park Road)	A	5.9	25.0		SB R (Blair Park Road)	C	34.0	21.0		SB R (Blair Park Road)	A	6.6	23.0

  

		Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic					
US 2 - VT2A		LOS	Delay (s)	Ave. Queue (ft)	US 2 - VT2A		LOS	Delay (s)	Ave. Queue (ft)	US 2 - VT2A		LOS	Delay (s)	Ave. Queue (ft)	US 2 - VT2A		LOS	Delay (s)	Ave. Queue (ft)					
<b>Overall</b>		<b>C</b>	<b>20.8</b>		<b>Overall</b>		<b>C</b>	<b>21.5</b>		<b>Overall</b>		<b>C</b>	<b>21.2</b>		<b>Overall</b>		<b>C</b>	<b>22.3</b>		<b>Overall</b>		<b>C</b>	<b>22.0</b>	
	EB L (US 2)	B	13.6	54.0		EB L (US 2)	C	22.8	54.0		EB L (US 2)	C	22.7	57.0		EB L (US 2)	C	23.4	56.0		EB L (US 2)	C	21.3	62.0
	EB T (US 2)	C	21.8	112.0		EB T (US 2)	C	34.7	130.0		EB T (US 2)	C	34.0	118.0		EB T (US 2)	C	33.7	116.0		EB T (US 2)	C	34.4	135.0
	EB R (US 2)	B	12.0	14.0		EB R (US 2)	C	20.3	21.0		EB R (US 2)	C	20.3	11.0		EB R (US 2)	C	20.9	10.0		EB R (US 2)	B	19.0	22.0
	WB L (US 2)	C	21.6	92.0		WB L (US 2)	C	21.4	85.0		WB L (US 2)	C	21.3	89.0		WB L (US 2)	C	22.1	81.0		WB L (US 2)	C	20.1	95.0
	WB T (US 2)	C	29.7	176.0		WB T (US 2)	C	30.2	134.0		WB T (US 2)	C	29.8	142.0		WB T (US 2)	C	30.2	133.0		WB T (US 2)	C	29.2	168.0
	WB R (US 2)	B	19.5	46.0		WB R (US 2)	B	19.4	41.0		WB R (US 2)	B	19.4	32.0		WB R (US 2)	C	20.1	33.0		WB R (US 2)	B	18.1	51.0
	NB L (VT 2A)	B	14.0	73.0		NB L (VT 2A)	B	12.7	68.0		NB L (VT 2A)	B	12.4	66.0		NB L (VT 2A)	B	13.0	65.0		NB L (VT 2A)	B	12.7	78.0
	NB T (VT 2A)	C	25.8	183.0		NB T (VT 2A)	C	21.0	156.0		NB T (VT 2A)	C	20.5	154.0		NB T (VT 2A)	C	23.5	150.0		NB T (VT 2A)	C	24.9	193.0
	NB R (VT 2A)	B	12.3	10.0		NB R (VT 2A)	B	11.2	2.0		NB R (VT 2A)	B	11.1	4.0		NB R (VT 2A)	B	11.7	0.0		NB R (VT 2A)	B	11.1	11.0
	SB L (VT 2A)	B	14.5	56.0		SB L (VT 2A)	B	12.9	52.0		SB L (VT 2A)	B	12.7	46.0		SB L (VT 2A)	B	13.3	48.0		SB L (VT 2A)	B	13.0	57.0
	SB T R (VT 2A)	C	21.9	111.0		SB T R (VT 2A)	B	19.3	100.0		SB T R (VT 2A)	B	19.0	97.0		SB T R (VT 2A)	C	20.6	98.0		SB T R (VT 2A)	C	20.7	120.0

# US 2

**Table 13: Saturday Peak Hour LOS and Queuing Results for 2008 and 2018 Alternatives – VT 2A Corridor**

2008 Saturday				2018 Alternative A				2018 Alternative B				2018 Alternative A+B				2018 Alternative No New Roads								
		Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic					
VT 2A - Marshall Avenue		LOS	Delay (s)	Ave. Queue (ft)	VT 2A - Marshall Avenue		LOS	Delay (s)	Ave. Queue (ft)	VT 2A - Marshall Avenue		LOS	Delay (s)	Ave. Queue (ft)	VT 2A - Marshall Avenue		LOS	Delay (s)	Ave. Queue (ft)					
<b>Overall</b>		<b>D</b>	<b>53.0</b>		<b>Overall</b>		<b>C</b>	<b>30.3</b>		<b>Overall</b>		<b>C</b>	<b>22.8</b>		<b>Overall</b>		<b>C</b>	<b>27.7</b>		<b>Overall</b>		<b>C</b>	<b>22.7</b>	
	EB L (Marshall Avenue)	F	>100	241.0		EB L (Marshall Avenue)	D	54.6	208.0		EB L (Marshall Avenue)	C	34.5	127.0		EB L (Marshall Avenue)	D	38.2	167.0		EB L (Marshall Avenue)	D	35.9	144.0
	EB T (Marshall Avenue)	F	>100	551.0		EB T (Marshall Avenue)	E	60.7	315.0		EB T (Marshall Avenue)	D	36.0	144.0		EB T (Marshall Avenue)	D	48.1	206.0		EB T (Marshall Avenue)	C	32.0	162.0
	EB R (Marshall Avenue)	B	20.0	182.0		EB R (Marshall Avenue)	B	17.5	174.0		EB R (Marshall Avenue)	B	17.3	62.0		EB R (Marshall Avenue)	B	17.2	99.0		EB R (Marshall Avenue)	B	13.1	58.0
	WB L (Maple Tree Place)	D	36.7	245.0		WB L (Maple Tree Place)	C	31.9	50.0		WB L (Maple Tree Place)	C	32.1	69.0		WB L (Maple Tree Place)	C	29.0	45.0		WB L (Maple Tree Place)	C	32.3	71.0
	WB T R (Maple Tree Place)	D	49.7	365.0		WB T R (Maple Tree Place)	D	40.4	143.0		WB T R (Maple Tree Place)	C	31.5	59.0		WB T R (Maple Tree Place)	D	35.0	119.0		WB T R (Maple Tree Place)	C	31.4	48.0
	NB L (VT 2A)	C	29.7	336.0		NB L (VT 2A)	D	48.1	281.0		NB L (VT 2A)	C	23.1	219.0		NB L (VT 2A)	E	56.8	201.0		NB L (VT 2A)	C	23.6	175.0
	NB T (VT 2A)	A	5.5	797.0		NB T (VT 2A)	B	10.8	204.0		NB T (VT 2A)	B	10.9	423.0		NB T (VT 2A)	B	10.6	115.0		NB T (VT 2A)	B	11.7	112.0
	NB R (VT 2A)	A	4.8	722.0		NB R (VT 2A)	A	9.1	87.0		NB R (VT 2A)	A	7.7	365.0		NB R (VT 2A)	A	9.0	79.0		NB R (VT 2A)	A	7.9	81.0
	SB L (VT 2A)	C	26.1	61.0		SB L (VT 2A)	C	26.0	55.0		SB L (VT 2A)	C	24.4	57.0		SB L (VT 2A)	C	23.1	45.0		SB L (VT 2A)	C	25.7	67.0
	SB T R (VT 2A)	C	27.7	277.0		SB T R (VT 2A)	C	26.9	186.0		SB T R (VT 2A)	C	25.6	367.0		SB T R (VT 2A)	C	23.7	151.0		SB T R (VT 2A)	C	27.3	320.0

  

		Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic					
Exit 12 NB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)	Exit 12 NB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)	Exit 12 NB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)	Exit 12 NB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)					
<b>Overall</b>		<b>A</b>	<b>9.3</b>		<b>Overall</b>		<b>A</b>	<b>9.2</b>		<b>Overall</b>		<b>A</b>	<b>9.4</b>		<b>Overall</b>		<b>B</b>	<b>10.2</b>		<b>Overall</b>		<b>A</b>	<b>9.2</b>	
	WB L (I-89 SB Off Ramp)	D	35.6	63.0		WB T (I-89 NB Off Ramp)	C	26.9	32.0		WB T (I-89 NB Off Ramp)	C	28.9	53.0		WB T (I-89 SB Off Ramp)	C	33.2	30.0		WB T (I-89 SB Off Ramp)	C	28.6	29.0
	WB R (I-89 SB Off Ramp)	D	36.0	154.0		WB R (I-89 NB Off Ramp)	C	30.1	53.0		WB R (I-89 NB Off Ramp)	C	33.7	132.0		WB R (I-89 SB Off Ramp)	D	38.3	55.0		WB R (I-89 SB Off Ramp)	C	35.0	90.0
	NB L T (VT 2A)	A	3.8	147.0		NB L (VT 2A)	A	3.0	50.0		NB L (VT 2A)	A	3.2	94.0		NB L (VT 2A)	A	5.1	67.0		NB L (VT 2A)	A	4.9	59.0
	SB T (VT 2A)	A	6.3	44.0		NB T (VT 2A)	A	3.6	48.0		NB T (VT 2A)	A	1.5	79.0		NB T (VT 2A)	A	2.0	114.0		NB T (VT 2A)	A	1.7	32.0
	SB R (VT 2A)	A	7.6	32.0		SB T (VT 2A)	A	8.4	55.0		SB T (VT 2A)	A	7.1	47.0		SB T (VT 2A)	A	8.7	78.0		SB T (VT 2A)	A	6.4	47.0
						SB R (VT 2A)	A	9.2	69.0		SB R (VT 2A)	B	12.5	40.0		SB R (VT 2A)	B	10.7	79.0		SB R (VT 2A)	B	10.8	49.0

  

		Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic			Synchro	SimTraffic					
Exit 12 SB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)	Exit 12 SB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)	Exit 12 SB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)	Exit 12 SB Ramps - VT 2A		LOS	Delay (s)	Ave. Queue (ft)					
<b>Overall</b>		<b>C</b>	<b>20.6</b>		<b>Overall</b>		<b>B</b>	<b>13.3</b>		<b>Overall</b>		<b>B</b>	<b>17.6</b>		<b>Overall</b>		<b>C</b>	<b>24.7</b>		<b>Overall</b>		<b>B</b>	<b>17.4</b>	
	EB L (I-89 SB Off Ramp)	D	36.1	204.0		EB L (I-89 SB Off Ramp)	B	18.4	121.0		EB L (I-89 SB Off Ramp)	C	31.6	147.0		EB L (I-89 SB Off Ramp)	D	35.6	58.0		EB L (I-89 SB Off Ramp)	C	30.7	176.0
	EB R (I-89 SB Off Ramp)	C	27.4	51.0		EB T (I-89 SB Off Ramp)	B	14.4	34.0		EB T (I-89 SB Off Ramp)	C	28.4	168.0		EB T (I-89 SB Off Ramp)	D	39.9	182.0		EB T (I-89 SB Off Ramp)	C	22.8	35.0
	NB T R (VT 2A)	B	12.6	50.0		NB T (VT 2A)	B	14.1	45.0		NB T (VT 2A)	B	11.8	52.0		NB T (VT 2A)	B	14.4	42.0		NB T (VT 2A)	B	13.1	31.0
	SB L (VT 2A)	A	4.5	49.0		NB R (VT 2A)	B	12.7	11.0		NB R (VT 2A)	B	10.5	9										

