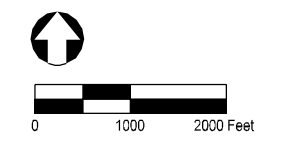


**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



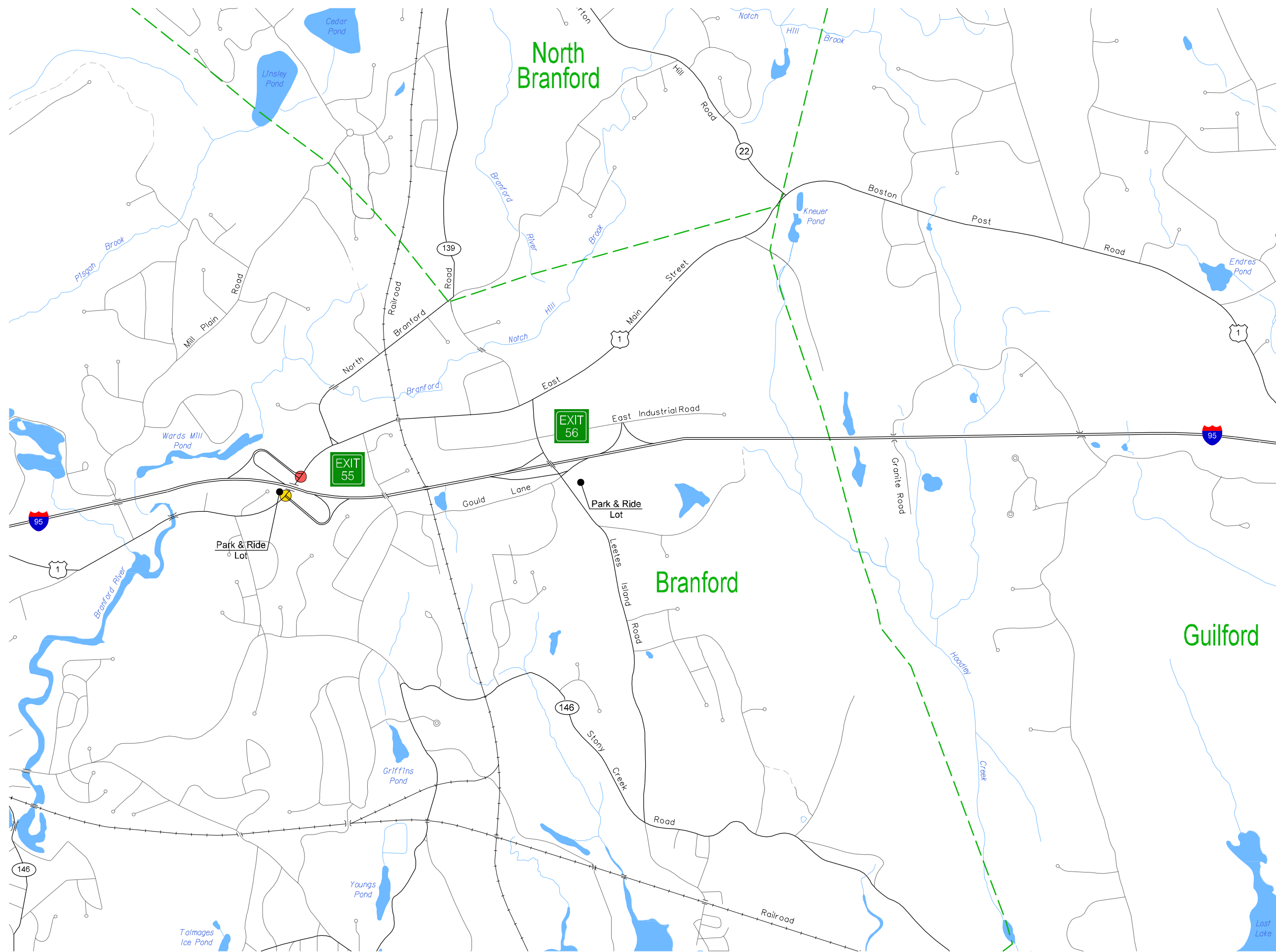
**I-95 CORRIDOR  
FEASIBILITY STUDY**

**BRANFORD  
TO  
RHODE ISLAND**

Figure 2-3  
(Sheet 1 of 13)

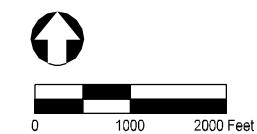
Intersection Capacity Analysis -  
Evening Peak Hour





**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



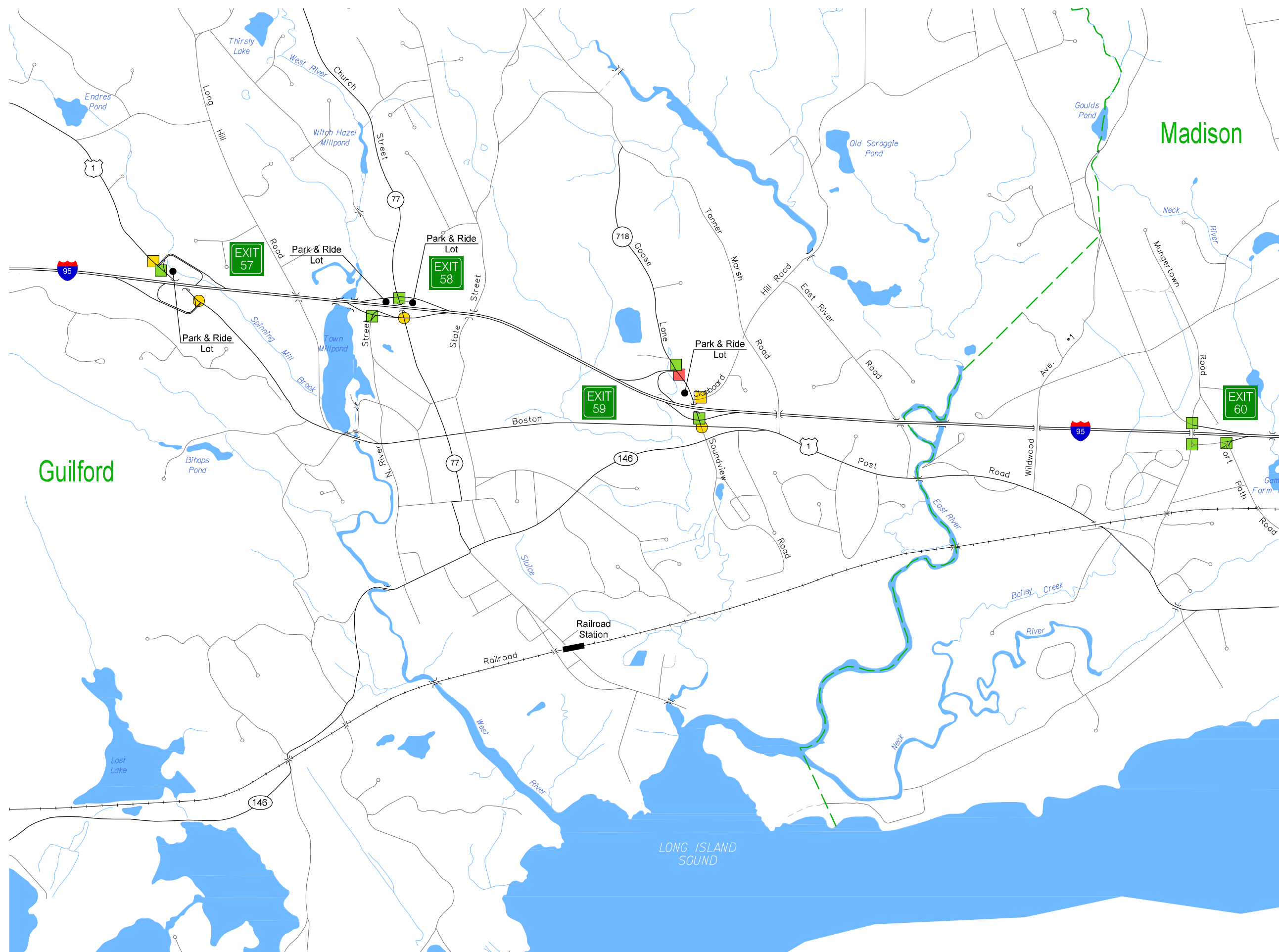
**I-95 CORRIDOR  
FEASIBILITY STUDY**

**BRANFORD  
TO  
RHODE ISLAND**

Figure 2-3  
(Sheet 2 of 13)

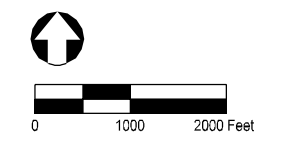
Intersection Capacity Analysis -  
Evening Peak Hour





**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



**I-95 CORRIDOR  
FEASIBILITY STUDY**

**BRANFORD  
TO  
RHODE ISLAND**

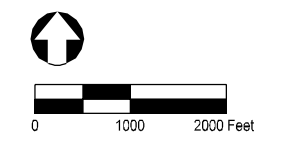
Figure 2-3  
(Sheet 3 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour



**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



**I-95 CORRIDOR  
FEASIBILITY STUDY**

**BRANFORD  
TO  
RHODE ISLAND**

Figure 2-3  
(Sheet 4 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour

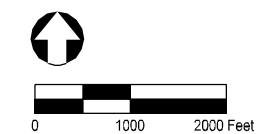






**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



**I-95 CORRIDOR  
FEASIBILITY STUDY**

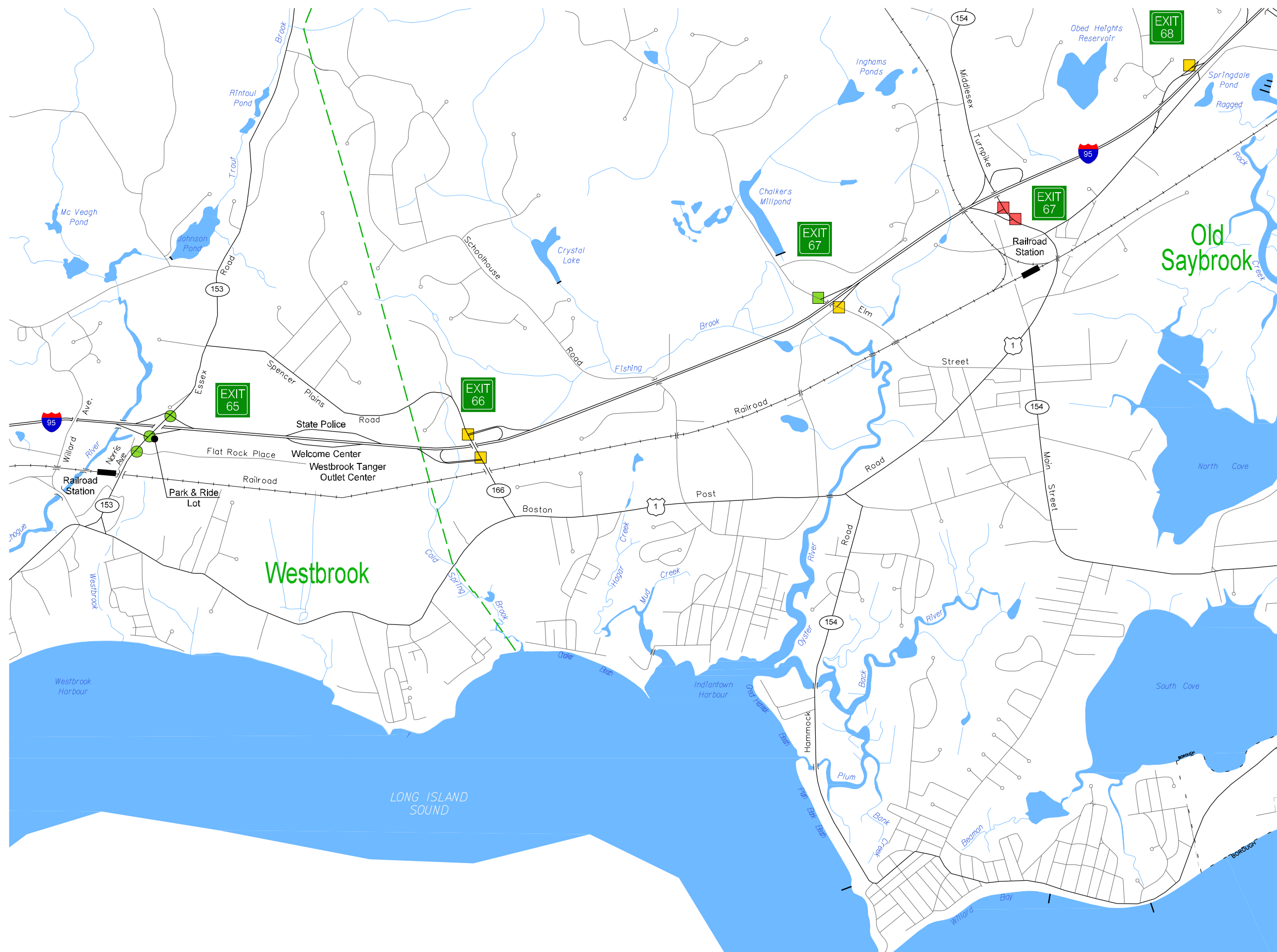
**BRANFORD  
TO  
RHODE ISLAND**

Figure 2-3  
(Sheet 5 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour

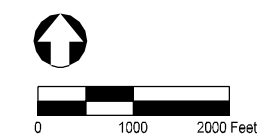


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**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



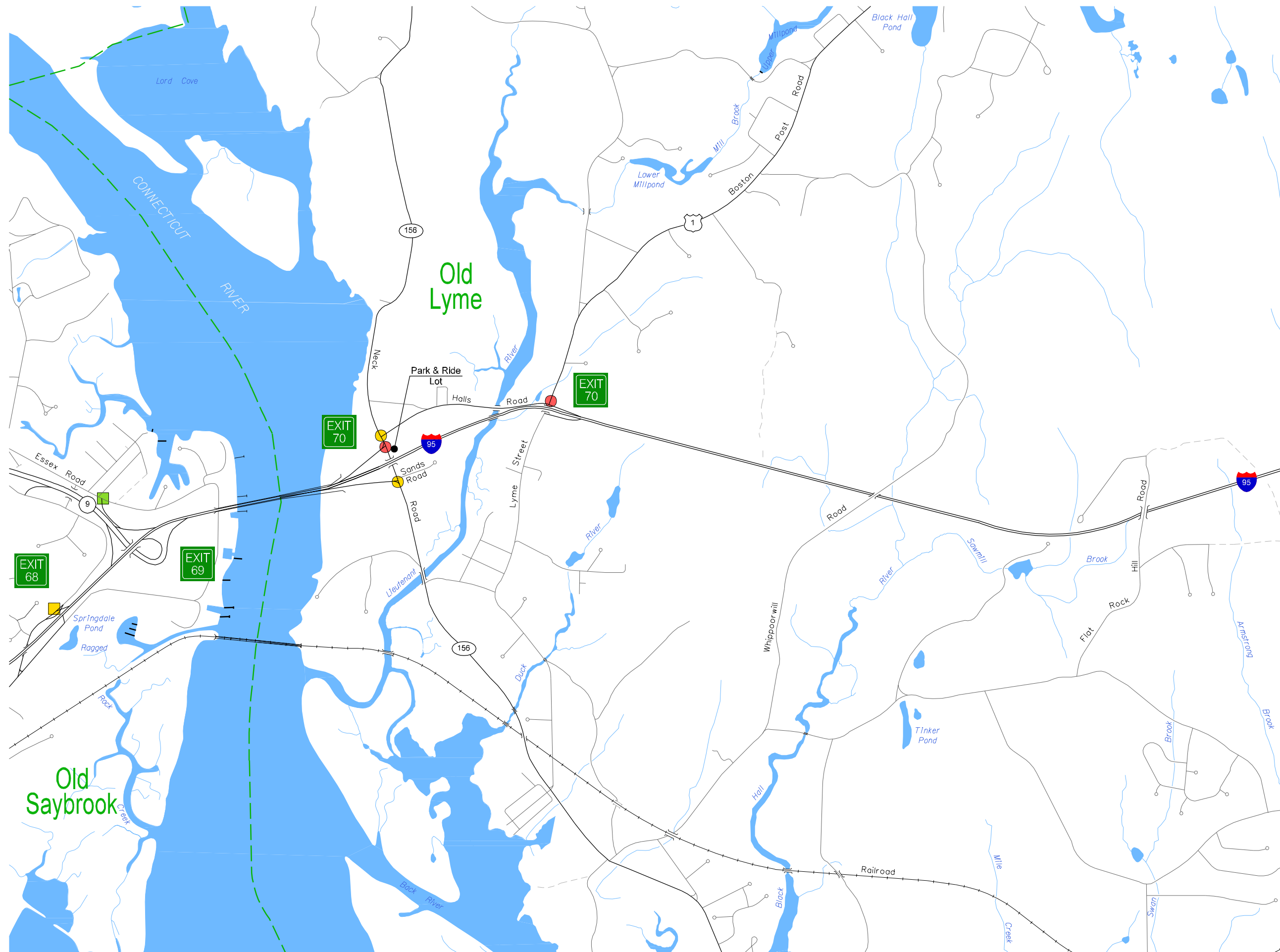
I-95 **I-95 CORRIDOR**  
**FEASIBILITY STUDY**  
  
**BRANFORD**  
**TO**  
**RHODE ISLAND**

Figure 2-3  
(Sheet 6 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour

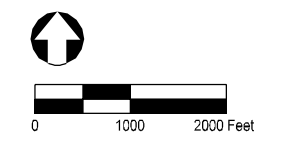


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**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED

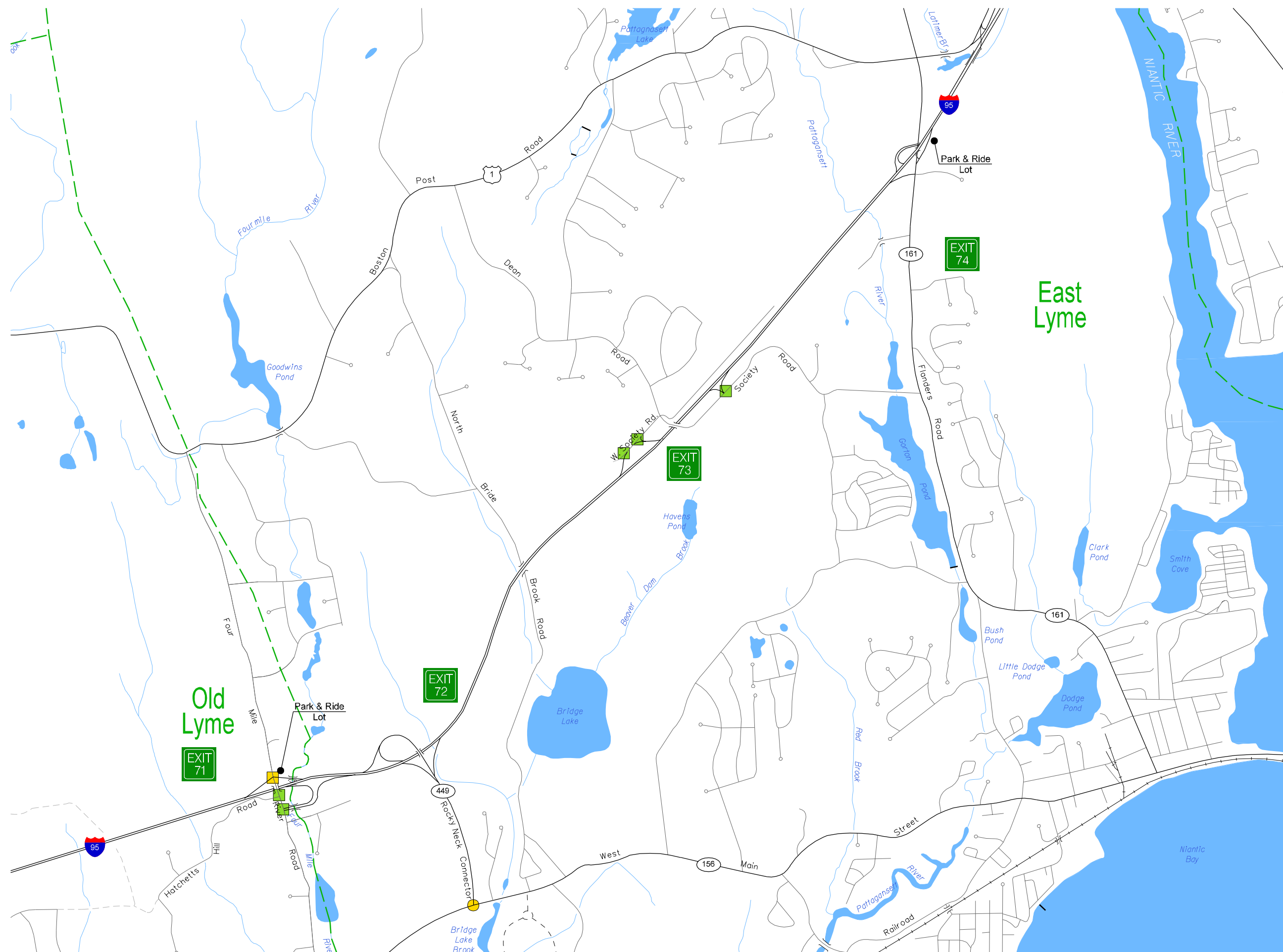


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FEASIBILITY STUDY**

**BRANFORD  
TO  
RHODE ISLAND**

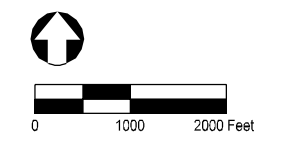
Figure 2-3  
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Intersection Capacity Analysis -  
Evening Peak Hour



**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



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FEASIBILITY STUDY**

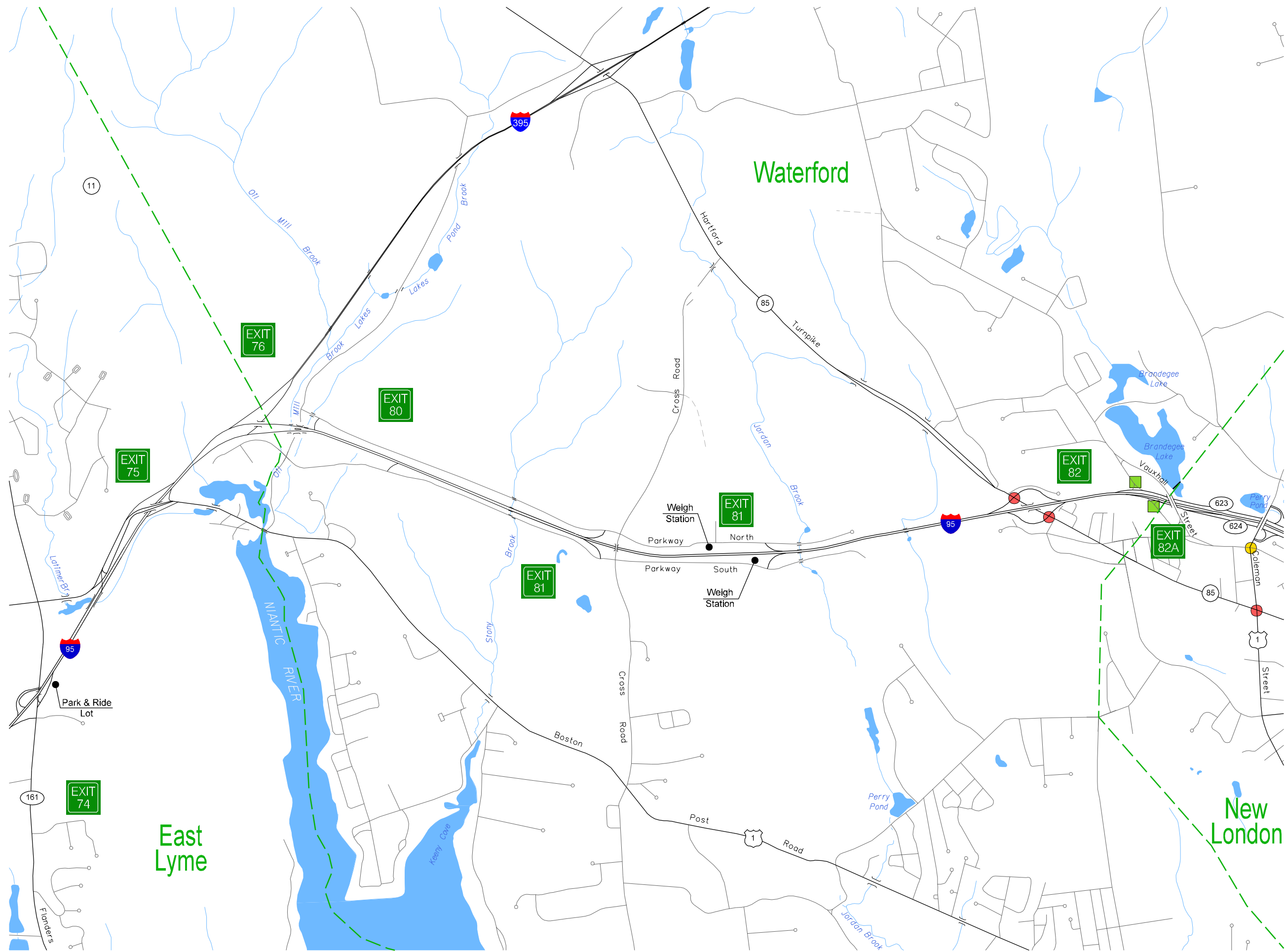
**BRANFORD  
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RHODE ISLAND**

Figure 2-3  
(Sheet 8 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour

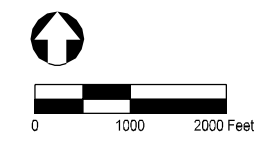






**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



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FEASIBILITY STUDY**

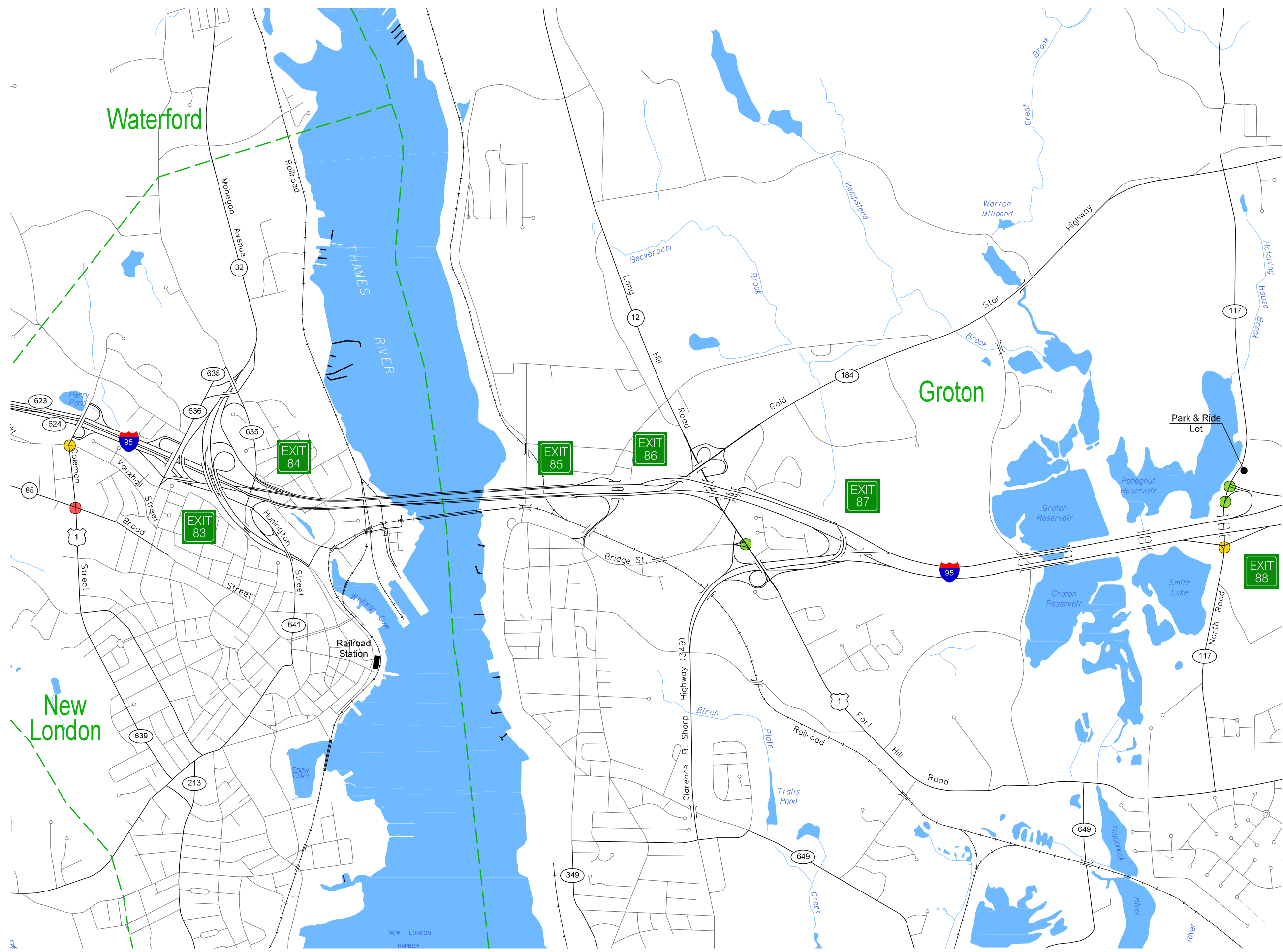
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RHODE ISLAND**

Figure 2-3  
(Sheet 9 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour

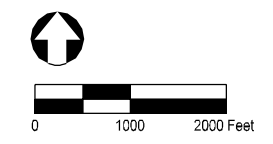


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**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED

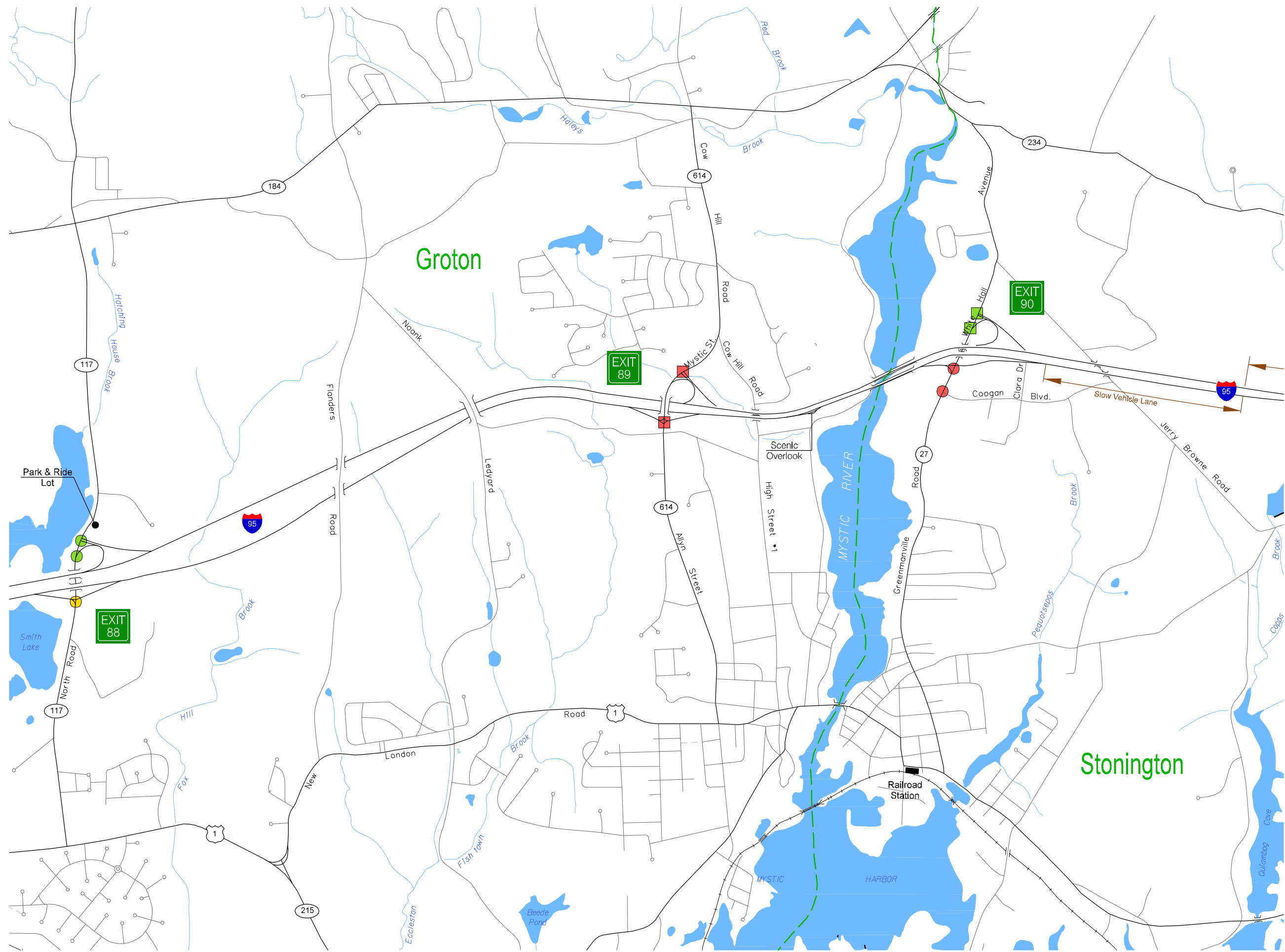


**I-95 CORRIDOR  
FEASIBILITY STUDY**

**BRANFORD  
TO  
RHODE ISLAND**

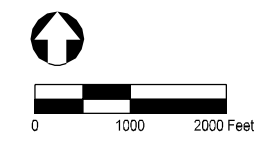
Figure 2-3  
(Sheet 10 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour



**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED

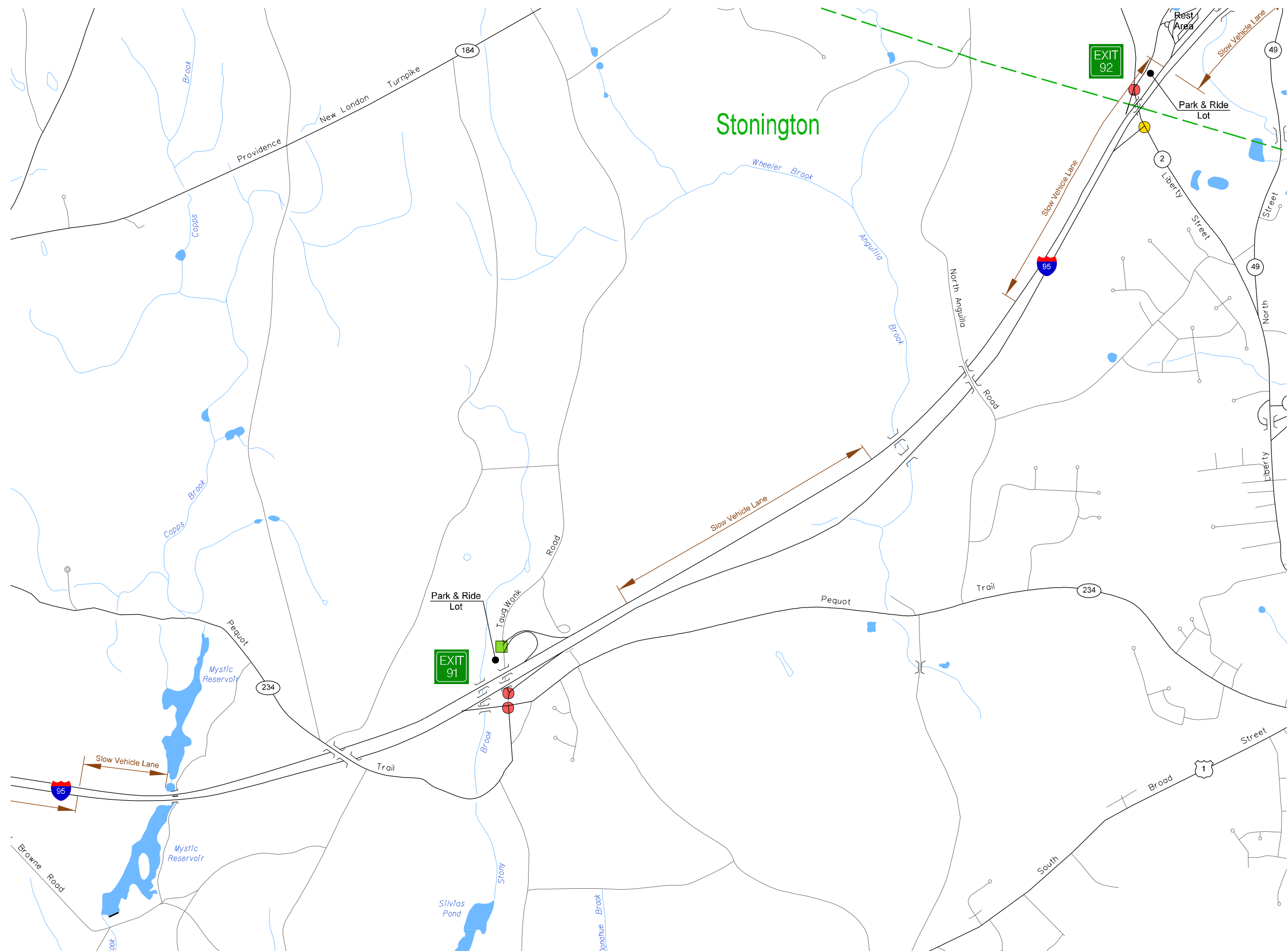


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FEASIBILITY STUDY**

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TO  
RHODE ISLAND**

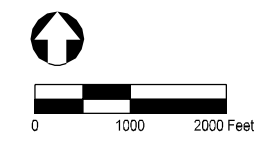
Figure 2-3  
(Sheet 11 of 13)

Intersection Capacity Analysis -  
Evening Peak Hour



**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



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Figure 2-3  
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Intersection Capacity Analysis -  
Evening Peak Hour

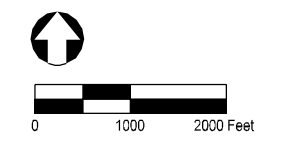






**LEGEND**

- LOS A/B SIGNALIZED
- LOS C/D SIGNALIZED
- LOS E/F SIGNALIZED
- LOS A/B UNSIGNALIZED
- LOS C/D UNSIGNALIZED
- LOS E/F UNSIGNALIZED



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**TO**  
**RHODE ISLAND**

Figure 2-3  
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Intersection Capacity Analysis -  
Evening Peak Hour

