

	Grade	Peak Hr. Capacity			LoS "C" <sup>4</sup>	
		Pavt	Shoulder		Ratio	V:C
					1980 <sup>3</sup>	1985
VT 100						
Moretown to TH-2	2%	22'	2'	1120	.26	.33
TH-2 to T-6	4	22	3	1120	.26	.33
T-6 to T-8	4	22	4	1200	.25	.31
T-8 to T-12						
(south)	7	22	2	860	.44	.56
T-12 to Waitsfield						
Center (T-37)	2	30	8	1550	.25	.31
T-37 to T-44	6	23.5	4	1210	.52	.67
T-44 to VT 17	7+	23.5	4	1080	.59	.75
VT 17 to Warren						
line (north)	7	23	4	1020	.45	.52
Warren line to						
Sugarbush						
Access Road	.6	23	4	1140	.41	.47
Sugarbush Access						
Road to T-16/						
TH-4	5	23	4	1220	.20	.23
T-16/TH-4 to						
Lincoln Gap						
Road (TH-3)	5	22	4	1160	.09	.11
TH-3 to T-47	7	22	3	910	.10	.12
T-47 to Warren						
line (south)	5	22	3	1000	.09	.11
VT 17						
Fayston Line						
(west) to Pkg.						
Area at Mad River						
Glen Ski Area	7+	24	2	740	.22	.24
Parking Area to						
German Flats Rd.	7+	23	4	800	.20	.23
German Flat Rd.						
to VT 100	2	23	4	1330	.37	.43
German Flats Road	5	22	2	770	.44	.49
Warren Village Road						
(TH-4)	4	22	2	1060	.11	.14
Lincoln Gap Road	7+	20	2	540	.05	.06
Brook Road	6	19	2	580	.17	.21
Common Road (bridge)	3	12	-	460	.20	.29
Sugarbush Access Road						
(W. of German Flats						
Road)	7+	22	4	1265	.54	.62
Sugarbush Access Road						
(E. of G. F. Road)	7+	20	4	775	.63	.70

- Notes: 1. Without (Planned) Condominium Development  
 2. Capacity  
 3. February 9, 1980 (Saturday) Peak Hour Traffic (4-5 p.m.)  
 4. Level of Service C (see Appendix B for explanation)