

**Table 1: I-91 Northampton 2034 Build Alternatives - PM Peak Hour LOS Summary**

| Intersection  | Movement | No Build         |                    | TDM   |  | Concept 13                               |       |      |
|---|----------|------------------|--------------------|-------|--|--|-------|------|
|   |          | LOS <sup>1</sup> | Delay <sup>2</sup> | LOS   | Delay                                    | LOS                                      | Delay |      |
| Bridge St (Route 9)<br>at Damon Road/<br>I-91 NB Off Ramp | EB       | L                | F                  | 89.1  | F  | 95.6                                     | F     | 77.6 |
|   |          | T                | D                  | 42.5  | D  | 40.6                                     | C     | 21.9 |
|   | WB       | T                | F                  | 109.4 | F  | 96.9                                     | E     | 73.9 |
|   |          | R                | B                  | 11.7  | B  | 11.4                                     | B     | 12.6 |
|   | NB       | L                | F                  | 97.4  | F  | 97.4                                     | E     | 79.9 |
|   |          | T                | F                  | 157.4 | F  | 157.4                                    | E     | 65.0 |
|   |          | R                | A                  | 0.8   | A  | 0.8                                      | D     | 32.6 |
|   | SB       | L                | F                  | 137.0 | F  | 137.0                                    | E     | 72.7 |
|   |          | R                | F                  | 93.6  | F  | 91.7                                     | A     | 0.5  |
|   | overall  |                  | E                  | 79.4  | E  | 75.8                                     | D     | 43.0 |
| Bridge St (Route 9)<br>at I-91 SB On-Ramp                 | EB       | T                | E                  | 67.4  | D  | 52.0                                     | B     | 18.2 |
|   |          | R                | A                  | 0.1   | A  | 0.1                                      | A     | 0.1  |
|   | WB       | L                | F                  | 85.1  | F  | 87.2                                     | B     | 18.8 |
|   |          | T                | A                  | 0.0   | A  | 0.1                                      | A     | 0.2  |
|   | NB       | L                | N/A                | N/A   | N/A                                      | N/A                                      | N/A   | N/A  |
|   |          | R                | N/A                | N/A   | N/A                                      | N/A                                      | N/A   | N/A  |
| overall   |          | D                | 47.1               | D     | 44.1                                     | B  | 11.4  |      |
| King St (Route 5/10)<br>at Damon Rd/Bridge Rd             | EB       | L                | F                  | 81.6  | No Change from<br>No Build<br>conditions | No Change from<br>No Build<br>conditions |       |      |
|   |          | T                | F                  | 80.1  |  |  |       |      |
|   |          | R                | C                  | 26.0  |  |  |       |      |
|   | WB       | L                | F                  | 191.0 |  |  |       |      |
|   |          | T                | F                  | 282.6 |  |  |       |      |
|   |          | R                | C                  | 29.4  |  |  |       |      |
|   | NB       | LTR              | N/A                | N/A   |  |  |       |      |
|   |          | L                | F                  | 89.1  |  |  |       |      |
|   |          | TR               | F                  | 180.6 |  |  |       |      |
|   | SB       | LTR              | N/A                | N/A   |  |  |       |      |
|   |          | L                | F                  | 188.4 |  |  |       |      |
|   |          | TR               | E                  | 58.2  |  |  |       |      |
| overall   |          | F                | 139.5              |       |  |  |       |      |

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

N/A Not Applicable

N/C No Change from No Build 2034 Conditions

Note: I-91 NB Off-Ramp Channelized Right turn was analyzed as an unsignalized intersection

Table 2: PM Peak Hour LOS Summary - Roundabout Alternatives

| Intersection  | Movement | No Build         |                    | Concept 12                               |  | Concept 13A                              |  | Concept 13B                              |       | Concept 13C |       |
|---|----------|------------------|--------------------|--|--|--|--|--|-------|-------------|-------|
|   |          | LOS <sup>1</sup> | Delay <sup>2</sup> | LOS                                      | Delay                                    | LOS                                      | Delay                                    | LOS                                      | Delay | LOS         | Delay |
| Bridge St (Route 9)<br>at Damon Road/<br>I-91 NB Off Ramp | EB L     | F                | 89.1               | LOS A                                    | 2.3                                      | LOS A                                    | 2.3                                      | LOS A                                    | 2.3   | LOS A       | 2.3   |
|   |          | D                | 42.5               |  |  |  |  |  |       |             |       |
|   | WB T     | F                | 109.4              | LOS A                                    | 7.0                                      | LOS A                                    | 7.0                                      | LOS A                                    | 7.0   | LOS A       | 7.0   |
|   |          | B                | 11.7               |  |  |  |  |  |       |             |       |
|   | NB L     | F                | 97.4               | LOS B                                    | 13.5                                     | LOS B                                    | 13.5                                     | LOS B                                    | 13.5  | LOS B       | 13.5  |
|   |          | F                | 157.4              |  |  |  |  |  |       |             |       |
|   | R        | A                | 0.8                | LOS A                                    | 9.9                                      | LOS A                                    | 9.9                                      | LOS A                                    | 9.9   | LOS A       | 9.9   |
|   |          | F                | 93.6               |  |  |  |  |  |       |             |       |
|   | overall  | E                | 79.4               | N/A                                      | N/A                                      | N/A                                      | N/A                                      | N/A                                      | N/A   | N/A         | N/A   |
| Bridge St (Route 9)<br>at I-91 SB On-Ramp                 | EB T     | E                | 67.4               | N/C                                      | N/C                                      | B  | 18.2                                     | LOS A                                    | 4.4   | B           | 18.2  |
|   |          | A                | 0.1                | N/C                                      | N/C                                      | A  | 0.1                                      |  |       | A           | 0.1   |
|   | WB L     | F                | 85.1               | N/C                                      | N/C                                      | B  | 18.8                                     | LOS A                                    | 0.7   | B           | 18.8  |
|   |          | A                | 0.0                | N/C                                      | N/C                                      | A  | 0.2                                      |  |       | A           | 0.2   |
|   | NB L     | N/A              | N/A                | N/C                                      | N/C                                      | N/A                                      | N/A                                      | N/A                                      | N/A   | N/A         | N/A   |
|   |          | N/A              | N/A                | N/C                                      | N/C                                      | N/A                                      | N/A                                      |  |       | N/A         | N/A   |
| overall   | D        | 47.1             | N/C                | N/C                                      | B  | 11.4                                     | N/A                                      | N/A                                      | B     | 11.4        |       |
| King St (Route 5/10)<br>at Damon Rd/Bridge Rd             | EB L     | F                | 81.6               | No Change<br>from No Build<br>conditions | No Change from<br>No Build<br>conditions | No Change from<br>No Build<br>conditions | No Change from<br>No Build<br>conditions | No Change from<br>No Build<br>conditions |       |             |       |
|   |          | T                | F                  |  |  |  |  |  | 80.1  |             |       |
|   |          | R                | C                  |  |  |  |  |  | 26.0  |             |       |
|   | WB L     | F                | 191.0              |  |  |  |  |  |       |             |       |
|   |          | T                | F                  |  |  |  |  |  | 282.6 |             |       |
|   |          | R                | C                  |  |  |  |  |  | 29.4  |             |       |
|   | NB LTR   | N/A              | N/A                |  |  |  |  |  |       |             |       |
|   |          | L                | F                  |  |  |  |  |  | 89.1  |             |       |
|   |          | TR               | F                  |  |  |  |  |  | 180.6 |             |       |
|   | SB LTR   | N/A              | N/A                |  |  |  |  |  |       |             |       |
|   |          | L                | F                  |  |  |  |  |  | 188.4 |             |       |
| TR  |          | E                | 58.2               |  |  |  |  |  |       |             |       |
| overall   | F        | 139.5            |                    |  |  |  |  |  |       |             |       |

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

N/A Not Applicable

N/C No Change from No Build 2034 Conditions

Note: I-91 NB Off-Ramp Channelized Right turn was analyzed as an unsignalized intersection

Table 3: PM Peak Hour LOS Summary - New I-91 Access Alternatives

| Intersection  | Movement | No Build         |                    | Concept 15 |       | Concept 15 A |       | Concept 16     |       | Concept 17 |       | Concept 18 |       |
|---|----------|------------------|--------------------|------------|-------|--------------|-------|----------------|-------|------------|-------|------------|-------|
|   |          | LOS <sup>1</sup> | Delay <sup>2</sup> | LOS        | Delay | LOS          | Delay | LOS            | Delay | LOS        | Delay | LOS        | Delay |
| Bridge St (Route 9)<br>at Damon Road/<br>I-91 NB Off Ramp | EB L     | F                | 89.1               | F          | 111.3 | F            | 151.0 | F              | 82.5  | D          | 41.1  | F          | 101.5 |
|   |          | D                | 42.5               | A          | 1.5   | A            | 3.9   | D              | 44.9  | D          | 38.6  | D          | 36.0  |
|   | WB T     | F                | 109.4              | C          | 32.7  | E            | 76.8  | D              | 54.4  | E          | 76.4  | E          | 77.5  |
|   |          | B                | 11.7               | A          | 5.8   | C            | 22.3  | B              | 13.6  | B          | 11.7  | C          | 23.3  |
|   | NB L     | F                | 97.4               | N/A        | N/A   | E            | 75.6  | D              | 44.0  | E          | 58.0  | E          | 76.8  |
|   |          | F                | 157.4              | N/A        | N/A   | E            | 75.7  | E              | 75.0  | F          | 128.0 | E          | 76.8  |
|   | R        | A                | 0.8                | D          | 32.6  | D            | 32.6  | D              | 32.6  | D          | 32.6  | D          | 32.6  |
|   |          | F                | 137.0              | D          | 45.4  | E            | 73.1  | E              | 73.6  | E          | 76.0  | F          | 97.9  |
|   | SB L     | F                | 93.6               | A          | 4.6   | A            | 1.4   | C              | 27.7  | C          | 30.9  | A          | 0.5   |
|   |          | E                | 79.4               | C          | 23.2  | D            | 43.7  | D              | 41.4  | D          | 49.3  | D          | 51.0  |
| Bridge St (Route 9)<br>at I-91 SB On-Ramp                 | EB T     | E                | 67.4               | E          | 66.9  | C            | 26.8  | C              | 29.5  | B          | 18.2  | C          | 28.0  |
|   |          | A                | 0.1                | C          | 25.1  | A            | 9.0   | A              | 0.1   | A          | 0.1   | A          | 5.2   |
|   | WB L     | F                | 85.1               | D          | 40.3  | A            | 8.9   | B              | 10.1  | B          | 13.7  | C          | 31.2  |
|   |          | A                | 0.0                | A          | 1.4   | A            | 2.2   | A              | 0.1   | A          | 0.4   | B          | 19.3  |
|   | NB L     | N/A              | N/A                | E          | 70.0  | D            | 49.7  | N/A            | N/A   | N/A        | N/A   | C          | 33.3  |
|   |          | N/A              | N/A                | B          | 14.7  | A            | 9.3   | N/A            | N/A   | N/A        | N/A   | A          | 1.9   |
|   | overall  | D                | 47.1               | C          | 33.7  | B            | 12.5  | B              | 11.7  | A          | 8.2   | C          | 24.9  |
| King St (Route 5/10)<br>at Damon Rd/Bridge Rd             | EB L     | F                | 81.6               | F          | 267.8 | F            | 231.1 |                |       | F          | 267.8 | F          | 267.8 |
|   |          | F                | 80.1               | F          | 97.6  | E            | 58.6  |                |       | F          | 86.4  | E          | 60.9  |
|   | R        | C                | 26.0               | C          | 27.0  | C            | 20.4  |                |       | C          | 26    | C          | 22.8  |
|   |          | F                | 191.0              | E          | 68.2  | F            | 103.8 |                |       | F          | 188.8 | F          | 141.2 |
|   | WB L     | F                | 282.6              | F          | 125.0 | F            | 110   |                |       | F          | 162.5 | F          | 136   |
|   |          | C                | 29.4               | B          | 12.3  | B            | 15.2  | No Change from |       | B          | 15.2  | C          | 22.2  |
|   | NB LTR   | N/A              | N/A                | N/A        | N/A   | N/A          | N/A   | No Build       |       | N/A        | N/A   | N/A        | N/A   |
|   |          | F                | 89.1               | E          | 63.5  | F            | 82.5  | conditions     |       | E          | 79.2  | E          | 68.5  |
|   | TR       | F                | 180.6              | F          | 135.8 | F            | 160.0 |                |       | F          | 178.5 | F          | 180.9 |
|   |          | N/A              | N/A                | N/A        | N/A   | N/A          | N/A   |                |       | N/A        | N/A   | N/A        | N/A   |
|   | SB LTR   | F                | 188.4              | F          | 163.5 | F            | 168.3 |                |       | F          | 224.9 | F          | 163.5 |
|   |          | E                | 58.2               | E          | 71.7  | E            | 64.3  |                |       | E          | 58.2  | E          | 67.5  |
|   | overall  | F                | 139.5              | F          | 104.5 | F            | 104.3 |                |       | F          | 129.7 | F          | 116.5 |

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

N/A Not Applicable

N/C No Change from No Build 2034 Conditions

Note: I-91 NB Off-Ramp Channelized Right turn was analyzed as an unsignalized intersection

**Table 4: I-91 Northampton 2034 Build Alternatives - PM Peak Hour Signalized Queue Summary**

| Intersection  | Movement | No Build          |                   | TDM   |  | Concept 13                               |      |      |
|---|----------|-------------------|-------------------|-------|--|--|------|------|
|   |          | 50th <sup>1</sup> | 95th <sup>2</sup> | 50th  | 95th                                     | 50th                                     | 95th |      |
| Bridge St (Route 9)<br>at Damon Road/<br>I-91 NB Off Ramp | EB       | L                 | 78                | m80   | 78                                       | m84                                      | 46   | #105 |
|   |          | T                 | 365               | m372  | 345                                      | m370                                     | 206  | 259  |
|   | WB       | T                 | ~753              | #892  | ~714                                     | #853                                     | ~702 | #841 |
|   |          | R                 | 209               | 334   | 202                                      | 327                                      | 261  | 389  |
|   |          | NB                | L                 | 138   | 175                                      | 138                                      | 175  | 141  |
|   | SB       | T                 | ~407              | #499  | ~407                                     | #499                                     | 141  | #209 |
|   |          | R                 | 0                 | 0     | 0  | 0  | 0    | 0    |
|   |          | L                 | ~386              | #510  | ~386                                     | #510                                     | 312  | #441 |
|   |          | R                 | 160               | #269  | 160                                      | #269                                     | 0    | 0    |
| Bridge St (Route 9)<br>at I-91 SB On-Ramp                 | EB       | T                 | 273               | #414  | 250                                      | #373                                     | 123  | 179  |
|   |          | R                 | 0                 | T     | 0  | 0  | 0    | 0    |
|   | WB       | L                 | ~759              | m#662 | ~760                                     | m#698                                    | 149  | 196  |
|   |          | T                 | 0                 | 0     | 0  | m0                                       | 0    | 0    |
|   | NB       | L                 | N/A               | N/A   | N/A                                      | N/A                                      | N/A  | N/A  |
|   |          | R                 | N/A               | N/A   | N/A                                      | N/A                                      | N/A  | N/A  |
| King St (Route 5/10)<br>at Damon Rd/Bridge Rd             | EB       | L                 | 107               | 122   | No Change from<br>No Build<br>conditions | No Change from<br>No Build<br>conditions |      |      |
|   |          | T                 | 583               | #755  |  |  |      |      |
|   |          | R                 | 54                | 87    |  |  |      |      |
|   | WB       | L                 | ~236              | #405  |  |  |      |      |
|   |          | T                 | ~759              | #968  |  |  |      |      |
|   |          | R                 | 178               | 299   |  |  |      |      |
|   | NB       | LTR               | N/A               | N/A   |  |  |      |      |
|   |          | L                 | 252               | #362  |  |  |      |      |
|   | SB       | TR                | ~733              | #875  |  |  |      |      |
|   |          | LTR               | N/A               | N/A   |  |  |      |      |
| L   |          | ~501              | #716              |       |  |  |      |      |
|   | TR       | 379               | 462               |       |  |  |      |      |

1 50th Percentile Queue Length in feet

2 95th Percentile Queue Length, in feet

N/A Not Applicable

N/C No Change from No Build 2034 Conditions

Table 5: PM Peak Hour Queue Summary - Roundabout Alternatives

| Intersection  | Movement | No Build          |                   | Concept 12 |  | Concept 13A                              |  | Concept 13B                              |                              | Concept 13C |      |
|---|----------|-------------------|-------------------|------------|--|--|--|--|------------------------------|-------------|------|
|   |          | 50th <sup>1</sup> | 95th <sup>2</sup> | 50th       | 95th                                     | 50th                                     | 95th                                     | 50th                                     | 95th                         | 50th        | 95th |
| Bridge St (Route 9)<br>at Damon Road/<br>I-91 NB Off Ramp | EB       | L                 | 78                | m80        | Unsignalized<br>Intersection             | Unsignalized<br>Intersection             | Unsignalized<br>Intersection             | Unsignalized<br>Intersection             |                              |             |      |
|   |          | T                 | 365               | m372       |  |  |  |  |                              |             |      |
|   | WB       | T                 | ~753              | #892       |  |  |  |  |                              |             |      |
|   |          | R                 | 209               | 334        |  |  |  |  |                              |             |      |
|   | NB       | L                 | 138               | 175        |  |  |  |  |                              |             |      |
|   |          | T                 | ~407              | #499       |  |  |  |  |                              |             |      |
|   | SB       | L                 | ~386              | #510       |  |  |  |  |                              |             |      |
|   |          | R                 | 160               | #269       |  |  |  |  |                              |             |      |
| Bridge St (Route 9)<br>at I-91 SB On-Ramp                 | EB       | T                 | 273               | #414       | N/C                                      | N/C                                      | 123                                      | 179                                      | Unsignalized<br>Intersection | 123         | 179  |
|   |          | R                 | #734              | 0          | N/C                                      | N/C                                      | 0  | 0  |                              | 0           | 0    |
|   | WB       | L                 | ~759              | m#662      | N/C                                      | N/C                                      | 149                                      | 196                                      |                              | 149         | 196  |
|   |          | T                 | 0                 | 0          | N/C                                      | N/C                                      | 0  | 0  |                              | 0           | 0    |
|   | NB       | L                 | N/A               | N/A        | N/C                                      | N/C                                      | N/A                                      | N/A                                      |                              | N/A         | N/A  |
|   |          | R                 | N/A               | N/A        | N/C                                      | N/C                                      | N/A                                      | N/A                                      |                              | N/A         | N/A  |
| King St (Route 5/10)<br>at Damon Rd/Bridge Rd             | EB       | L                 | 107               | 122        | No Change<br>from No Build<br>conditions | No Change from<br>No Build<br>conditions | No Change from<br>No Build<br>conditions | No Change from<br>No Build<br>conditions |                              |             |      |
|   |          | T                 | 583               | #755       |  |  |  |  |                              |             |      |
|   |          | R                 | 54                | 87         |  |  |  |  |                              |             |      |
|   | WB       | L                 | ~236              | #405       |  |  |  |  |                              |             |      |
|   |          | T                 | ~759              | #968       |  |  |  |  |                              |             |      |
|   |          | R                 | 178               | 299        |  |  |  |  |                              |             |      |
|   | NB       | LTR               | N/A               | N/A        |  |  |  |  |                              |             |      |
|   |          | L                 | 252               | #362       |  |  |  |  |                              |             |      |
|   | SB       | TR                | ~733              | #875       |  |  |  |  |                              |             |      |
|   |          | LTR               | N/A               | N/A        |  |  |  |  |                              |             |      |
| L   |          | ~501              | #716              |            |  |  |  |  |                              |             |      |
|   | TR       | 379               | 462               |            |  |  |  |  |                              |             |      |

1 50th Percentile Queue Length in feet

2 95th Percentile Queue Length, in feet

N/A Not Applicable

N/C No Change from No Build 2034 Conditions

Table 6: PM Peak Hour Queue Summary - New I-91 Access Alternatives

| Intersection  | Movement | No Build          |                   | Concept 15 |      | Concept 15 A |      | Concept 16 |  | Concept 17 |      | Concept 18 |      |      |
|---|----------|-------------------|-------------------|------------|------|--------------|------|------------|--|------------|------|------------|------|------|
|   |          | 50th <sup>1</sup> | 95th <sup>2</sup> | 50th       | 95th | 50th         | 95th | 50th       | 95th                                     | 50th       | 95th | 50th       | 95th |      |
| Bridge St (Route 9)<br>at Damon Road/<br>I-91 NB Off Ramp | EB       | L                 | 78                | m80        | 128  | 135          | 132  | #145       | 0  | 94         | 0    | 94         | 133  | 140  |
|   |          | T                 | 365               | m372       | 22   | m30          | 40   | 59.0       | 366                                      | 433        | 366  | 433        | 284  | 342  |
|   | WB       | T                 | ~753              | #892       | 632  | 735          | ~781 | #921       | 306                                      | 383        | 306  | 383        | ~810 | #950 |
|   |          | R                 | 209               | 334        | 177  | 252          | 464  | 638.0      | 198                                      | 344        | 97   | 200        | 484  | 660  |
|   | NB       | L                 | 138               | 175        | N/A  | N/A          | 162  | 202.0      | 128                                      | 162        | 128  | 162        | 168  | 207  |
|   |          | T                 | ~407              | #499       | N/A  | N/A          | 193  | 219.0      | 331                                      | #414       | 331  | #414       | 200  | 225  |
|   | SB       | R                 | 0                 | 0          | 462  | 637          | 0    | 0.0        | 0  | 0          | 0    | 0          | 0    | 0    |
|   |          | L                 | ~386              | #510       | 326  | 392          | 340  | #451       | 323                                      | #450       | 323  | #450       | ~354 | #480 |
|   | R        | 160               | #269              | 76         | 86   | 0            | 0.0  | 137        | 211                                      | 137        | 211  | 0          | 0    |      |
| Bridge St (Route 9)<br>at I-91 SB On-Ramp                 | EB       | T                 | 273               | #414       | 454  | #601         | 293  | 364        | 185                                      | 258        | 185  | 258        | 201  | #314 |
|   |          | R                 | 0                 | 0          | 50   | 103          | 20   | 61.0       | 0  | 0          | 0    | 0          | 0    | 34   |
|   | WB       | L                 | ~759              | m#662      | ~256 | ~1273        | 71   | m62        | 65                                       | m103       | 65   | m103       | 195  | #335 |
|   |          | T                 | 0                 | 0          | 43   | 42           | 31   | m41        | 0  | 0          | 0    | 0          | 260  | #686 |
|   | NB       | L                 | N/A               | N/A        | 74   | 131          | 62   | 112        | N/A                                      | N/A        | N/A  | N/A        | 59   | 105  |
|   |          | R                 | N/A               | N/A        | 0    | 68           | 0    | 60         | N/A                                      | N/A        | N/A  | N/A        | 0    | 14   |
| King St (Route 5/10)<br>at Damon Rd/Bridge Rd             | EB       | L                 | 107               | 122        | ~143 | #172         | ~128 | #158       |  |            | ~143 | #172       | ~143 | #172 |
|   |          | T                 | 583               | #755       | ~634 | #792         | 507  | #623       |  |            | 583  | #755       | 551  | #673 |
|   |          | R                 | 54                | 87         | 55   | 89.0         | 45   | 74         |  |            | 54   | 87         | 50   | 81   |
|   | WB       | L                 | ~236              | #405       | 174  | #340         | ~134 | #308       |  |            | ~239 | m#411      | ~202 | #352 |
|   |          | T                 | ~759              | #968       | 590  | #811         | 482  | #756       | No Change from<br>No Build<br>conditions |            | 592  | #864       | 546  | #811 |
|   |          | R                 | 178               | 299        | 60   | 130.0        | 66   | 126        |  |            | 79   | 165        | 148  | 203  |
|   | NB       | LTR               | N/A               | N/A        | N/A  | N/A          | N/A  | N/A        |  |            | N/A  | N/A        | N/A  | N/A  |
|   |          | L                 | 252               | #362       | 242  | #358         | 238  | #399       |  |            | 245  | #364       | 257  | #385 |
|   | SB       | TR                | ~733              | #875       | ~664 | #806         | ~644 | #786       |  |            | ~728 | #871       | ~668 | #811 |
|   |          | LTR               | N/A               | N/A        | N/A  | N/A          | N/A  | N/A        |  |            | N/A  | N/A        | N/A  | N/A  |
| L   |          | ~501              | #716              | ~340       | #533 | ~323         | #510 |            |  | ~501       | #716 | ~340       | #533 |      |
| TR  |          | 379               | 462               | 362        | #468 | 332          | #414 |            |  | 379        | 462  | 356        | 436  |      |

1 50th Percentile Queue Length in feet

2 95th Percentile Queue Length, in feet

N/A Not Applicable

N/C No Change from No Build 2034 Conditions