

CIRC Alternatives Intersection Projects - Performance Comparisons

Project Name	Location	Project Type	Intersection	Year	LOS	Volume to Capacity	Build Alternative		
							Environmental Impacts	Right of way Impacts	Permits
Exit 16 Improvements	Colchester	Implementation	US 7/Rathe Road	Base	D	0.97	Minor	Permanent and Temporary Easements	Major
				Future No Build	F	1.2			
				Future Build	D	0.82			
			US 7/Hercules Drive	Base	B	0.47			
				Future No Build	B	0.67			
				Future Build	B	0.77			
			US 7/Mountain View Drive	Base	C	0.79			
				Future No Build	F	**			
				Future Build	C	**			
			US 7/I 89 Northbound Ramps	Base	E	0.89			
				Future No Build	E	**			
				Future Build	B	**			
			US 7/I 89 Southbound Ramps	Base	C	0.83			
				Future No Build	E	**			
				Future Build	B	**			
US 7/South Park Drive	Base	A	0.39						
	Future No Build	A	**						
	Future Build	A	**						
VT 2A/VT 289 Improvements	Essex	Implementation	VT 2A/VT 289 Off-Ramp	Base	E	1.04	Minor	No Impacts	NEPA (CE), Archeology, NPDES-CGP, VTrans Access, Utilities
				Future No Build	E	1.07			
				Future Build	C	0.87			
			VT 2A/Susie Wilson Bypass	Base	D	1.06			
				Future No Build	D	1.06			
				Future Build	C	0.84			
Crescent Connector	Essex Junction	Implementation	VT 2A/ Crescent Connector	Base	N/A		Minor	Moderate	Minor
				Future No Build	N/A				
				Future Build	B	0.78			
			VT 117/ Crescent Connector	Base	N/A				
				Future No Build	N/A				
				Future Build	A	0.42			
			Five Corners	Base	E	0.85			
				Future No Build	E	0.91			
				Future Build	E	0.88			
VT 2A/James Brown Drive	Williston	Implementation	VT 2A/James Brown Drive (James Brown Dr Left)	Base	F	1.48	Minor	Minor	Stormwater
				Future No Build	F	1.48			
				Future Build	E				
Severance Corners	Colchester	Implementation	US 7/Blakely Road/Severance Road	Base	D				
				Future No Build	E				
				Future Build	D				
VT 15/Sand Hill Road	Essex	Implementation	VT 15/Sand Hill Road (Sand Hill Approach)	Base	D*	NA	Minor	Yes	Potential Stormwater, NPDES-CGP
				Future No Build	D*	NA			
				Future Build	B	0.69			
VT 15 Improvements - PO Square to Five Corners	Essex Junction	Implementation	VT 15/Post Office Square	Base	C	0.83	Minor	Minor	NPDES-CGP
				Future No Build	D	0.88			
				Future Build	C	0.67			
US 2/Trader Lane	Williston	Implementation	US 2/Trader Lane	Base					
				Future No Build		N/A			
				Future Build					
Exit 12 & Grid Streets	Williston	Planning	VT 2A/ Marshall Ave	Base	E		Major (especially for New Grid Streets)	Major (especially for New Grid Streets)	Major
				Future No Build	F				
				Future Build	D				
			VT 2A/ New Grid Street	Base	N/A				
				Future No Build	N/A				
				Future Build	D	**			
			VT 2A/ Exit 12 Northbound Ramps	Base	D				
				Future No Build	E				
				Future Build	C				
			VT 2A / Exit 12 Southbound Ramps	Base	C				
				Future No Build	F				
				Future Build	C				
Colchester-Essex Network Transportation Study	Colchester, Essex	Planning	Susie Wilson/Kellogg	Base	F	1.06	No	Minor	Potential Stormwater
				Future No Build	F	1.14			
				Future Build	C	0.8			
			Susie Wilson/VT15	Base	F	1.03			
				Future No Build	F	1.1			
				Future Build	C	0.91			
			VT2A/Mill Pond Road	Base	D				
				Future No Build	F				
				Future Build	E				
			Severance/Mill Pond (Mill Pond Approach)	Base	C				
				Future No Build	E				
				Future Build	E				
VT 127 Intersections	Colchester	Planning	Prim Road/ Lakeshore Drive	Base	F*	---	Minor	Moderate	Stormwater, NEPA (CE)
				Future No Build	F*	---			
				Future Build	B	0.75			
			Blakely Road/ Laker Lane	Base	F*	---			
				Future No Build	F*	---			
				Future Build	D	---			
VT 117/North Williston Road	Essex	Planning	VT 117/North Williston Road	Base	F*	---	Minor	Minor	Yes
				Future No Build	F*	---			
				Future Build	A	0.53			
VT 2A Scoping Study	Williston	Planning	VT 2A/ Industrial/ Mt. View	Base	E	0.98	No	Yes	Yes
				Future No Build	F*	1.19			
				Future Build	D	0.89			

* LOS shown is for worst movement from the minor street - there is no overall intersection LOS for two-way stop controlled intersections.

** Microsimulation models (VISSIM & TransModeler) were used to analyze the Exit 16 and Exit 12 Interchange Areas. These models capture critical interactions of vehicle queues from closely spaced intersections. The v/c metric is not readily available from these model runs.