

# Memorandum

Date: March 25, 2022  
To: Dave Hirasawa, Snowbasin Resort Company  
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Subject: **Snowbasin Mag & Bag Lot Traffic Study**

UT22-2346

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## Executive Summary

The purpose of this study is to determine the potential impacts to traffic conditions due to the proposed Mag & Bag lot development located on Snowbasin Road at Snowbasin Resort, Utah.

This study analyzes the existing 2022 plus project conditions and future 2026 plus project conditions at the proposed Mag & Bag Lot. The results of the study show that under existing plus project conditions and 2026 plus project conditions, with the expected traffic from the proposed Mag & Bag Lot, the study intersection operates at acceptable delays and Levels of Service (LOS). Fehr & Peers recommends an eastbound left-turn lane, westbound right-turn lane, and a southbound right-turn pocket to accommodate for the increased vehicular and shuttle traffic at this intersection.

A summary of the delay and LOS for each condition is shown in **Table 1**.



**Table 1: Peak Hour Level of Service Summary**

Intersection			2022 Plus Project	2026 Plus Project
ID	Location	Period	LOS & Sec/Veh <sup>1</sup>	LOS & Sec/Veh <sup>1</sup>
1	SR-226 / Mag & Bag Lot Entrance	AM	A/8	A/9
		PM	A/7	A/7
		SAT AM	A/8	A/9
		SAT PM	A/7	A/8
2	SR-226 / Mag & Bag Lot Exit	AM	A/9	A/10
		PM	B/12	B/14
		SAT AM	A/9	A/10
		SAT PM	B/14	C/20

1. Unsignalized intersections: worst movement LOS and delay reported.  
 Source: Fehr & Peers.



# Introduction

The purpose of this study is to provide a summary of transportation conditions and the potential related impacts from the proposed Mag & Bag Lot located on SR-226 between SR-167 and Snowbasin Resort Access, Huntsville, Utah. **Figure 1** shows the project location.

This study analyzes the traffic operations and impacts for existing plus project and future plus project conditions for 2026 assuming full buildout of the Mag & Bag Lot. The plus project analysis includes project trips generated from the proposed project. The data used for this analysis were based on the previous study that Fehr & Peers performed for the Snowbasin Master Plan in March 2021.

## Study area

This study analyzes the traffic impacts of intersection/access of the proposed project site. Impacts are specifically addressed at the following study intersection:

1. SR-226 / Mag & Bag Lot Entrance (uncontrolled)
2. SR-226 / May & Bag Lot Exit (side-street stop controlled)

## Data collection

For this analysis, traffic counts from previous Fehr & Peers study for Snowbasin were used. AM weekday peak period traffic counts were recorded from 7:45 AM to 9:45 AM for SR-167/SR-226 and SR-226/Snowbasin Rd on March 18, 2021, and PM weekday peak period traffic counts were recorded from 3:30 PM to 5:30 PM on the same day. Saturday AM and PM peak hour period traffic counts were recorded on March 20, 2021, from 7:45 AM to 9:45 AM and 3:30 PM to 5:30 PM respectively.



FIGURE I  
**PROJECT LOCATION**



# Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for unsignalized intersections. The Highway Capacity Manual 6<sup>th</sup> Edition (HCM 6) methodology was used in this study to remain consistent with “state-of-the-practice” professional standards.

**Table 2: Level of Service Descriptions**

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) <sup>1</sup>	Avg. Delay (sec/veh) <sup>2</sup>
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual 6<sup>th</sup> Edition*.



# Project Conditions

## Purpose

The project conditions analysis explains the type and intensity of the proposed parking lot. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the introduction.

## Project Description

The proposed Mag & Bag lot development will be located on SR-226 between SR-167 and Snowbasin Resort in Huntsville, Utah, providing an improvement to the current overflow parking lot with 250 available stalls.

## Trip Generation

Trip generation estimation for this project was based on the parking capacity and is assumed to be 250 vehicles traveling to the lot during the AM peak hour, and 250 vehicles leaving the lot during the PM peak hour. Additionally, it is anticipated that every hour there will be 12 shuttle busses circulating in and out of the Mag & Bag Lot. It should be noted that the assumption of all 250 stalls filling up in the AM peak hour and emptying out in the PM peak hour is likely overstating traffic conditions, but was used for this study to analyze the worst-case scenario.

The 250 vehicles using the proposed Mag & Bag lot were not added to the roadway network as new trips generated; rather, it was assumed that the background traffic currently traveling to/from the Snowbasin resort would shift to the new proposed Mag & Bag lot as existing parking lots are planned for redevelopment.



# Existing 2022 Plus Project Conditions

## Purpose

The purpose of the existing 2022 plus project conditions analysis is to evaluate the impact of the proposed Mag & Bag lot traffic on the surrounding roadway network. To analyze this impact, the counts from March 2021 were combined with volumes generated by the proposed project at its peak hour. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes to show the impact of the proposed project.

## Traffic Volumes

The Mag & Bag lot traffic was shifted from the existing 2022 volumes to the project access to yield “existing 2022 plus project” weekday AM and PM peak hour volumes as shown in **Figure 2** and Saturday AM and PM peak hour volumes as shown in **Figure 3**.

## Level of Service Analysis

The delay thresholds provided in the introduction were used to compute the LOS at the study intersection for existing plus project for each peak hour. The results of this analysis for the weekday and Saturday AM and PM peak hours are reported in **Table 3** (see Appendix for the detailed LOS report).

As shown in **Table 3**, all study intersections operate within acceptable LOS (LOS C or better), and the expected project trips cause minimal impact to the study intersection.



**Table 3. Existing 2022 plus Project Conditions Level of Service**

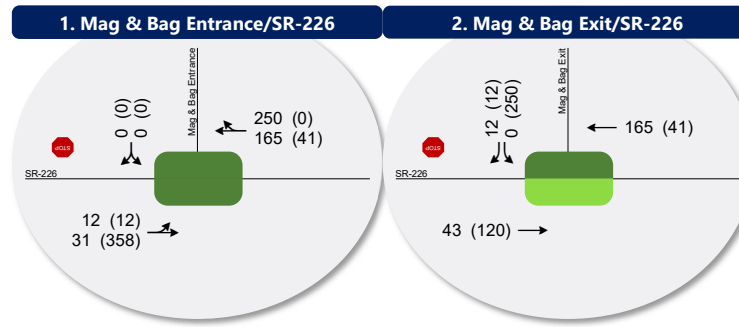
Intersection				Worst Movement <sup>1</sup>			Overall Intersection <sup>2</sup>	
ID	Location	Period	Control	Movement <sup>3</sup>	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-226 / Mag & Bag Lot Entrance	AM	-	EB LT	8	A	-	-
		PM		EB LT	7	A	-	-
		SAT AM		EB LT	8	A	-	-
		SAT PM		EB LT	7	A	-	-
2	SR-226 / Mag & Bag Lot Exit	AM	SB Stop	SB LT	9	A	-	-
		PM		SB LT	12	B	-	-
		SAT AM		SB LT	9	A	-	-
		SAT PM		SB LT	14	B	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT=Left-turn, RT=Right-turn, and TH=Through  
 Source: Fehr & Peers.

## Mitigation Measures

Although all study intersections operate at acceptable LOS, there is a safety concern about the cars entering the Mag & Bag lot. Fehr and Peers recommend adding turning lanes into Mag & Bag lot. The proposed geometry for this intersection is described in the later section (Recommended Configuration)





**LEGEND**

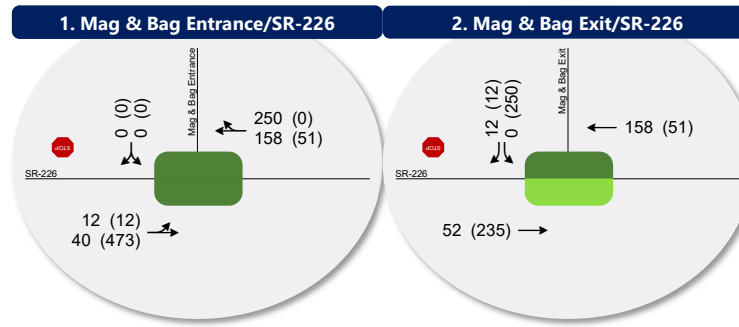
Stop Sign    
 Signalized

Lane Configuration {
   
 AM (PM)
   
 AM (PM)
   
 AM (PM)
 } Peak Hour Traffic Volume

Intersection Level of Service (LOS):

A
B
C
D
E
F

Existing 2022 Plus Project - Weekday Figure 2



**LEGEND**

Stop Sign    
 Signalized

Lane Configuration:
 

- ← AM (PM)
- ← AM (PM)
- ← AM (PM)

 Peak Hour Traffic Volume

Intersection Level of Service (LOS):

A
B
C
D
E
F

Existing 2022 Plus Project - Saturday Figure 3



# Future 2026 plus Project Conditions

## Purpose

The future 2026 plus project conditions analysis examines the pertinent intersection during the peak travel periods of the day under future traffic with planned projects in the immediate area, and existing geometric conditions. Through this analysis, future plus project traffic operational deficiencies can be identified, and potential mitigation measures recommended.

## Planned Projects

Fehr & Peers included proposed projects in the area as outlined in the March 2021 TIS for this study.

## Traffic Volumes

The Mag & Bag lot traffic was shifted from the 2026 project conditions obtained for the Snowbasin study to yield "future 2026 plus project" weekday AM and PM peak hour volumes as shown in **Figure 4** and Saturday AM and PM peak hour volumes as shown in **Figure 5**.

## Level of Service Analysis

The delay thresholds provided in the introduction were used to compute the LOS at each study intersection for the existing cumulative weekday AM and weekday PM peak hour LOS. The results of this analysis are reported in **Table 7** (see Appendix for the detailed LOS report).

As shown in **Table 4**, all study intersections operate within acceptable LOS (LOS C or better), and the expected project trips cause minimal impact to the study intersection.



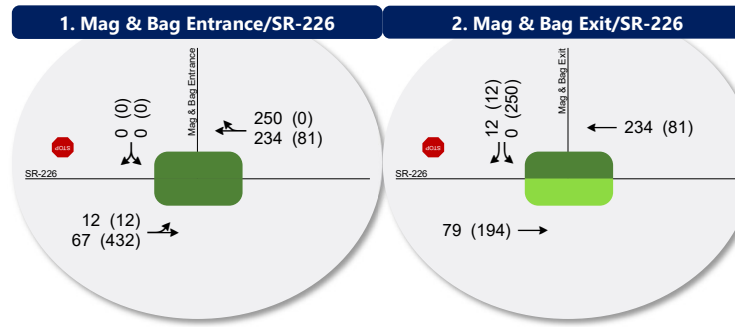
**Table 4: Future 2026 Plus Project Conditions Level of Service**

Intersection				Worst Movement <sup>1</sup>			Overall Intersection <sup>2</sup>	
ID	Location	Period	Control	Movement <sup>3</sup>	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-226 / Mag & Bag Lot Entrance	AM	-	EB LT	9	A	-	-
		PM		EB LT	7	A	-	-
		SAT AM		EB LT	9	A	-	-
		SAT PM		EB LT	8	A	-	-
2	SR-226 / Mag & Bag Lot Exit	AM	SB Stop	SB LT	10	A	-	-
		PM		SB LT	14	B	-	-
		SAT AM		SB LT	10	A	-	-
		SAT PM		SB LT	20	C	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
  2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
  3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT=Left-turn, RT=Right-turn, and TH=Through
- Source: Fehr & Peers.

## Mitigation Measures

Based on LOS for future 2026 plus project conditions no mitigations are needed. However, Fehr & Peers recommends addition of turning lanes into Mag & Bag lot. Proposed intersection geometry is described in next section.



**LEGEND**

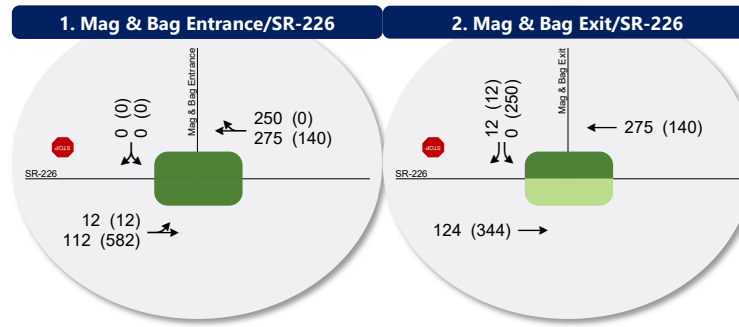
Stop Sign    
 Signalized

Lane Configuration {
   
 AM (PM)
   
 AM (PM)
   
 AM (PM)
 } Peak Hour Traffic Volume

Intersection Level of Service (LOS):

**A**
**B**
**C**
**D**
**E**
**F**

Figure 4  
Future 2026 Plus Project - Weekday



**LEGEND**

Stop Sign     Signalized

Lane Configuration: AM (PM)     AM (PM)     AM (PM)     Peak Hour Traffic Volume

Intersection Level of Service (LOS):

**A** **B** **C** **D** **E** **F**



# Recommended Configuration

The overall LOS for Snowbasin Mag & Bag intersection throughout all scenarios are C or better. Posted speed for SR-226 is 40 MPH. The westbound (WB) travel lane is about 3% downgrade and eastbound (EB) travel lane is about 3% upgrade. No mitigations are needed based on traffic operations. However, based on the Utah Department of Transportation (UDOT) design standards, Fehr & Peers recommend adding:

- 1) WB right turn lane with 50' storage, 230' right turn deceleration lane with 120' right turn taper – warranted based on number of vehicles (50 VPH)
- 2) EB left turn lane with 50' storage, 310' left turn deceleration lane with 120' left turn taper – recommended based on speed and downgrade of the roadway to improve safety
- 3) SB right turn with 100' storage to accommodate shuttles

The detail for the geometry of Snowbasin Mag and Bag lot intersection is presented in **Figure 6**.

**Table 5: Peak Hour Level of Service Proposed Layout Summary**

Intersection			2022 Plus Project	2026 Plus Project
ID	Location	Period	LOS & Sec/Veh <sup>1</sup>	LOS & Sec/Veh <sup>1</sup>
1	SR-226 / Mag & Bag Lot Entrance	AM	A/8	A/9
		PM	A/7	A/7
		SAT AM	A/8	A/9
		SAT PM	A/7	A/8
2	SR-226 / Mag & Bag Lot Exit	AM	-	A/10
		PM	B/12	B/14
		SAT AM	A/9	A/10
		SAT PM	B/14	C/20

1. Unsignalized intersections: worst movement LOS and delay reported.  
 Source: Fehr & Peers.



FIGURE 6  
**RECOMMENDED INTERSECTION CONFIGURATION**





# Conclusion

The analysis has shown that traffic generated by the proposed Mag & Bag Lot development have minimal impacts to the study intersection in existing conditions and future conditions. Although the LOS does not require mitigations, Fehr & Peers recommends adding WB right and EB left deceleration lanes as well as a SB right turn pocket to accommodate shuttles circulating between Snowbasin resort and Mag & Bag lot. This will provide more safety to Snowbasin Mag & Bag intersection by providing space for cars to decelerate and for turning in and out of the parking lot.

# **APPENDIX**

## **Synchro HCM Reports**

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	31	165	250	0	0
Future Vol, veh/h	12	31	165	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	34	179	272	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	451	0	-	0	375 315
Stage 1	-	-	-	-	315 -
Stage 2	-	-	-	-	60 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1109	-	-	-	626 725
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	963 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1109	-	-	-	618 725
Mov Cap-2 Maneuver	-	-	-	-	618 -
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	963 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1109	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	43	165	0	0	12
Future Vol, veh/h	0	43	165	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	179	0	0	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	226	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	762	864
Stage 1	0	-	-	0	852	-
Stage 2	0	-	-	0	975	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	762	864
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	975	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.2			
HCM LOS						A
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	864		
HCM Lane V/C Ratio	-	-	-	0.015		
HCM Control Delay (s)	-	-	0	9.2		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	358	41	0	0	0
Future Vol, veh/h	12	358	41	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	389	45	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	45	0	-	0	460 45
Stage 1	-	-	-	-	45 -
Stage 2	-	-	-	-	415 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1563	-	-	-	559 1025
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	666 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1563	-	-	-	553 1025
Mov Cap-2 Maneuver	-	-	-	-	553 -
Stage 1	-	-	-	-	966 -
Stage 2	-	-	-	-	666 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	120	41	0	250	12
Future Vol, veh/h	0	120	41	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	130	45	0	272	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	175	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	815	1025
Stage 1	0	-	-	0	977	-
Stage 2	0	-	-	0	896	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	815	1025
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	896	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	815	1025		
HCM Lane V/C Ratio	-	-	0.333	0.013		
HCM Control Delay (s)	-	-	11.6	8.6		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	1.5	0		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	40	158	250	0	0
Future Vol, veh/h	12	40	158	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	43	172	272	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	444	0	-	0	377 308
Stage 1	-	-	-	-	308 -
Stage 2	-	-	-	-	69 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1116	-	-	-	625 732
Stage 1	-	-	-	-	745 -
Stage 2	-	-	-	-	954 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1116	-	-	-	618 732
Mov Cap-2 Maneuver	-	-	-	-	618 -
Stage 1	-	-	-	-	736 -
Stage 2	-	-	-	-	954 -

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1116	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	52	158	0	0	12
Future Vol, veh/h	0	52	158	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	172	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	229 172
Stage 1	-	-	-	-	172 -
Stage 2	-	-	-	-	57 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	759 872
Stage 1	0	-	-	0	858 -
Stage 2	0	-	-	0	966 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	759 872
Mov Cap-2 Maneuver	-	-	-	-	759 -
Stage 1	-	-	-	-	858 -
Stage 2	-	-	-	-	966 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	872
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	0	9.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	473	51	0	0	0
Future Vol, veh/h	12	473	51	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	514	55	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	55	0	-	0	595 55
Stage 1	-	-	-	-	55 -
Stage 2	-	-	-	-	540 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1550	-	-	-	467 1012
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	584 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1550	-	-	-	461 1012
Mov Cap-2 Maneuver	-	-	-	-	461 -
Stage 1	-	-	-	-	956 -
Stage 2	-	-	-	-	584 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1550	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	235	51	0	250	12
Future Vol, veh/h	0	235	51	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	255	55	0	272	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	310 55
Stage 1	-	-	-	-	55 -
Stage 2	-	-	-	-	255 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	682 1012
Stage 1	0	-	-	0	968 -
Stage 2	0	-	-	0	788 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	682 1012
Mov Cap-2 Maneuver	-	-	-	-	682 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	788 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	682	1012
HCM Lane V/C Ratio	-	-	0.398	0.013
HCM Control Delay (s)	-	-	13.7	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.9	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	67	234	250	0	0
Future Vol, veh/h	12	67	234	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	82	285	305	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	590	0	-	0	550 438
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	112 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	985	-	-	-	496 619
Stage 1	-	-	-	-	651 -
Stage 2	-	-	-	-	913 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	985	-	-	-	488 619
Mov Cap-2 Maneuver	-	-	-	-	488 -
Stage 1	-	-	-	-	641 -
Stage 2	-	-	-	-	913 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	985	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	79	234	0	0	12
Future Vol, veh/h	0	79	234	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	254	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	340 254
Stage 1	-	-	-	-	254 -
Stage 2	-	-	-	-	86 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	656 785
Stage 1	0	-	-	0	788 -
Stage 2	0	-	-	0	937 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	656 785
Mov Cap-2 Maneuver	-	-	-	-	656 -
Stage 1	-	-	-	-	788 -
Stage 2	-	-	-	-	937 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	785
HCM Lane V/C Ratio	-	-	-	0.017
HCM Control Delay (s)	-	-	0	9.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	432	81	0	0	0
Future Vol, veh/h	12	432	81	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	527	99	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	99	0	-	0	656 99
Stage 1	-	-	-	-	99 -
Stage 2	-	-	-	-	557 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1494	-	-	-	430 957
Stage 1	-	-	-	-	925 -
Stage 2	-	-	-	-	574 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1494	-	-	-	424 957
Mov Cap-2 Maneuver	-	-	-	-	424 -
Stage 1	-	-	-	-	912 -
Stage 2	-	-	-	-	574 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	7.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	194	81	0	250	12
Future Vol, veh/h	0	194	81	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	211	88	0	272	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	299 88
Stage 1	-	-	-	-	88 -
Stage 2	-	-	-	-	211 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	692 970
Stage 1	0	-	-	0	935 -
Stage 2	0	-	-	0	824 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	692 970
Mov Cap-2 Maneuver	-	-	-	-	692 -
Stage 1	-	-	-	-	935 -
Stage 2	-	-	-	-	824 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	692	970
HCM Lane V/C Ratio	-	-	0.393	0.013
HCM Control Delay (s)	-	-	13.5	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.9	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	12	112	275	250	0	0
Future Vol, veh/h	12	112	275	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	117	286	260	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	546	0	0	559	416
Stage 1	-	-	-	416	-
Stage 2	-	-	-	143	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1023	-	-	490	637
Stage 1	-	-	-	666	-
Stage 2	-	-	-	884	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	483	637
Mov Cap-2 Maneuver	-	-	-	483	-
Stage 1	-	-	-	657	-
Stage 2	-	-	-	884	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1023	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	124	275	0	0	12
Future Vol, veh/h	0	124	275	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	135	299	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	434 299
Stage 1	-	-	-	-	299 -
Stage 2	-	-	-	-	135 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	579 741
Stage 1	0	-	-	0	752 -
Stage 2	0	-	-	0	891 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	579 741
Mov Cap-2 Maneuver	-	-	-	-	579 -
Stage 1	-	-	-	-	752 -
Stage 2	-	-	-	-	891 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	741
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	0	9.9
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	582	140	0	0	0
Future Vol, veh/h	12	582	140	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	677	163	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	163	0	-	0	868 163
Stage 1	-	-	-	-	163 -
Stage 2	-	-	-	-	705 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1416	-	-	-	323 882
Stage 1	-	-	-	-	866 -
Stage 2	-	-	-	-	490 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1416	-	-	-	318 882
Mov Cap-2 Maneuver	-	-	-	-	318 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	490 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	344	140	0	250	12
Future Vol, veh/h	0	344	140	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	374	152	0	272	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	526	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	512	894
Stage 1	0	-	-	0	876	-
Stage 2	0	-	-	0	696	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	512	894
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	696	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		19.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	512	894		
HCM Lane V/C Ratio	-	-	0.531	0.015		
HCM Control Delay (s)	-	-	19.7	9.1		
HCM Lane LOS	-	-	C	A		
HCM 95th %tile Q(veh)	-	-	3.1	0		

HCM 6th TWSC  
1: SR-226 & Mag & Bag Entrance

Snowbasin Mag & Bag Lot  
Existing Weekday Plus Project AM - proposed lane configuration

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	31	165	250	0	0
Future Vol, veh/h	12	31	165	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	34	179	272	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	451	0	-	0	239 179
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	60 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1109	-	-	-	749 864
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	963 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1109	-	-	-	740 864
Mov Cap-2 Maneuver	-	-	-	-	740 -
Stage 1	-	-	-	-	842 -
Stage 2	-	-	-	-	963 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1109	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.3	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	43	165	0	0	12
Future Vol, veh/h	0	43	165	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	179	0	0	13

Major/Minor	Major1	Minor2
Conflicting Flow All	-	0 47 -
Stage 1	-	- 0 -
Stage 2	-	- 47 -
Critical Hdwy	-	- 6.52 -
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- 5.52 -
Follow-up Hdwy	-	- 4.018 -
Pot Cap-1 Maneuver	0	- 845 0
Stage 1	0	- - 0
Stage 2	0	- 856 0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 0 -
Mov Cap-2 Maneuver	-	- 0 -
Stage 1	-	- 0 -
Stage 2	-	- 0 -

Approach	EB	WB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBTWBLn1
Capacity (veh/h)	- -
HCM Lane V/C Ratio	- -
HCM Control Delay (s)	- -
HCM Lane LOS	- -
HCM 95th %tile Q(veh)	- -

HCM 6th TWSC  
1: SR-226 & Mag & Bag Entrance

Snowbasin Mag & Bag Lot  
Existing Weekday Plus Project PM - proposed lane configuration

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	
Traffic Vol, veh/h	12	358	41	0	0	0
Future Vol, veh/h	12	358	41	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	389	45	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	45	0	-	0	460
Stage 1	-	-	-	-	45
Stage 2	-	-	-	-	415
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1563	-	-	-	559
Stage 1	-	-	-	-	977
Stage 2	-	-	-	-	666
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	-	555
Mov Cap-2 Maneuver	-	-	-	-	555
Stage 1	-	-	-	-	969
Stage 2	-	-	-	-	666

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	7.3	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	120	41	0	250	12
Future Vol, veh/h	0	120	41	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	130	45	0	272	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	175	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	815	1025
Stage 1	0	-	-	0	977	-
Stage 2	0	-	-	0	896	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	815	1025
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	896	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	11.5			
HCM LOS						B
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	815	1025		
HCM Lane V/C Ratio	-	-	0.333	0.013		
HCM Control Delay (s)	-	-	11.6	8.6		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	1.5	0		

HCM 6th TWSC  
1: SR-226 & Mag & Bag Entrance

Snowbasin Mag & Bag Lot  
Existing Saturday Plus Project AM - proposed lane configuration

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	40	158	250	0	0
Future Vol, veh/h	12	40	158	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	43	172	272	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	444	0	-	0	241
Stage 1	-	-	-	-	172
Stage 2	-	-	-	-	69
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1116	-	-	-	747
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	954
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1116	-	-	-	738
Mov Cap-2 Maneuver	-	-	-	-	738
Stage 1	-	-	-	-	848
Stage 2	-	-	-	-	954

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1116	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.3	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	52	158	0	0	12
Future Vol, veh/h	0	52	158	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	172	0	0	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	229	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	759	872
Stage 1	0	-	-	0	858	-
Stage 2	0	-	-	0	966	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	759	872
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	966	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.2			
HCM LOS						A
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	872		
HCM Lane V/C Ratio	-	-	-	0.015		
HCM Control Delay (s)	-	-	0	9.2		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	0		



HCM 6th TWSC  
1: SR-226 & Mag & Bag Entrance

Snowbasin Mag & Bag Lot  
Existing Saturday Plus Project PM - proposed lane configuration

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	12	473	51	0	0	0
Future Vol, veh/h	12	473	51	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	514	55	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	55	0	-	0	595
Stage 1	-	-	-	-	55
Stage 2	-	-	-	-	540
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1550	-	-	-	467
Stage 1	-	-	-	-	968
Stage 2	-	-	-	-	584
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1550	-	-	-	463
Mov Cap-2 Maneuver	-	-	-	-	463
Stage 1	-	-	-	-	960
Stage 2	-	-	-	-	584

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1550	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	7.3	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	235	51	0	250	12
Future Vol, veh/h	0	235	51	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	255	55	0	272	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	310 55
Stage 1	-	-	-	-	55 -
Stage 2	-	-	-	-	255 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	682 1012
Stage 1	0	-	-	0	968 -
Stage 2	0	-	-	0	788 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	682 1012
Mov Cap-2 Maneuver	-	-	-	-	682 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	788 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	682	1012
HCM Lane V/C Ratio	-	-	0.398	0.013
HCM Control Delay (s)	-	-	13.7	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.9	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	
Traffic Vol, veh/h	12	67	234	250	0	0
Future Vol, veh/h	12	67	234	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	82	285	305	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	590	0	-	0	397 285
Stage 1	-	-	-	-	285 -
Stage 2	-	-	-	-	112 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	985	-	-	-	608 754
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	913 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	985	-	-	-	599 754
Mov Cap-2 Maneuver	-	-	-	-	599 -
Stage 1	-	-	-	-	752 -
Stage 2	-	-	-	-	913 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	985	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	8.7	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	79	234	0	0	12
Future Vol, veh/h	0	79	234	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	254	0	0	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	340	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	656	785
Stage 1	0	-	-	0	788	-
Stage 2	0	-	-	0	937	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	656	785
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	937	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.7			
HCM LOS						A
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	785		
HCM Lane V/C Ratio	-	-	-	0.017		
HCM Control Delay (s)	-	-	0	9.7		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	432	81	0	0	0
Future Vol, veh/h	12	432	81	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	527	99	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	99	0	-	0	656
Stage 1	-	-	-	-	99
Stage 2	-	-	-	-	557
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1494	-	-	-	430
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	574
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1494	-	-	-	426
Mov Cap-2 Maneuver	-	-	-	-	426
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	574

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	7.4	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	194	81	0	250	12
Future Vol, veh/h	0	194	81	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	211	88	0	272	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	299	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	692	970
Stage 1	0	-	-	0	935	-
Stage 2	0	-	-	0	824	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	692	970
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	824	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	13.3			
HCM LOS						B
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	692	970		
HCM Lane V/C Ratio	-	-	0.393	0.013		
HCM Control Delay (s)	-	-	13.5	8.8		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	1.9	0		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	112	275	250	0	0
Future Vol, veh/h	12	112	275	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	117	286	260	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	546	0	-	0	429 286
Stage 1	-	-	-	-	286 -
Stage 2	-	-	-	-	143 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1023	-	-	-	583 753
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	884 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1023	-	-	-	575 753
Mov Cap-2 Maneuver	-	-	-	-	575 -
Stage 1	-	-	-	-	753 -
Stage 2	-	-	-	-	884 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1023	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.6	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	124	275	0	0	12
Future Vol, veh/h	0	124	275	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	135	299	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	434 299
Stage 1	-	-	-	-	299 -
Stage 2	-	-	-	-	135 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	579 741
Stage 1	0	-	-	0	752 -
Stage 2	0	-	-	0	891 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	579 741
Mov Cap-2 Maneuver	-	-	-	-	579 -
Stage 1	-	-	-	-	752 -
Stage 2	-	-	-	-	891 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	741
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	0	9.9
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	582	140	0	0	0
Future Vol, veh/h	12	582	140	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	160	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	3	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	677	163	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	163	0	-	0	868 163
Stage 1	-	-	-	-	163 -
Stage 2	-	-	-	-	705 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1416	-	-	-	323 882
Stage 1	-	-	-	-	866 -
Stage 2	-	-	-	-	490 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1416	-	-	-	320 882
Mov Cap-2 Maneuver	-	-	-	-	320 -
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	490 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	7.6	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	344	140	0	250	12
Future Vol, veh/h	0	344	140	0	250	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	374	152	0	272	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	526	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	512	894
Stage 1	0	-	-	0	876	-
Stage 2	0	-	-	0	696	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	512	894
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	696	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	19.2			
HCM LOS						C
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	512	894		
HCM Lane V/C Ratio	-	-	0.531	0.015		
HCM Control Delay (s)	-	-	19.7	9.1		
HCM Lane LOS	-	-	C	A		
HCM 95th %tile Q(veh)	-	-	3.1	0		