Appendix A - Moose-Wilson Corridor Use Study Sampling Schedule

◄ Jun 2013 **~ July 2013 ~** Aug 2013 ►

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Meeting with Managers Counter Installation	2 GPS-Tracking Vehicles (AM) Calibration Training	3 GPS-Tracking Hikers (PM) Calibration Training	4 Day Off	5 Parking Lot Turnover Rec Ecology	6 Parking Lot Turnover Rec Ecology
7 Day Off	8 GPS-Tracking Hikers (AM)	9 GPS-Tracking Vehicles (PM) Counter Calibration (PM)	10 GPS-Tracking Vehicles (AM) Counter Calibration (AM)	11 GPS-Tracking Hikers (PM) Parking Lot Turnover Counter Calibration (AM)	12 Day Off	13 GPS-Tracking Vehicles (AM)
14 GPS-Tracking Hikers (AM) Parking Lot Turnover Counter Calibration (PM)	15 GPS-Tracking Vehicles (PM)	16 GPS-Tracking Hikers (AM)	17 Day Off Moose-Wilson Road Closed!	18 GPS-Tracking Vehicles (PM)	19 Day Off	20 GPS-Tracking Hikers (AM) Parking Lot Turnover Counter Calibration (PM)
21 GPS-Tracking Vehicles (AM)	22 GPS-Tracking Hikers (PM) Parking Lot Turnover Counter Calibration (AM)	23 GPS-Tracking Hikers (AM) Parking Lot Turnover Counter Calibration (PM)	24 Day Off	25 GPS-Tracking Vehicles (AM) Counter Calibration (AM)	26 GPS-Tracking Hikers (PM)	27 GPS-Tracking Vehicles (PM) Counter Calibration (PM)
28 (cameras installed) GPS-Tracking Hikers (PM) Parking Lot Turnover Counter Calibration (AM)	29 GPS-Tracking Vehicles (AM)	30 Rec Ecology Work Or "Catch-up" Day	31 Rec Ecology Work Or "Catch-up" Day	**Notes:**		

For NPS Use Only- Not For Circulation

~ August 2013 ~

◄ Jul 2013 | Sep 2013 ►

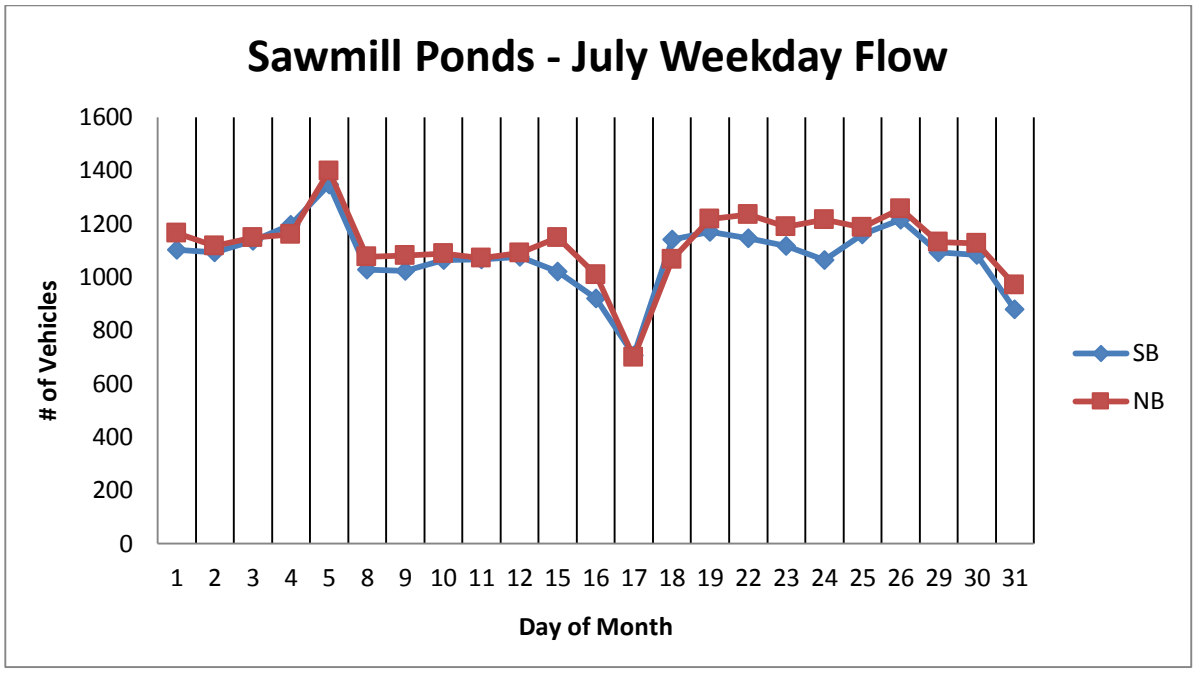
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Day Off	2 GPS-Tracking Hikers (AM) Parking Lot Turnover Counter Calibration (PM)	3 GPS-Tracking Hikers (PM) Parking Lot Turnover Counter Calibration (AM)
4 (LP cameras installed) GPS-Tracking Vehicles (PM)	5 (LP cameras removed) Rec Ecology Work Or "Catch-up" Day	6 GPS-Tracking Vehicles (AM)	7 GPS-Tracking Hikers (PM) Parking Lot Turnover	8 Rec Ecology Work Or "Catch-up" Day	9 (cameras installed) Day Off	10 GPS-Tracking Vehicles (AM) Counter Calibration (AM)
11 (cameras removed) GPS-Tracking Hikers (AM) Parking Lot Turnover Counter Calibration (PM)	12 GPS-Tracking Vehicles (PM) Counter Calibration (PM)	13 GPS-Tracking Vehicles (PM)	14 GPS-Tracking Hikers (PM)	15 Day Off	16 GPS-Tracking Vehicles (AM) Counter Calibration (AM)	17 GPS-Tracking Vehicles (PM) Counter Calibration (PM)
18 GPS-Tracking Hikers (PM) Parking Lot Turnover Counter Calibration (AM)	19 Day Off	20 Day Off	21 GPS-Tracking Hikers (AM) Parking Lot Turnover Counter Calibration (PM)	22 GPS-Tracking Vehicles (PM)	23 GPS-Tracking Hikers (PM) Parking Lot Turnover Counter Calibration (AM)	24 GPS-Tracking Hikers (AM) Parking Lot Turnover Counter Calibration (PM)
25 GPS-Tracking Vehicles (AM)	26 GPS-Tracking Hikers (PM)	27 Day Off	28 Day Off	29 GPS-Tracking Vehicles (AM)	30 END SUMMER SAMPLING	31

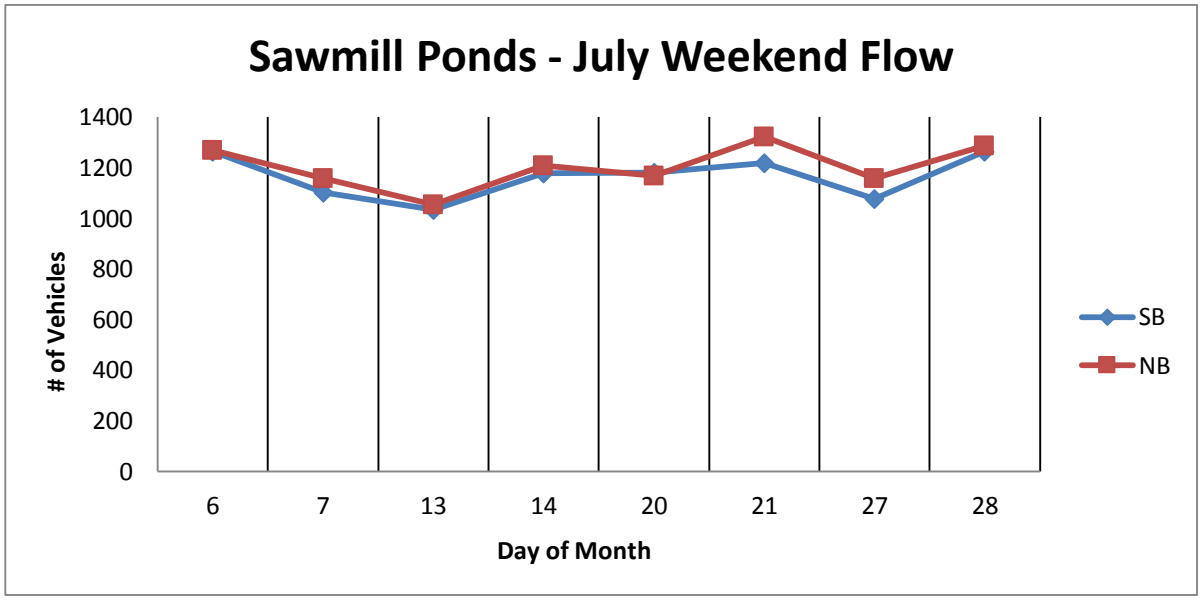
~ September 2013 ~

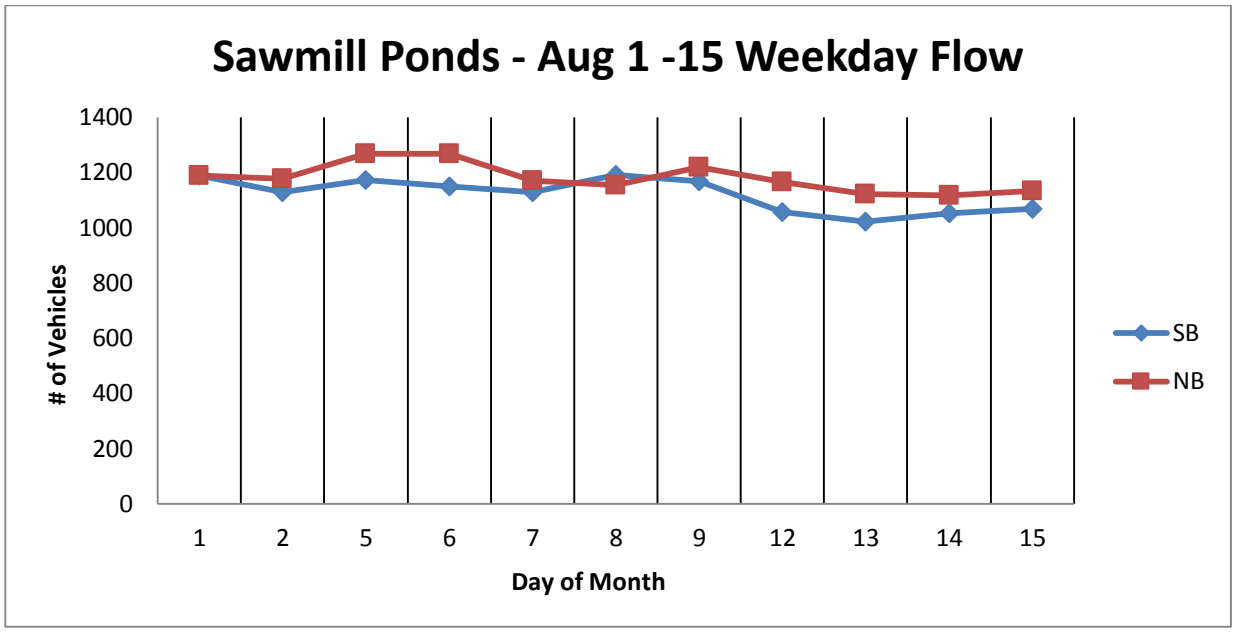
◀ Aug 2013 | Oct 2013 ▶

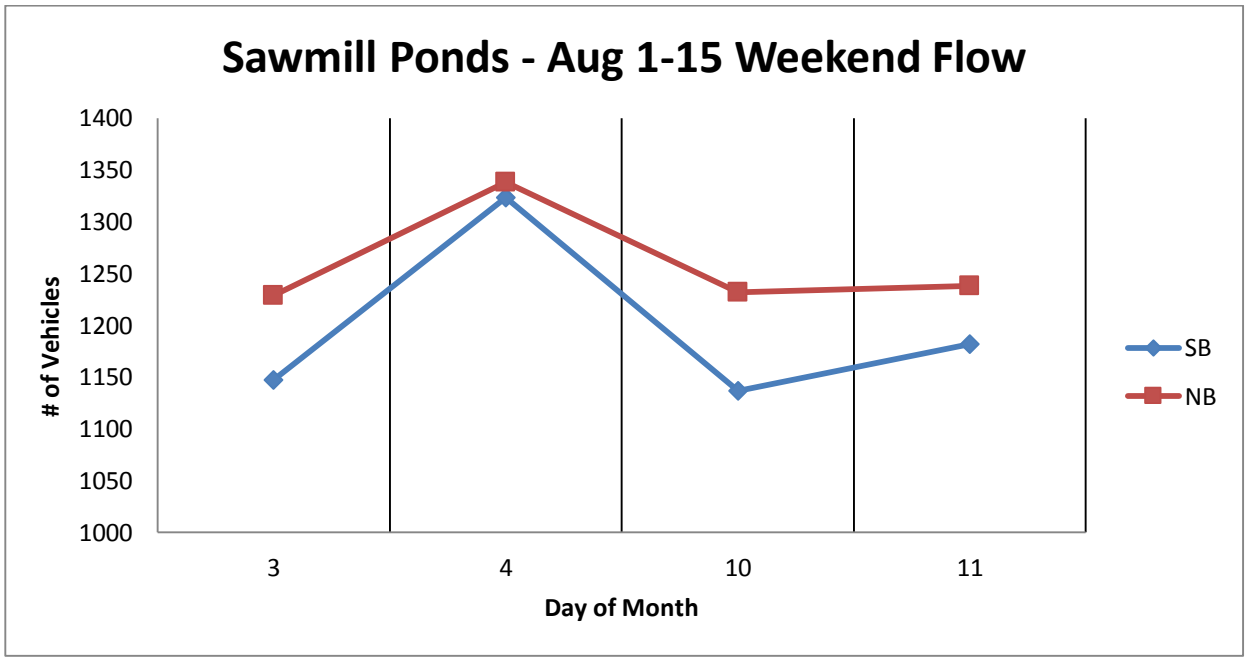
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14 GPS-Tracking Vehicles (Full Day)
15 GPS-Tracking Hikers (Full Day)	16 Counter Calibrations/Parking Lot Turnover	17 Counter Calibrations/Parking Lot Turnover	18 GPS-Tracking Vehicles (AM) Counter Calibrations (PM)	19 Day Off	20 GPS-Tracking Hikers (PM) Parking Lot Turnover	21 GPS-Tracking Hikers (AM) Parking Lot Turnover
22 GPS-Tracking Vehicles (PM) Counter Calibrations (AM)	23	24	25	26	27	28
29	30	**Notes:**				

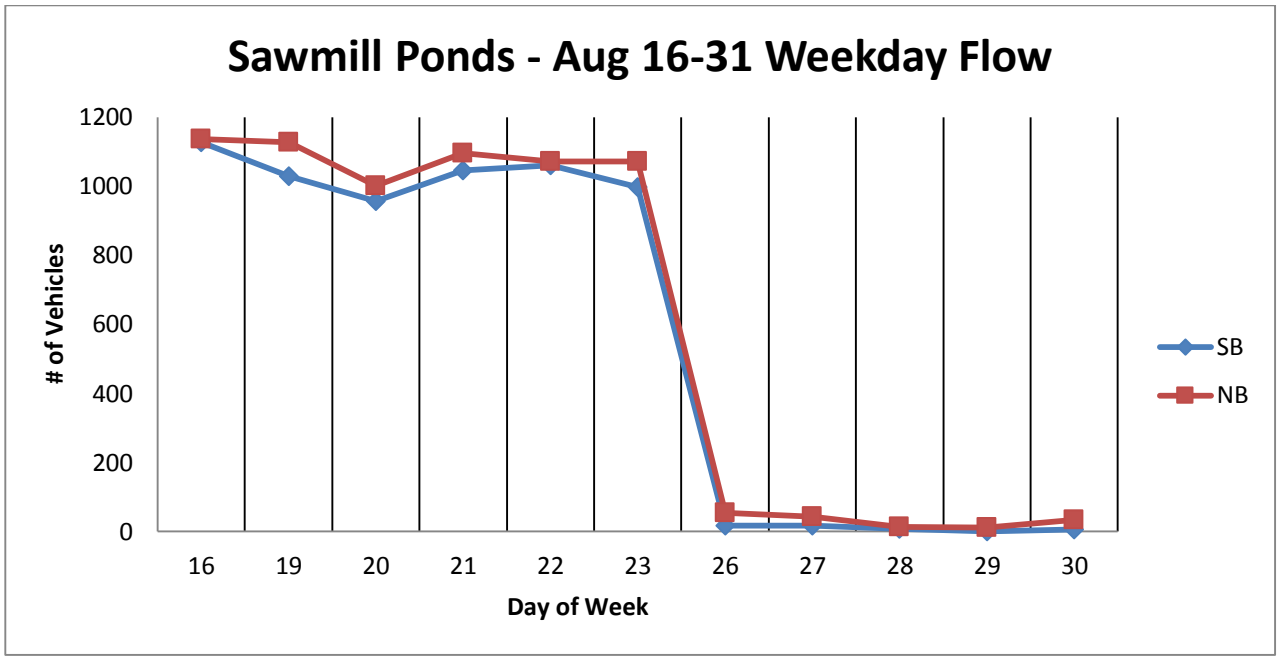
Appendix B – Directional Traffic Flow from Tube Counters

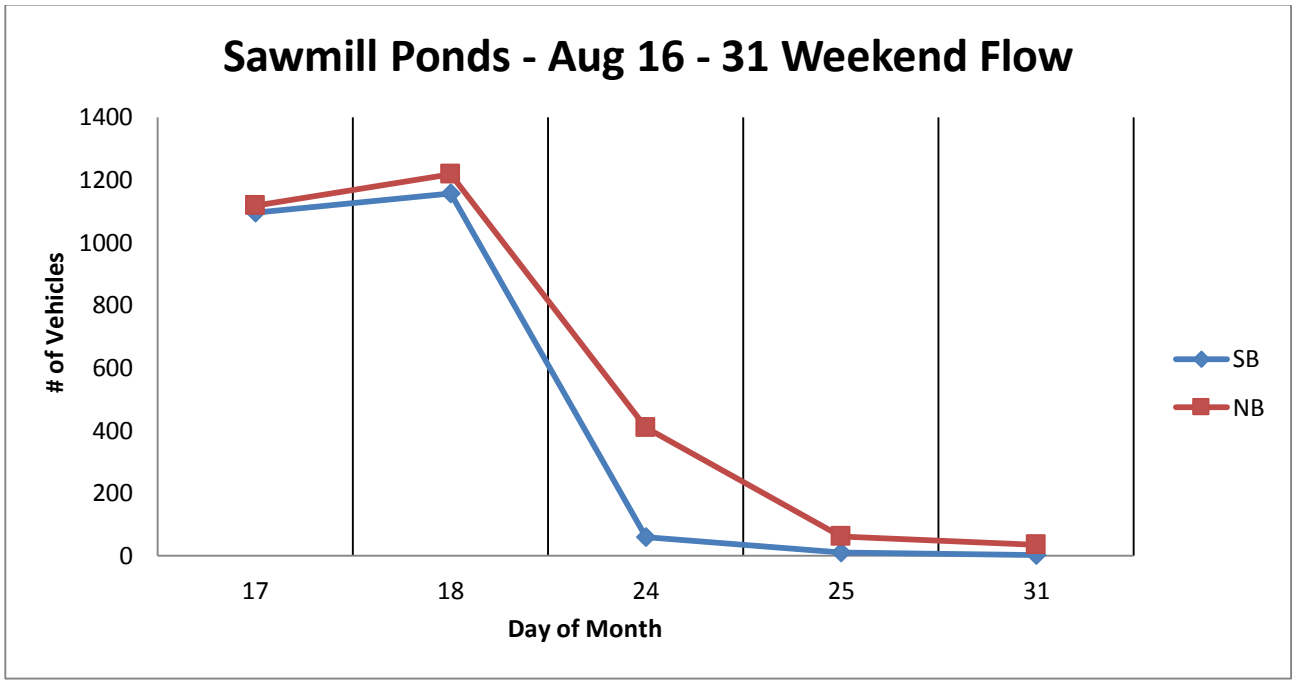


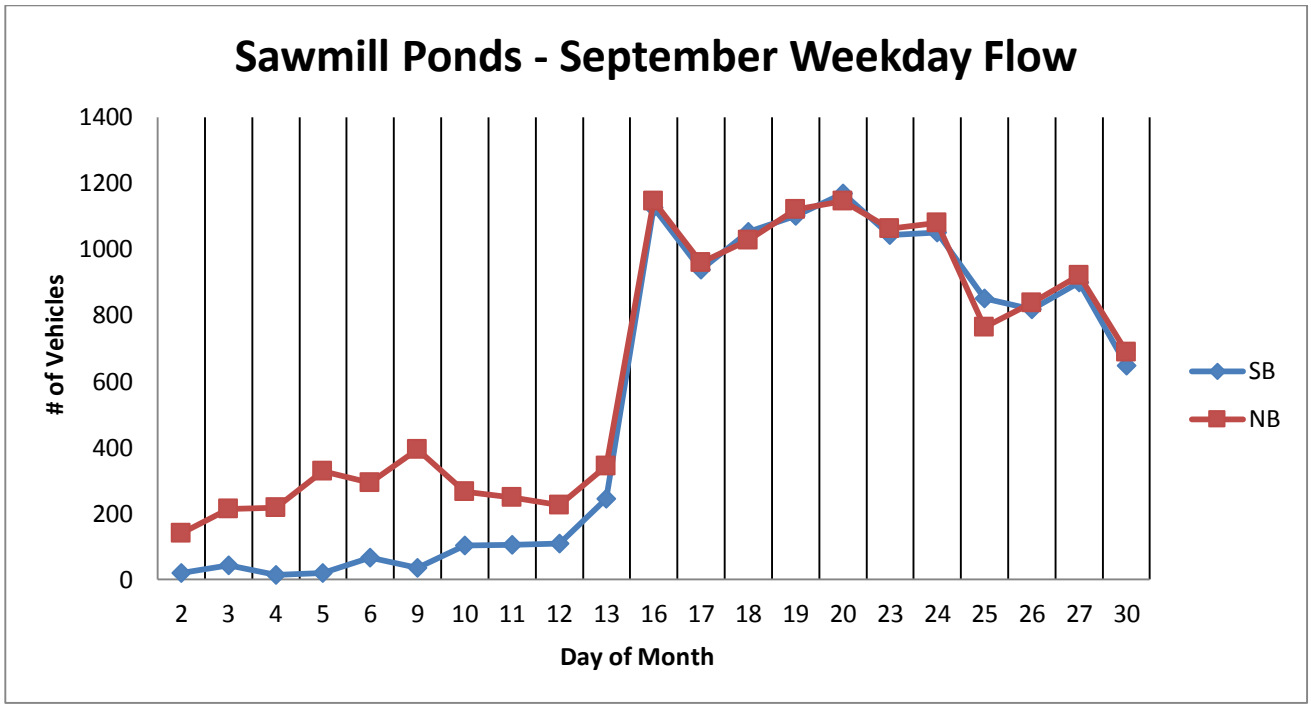


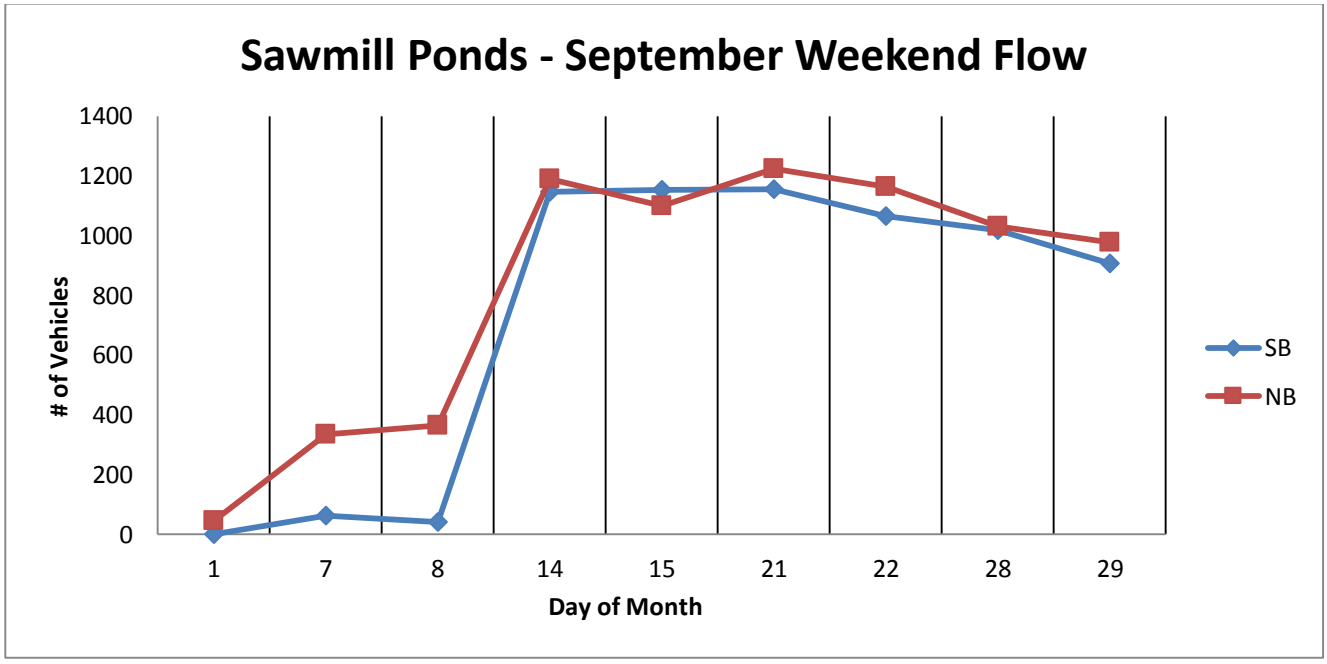

Sawmill Ponds - Aug 1 -15 Weekday Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1
2
5
6
7
8
9
12
13
14
15
Day of Month
SB
NB

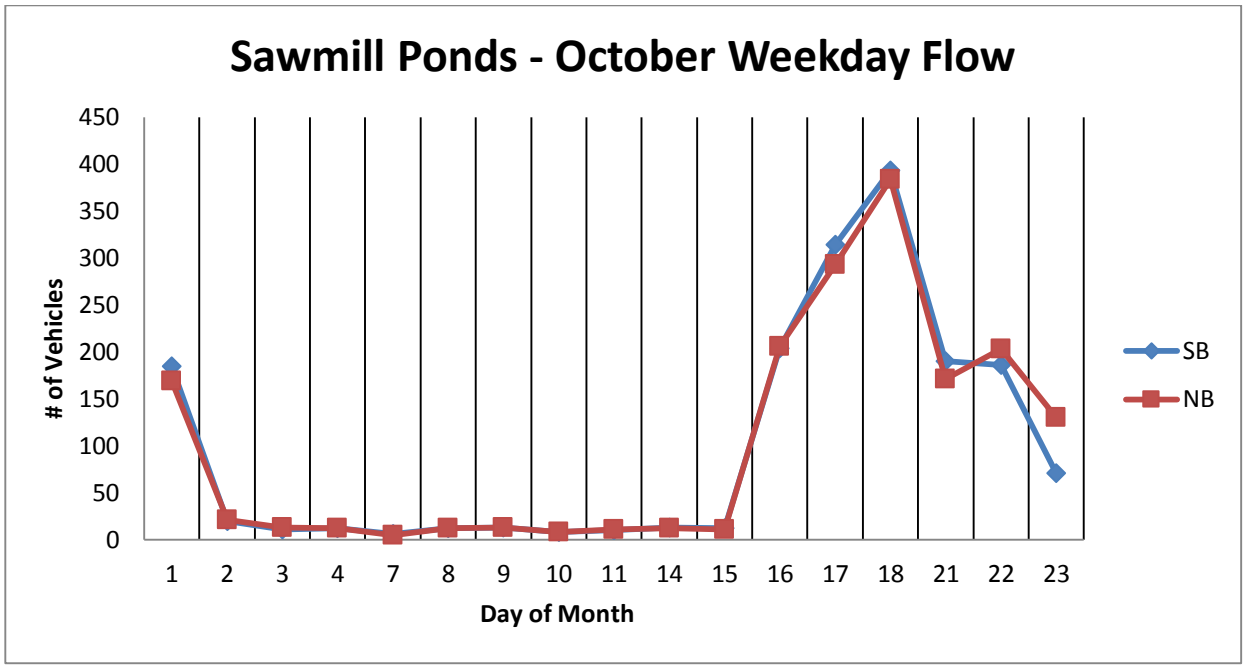

Sawmill Ponds - Aug 1-15 Weekend Flow
1400
1350
1300
1250
1200
1150
1100
1050
1000
# of Vehicles
3
4
10
11
Day of Month
SB
NB

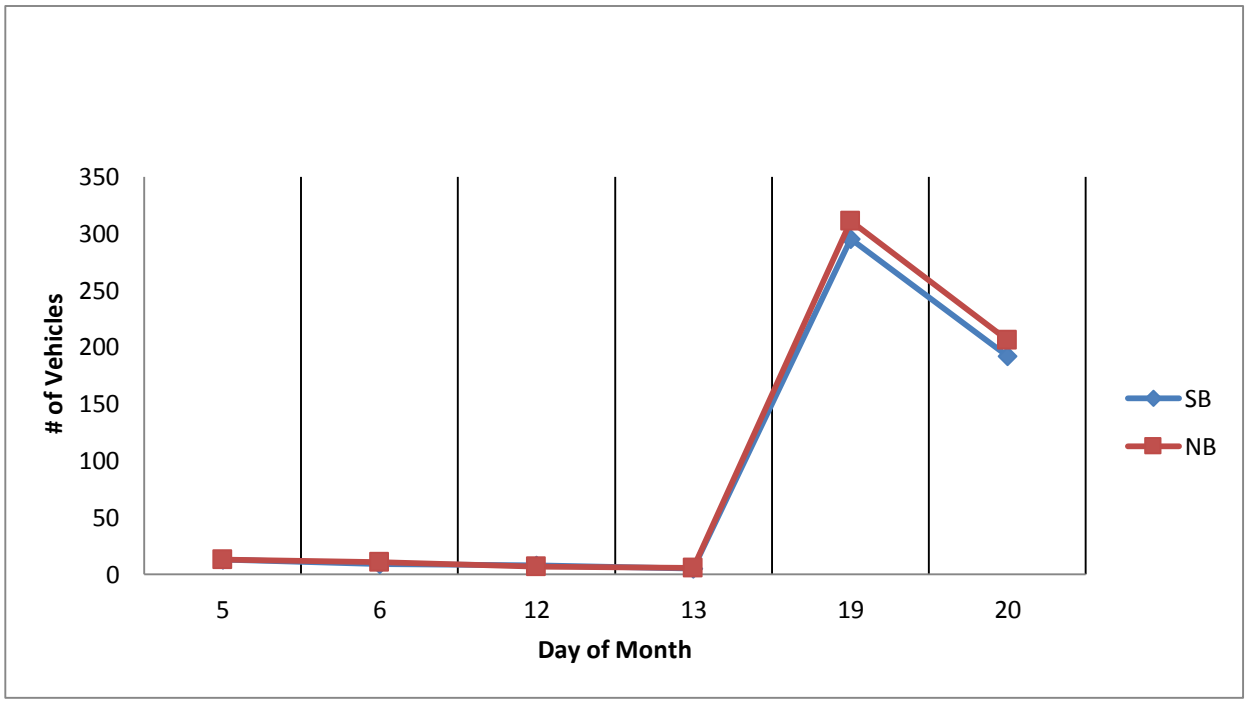

Sawmill Ponds - Aug 16-31 Weekday Flow
1200
1000
800
600
400
200
0
# of Vehicles
16
19
20
21
22
23
26
27
28
29
30
Day of Week
SB
NB

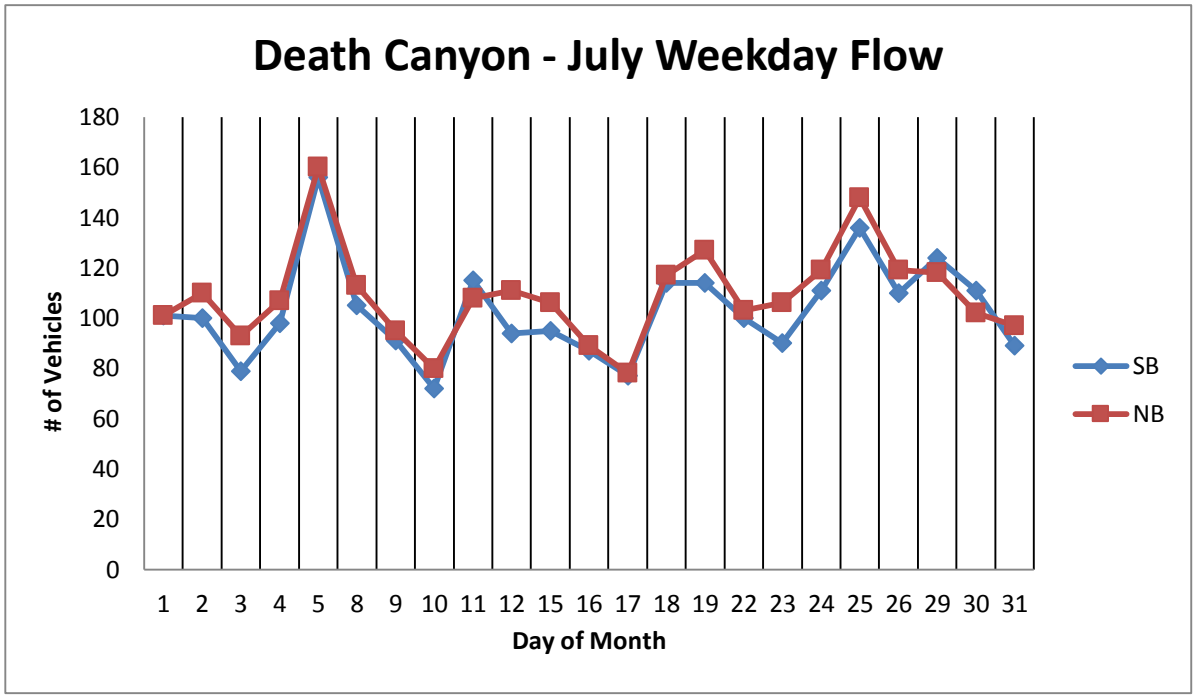

Sawmill Ponds - Aug 16 - 31 Weekend Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
17
18
24
25
31
Day of Month
SB
NB

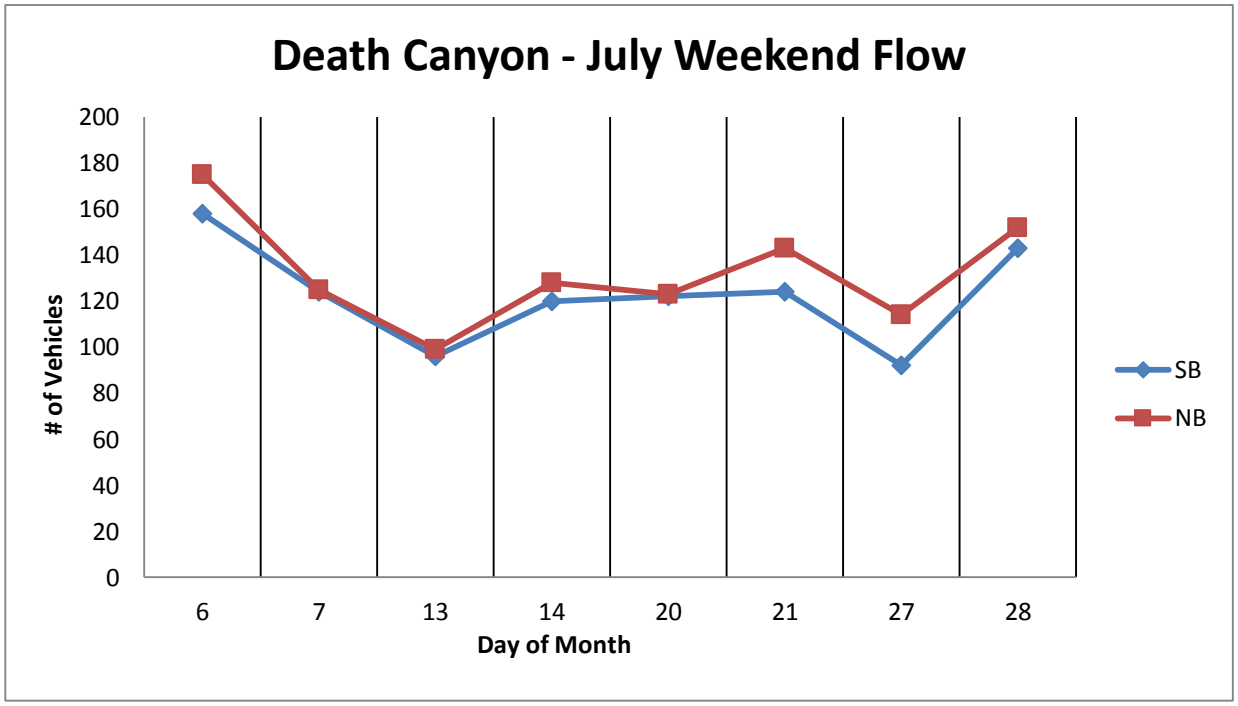

Sawmill Ponds - September Weekday Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
2 3 4 5 6 9 10 11 12 13 16 17 18 19 20 23 24 25 26 27 30
Day of Month
SB
NB

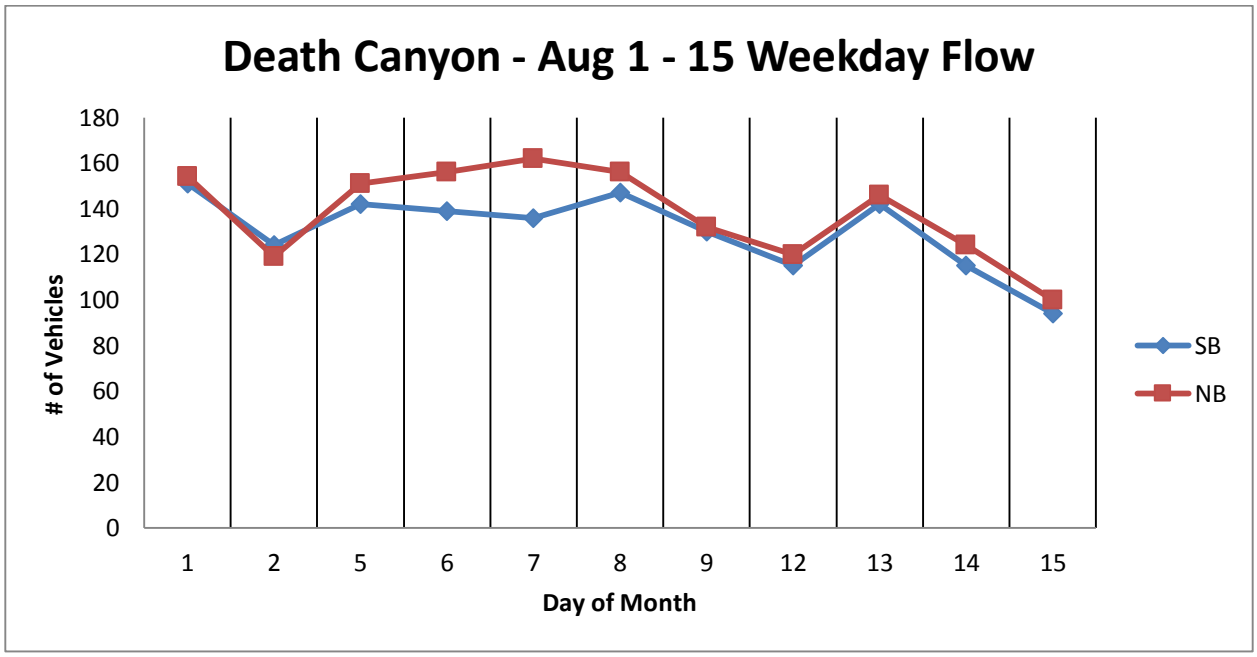

Sawmill Ponds - September Weekend Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1 7 8 14 15 21 22 28 29
Day of Month
SB
NB

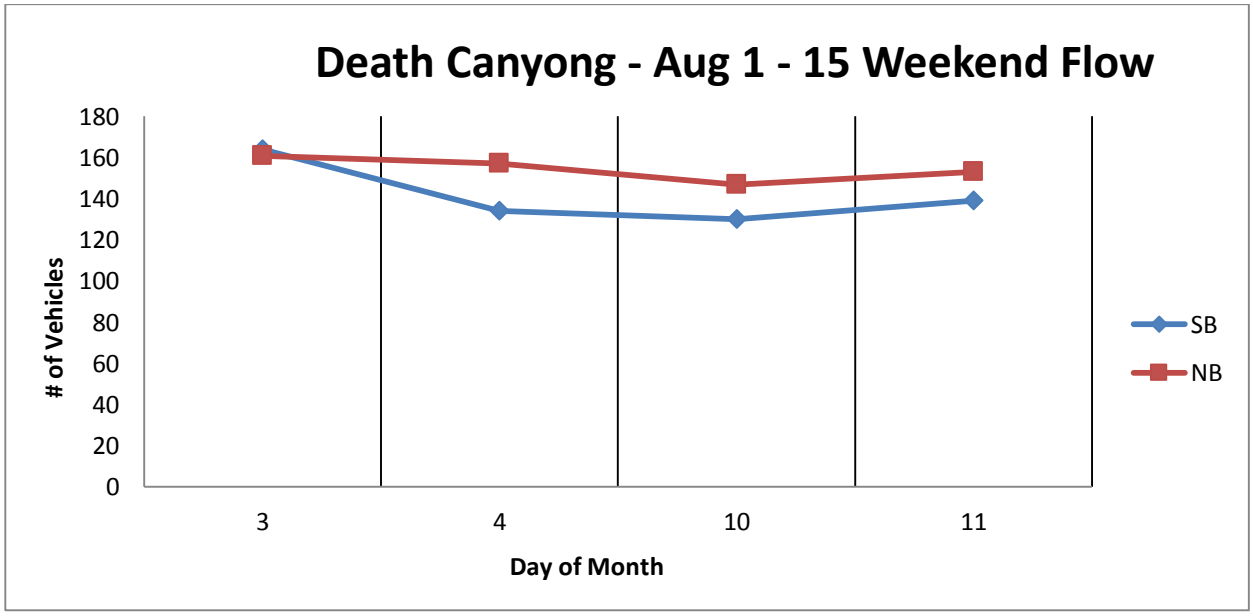

Sawmill Ponds - October Weekday Flow
450
400
350
300
250
200
150
100
50
0
# of Vehicles
1
2
3
4
7
8
9
10
11
14
15
16
17
18
21
22
23
Day of Month
SB
NB

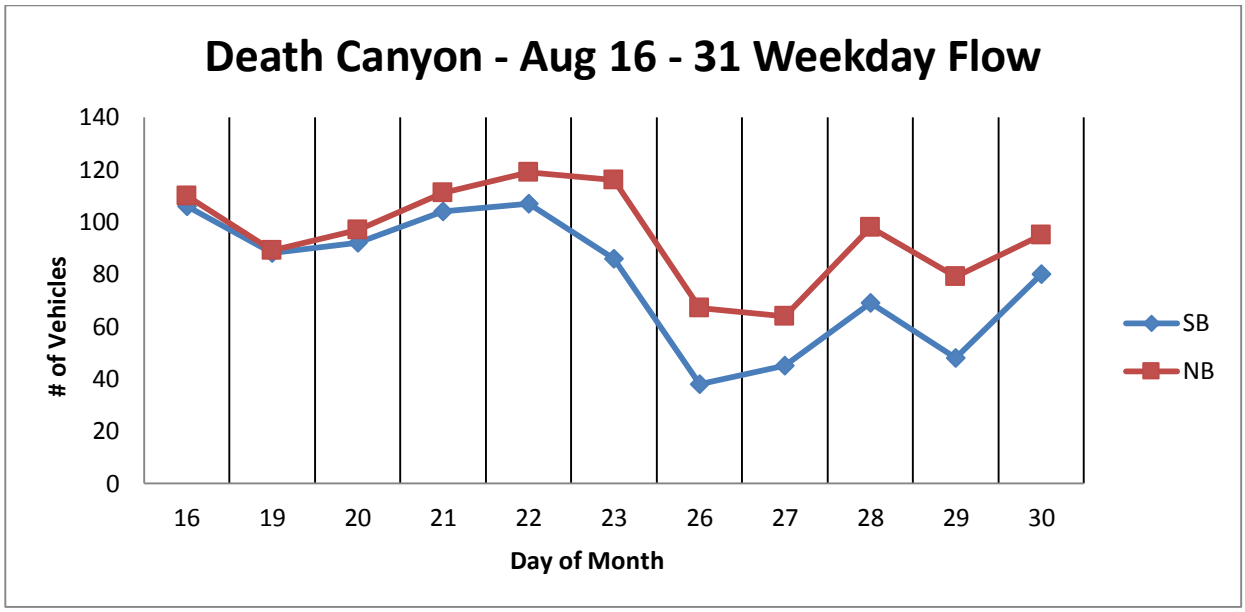

350
300
250
200
150
100
50
0
# of Vehicles
5
6
12
13
19
20
Day of Month
SB
NB

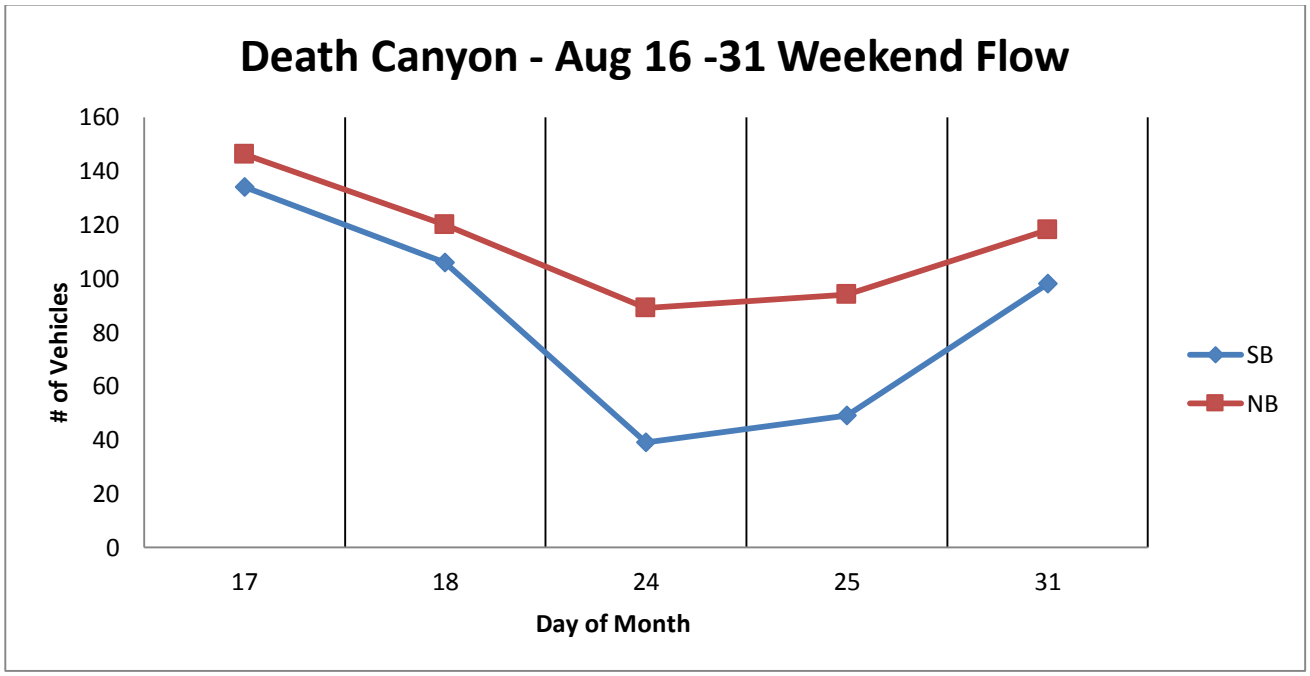

Death Canyon - July Weekday Flow
# of Vehicles
180
160
140
120
100
80
60
40
20
0
1 2 3 4 5 8 9 10 11 12 15 16 17 18 19 22 23 24 25 26 29 30 31
Day of Month
SB
NB

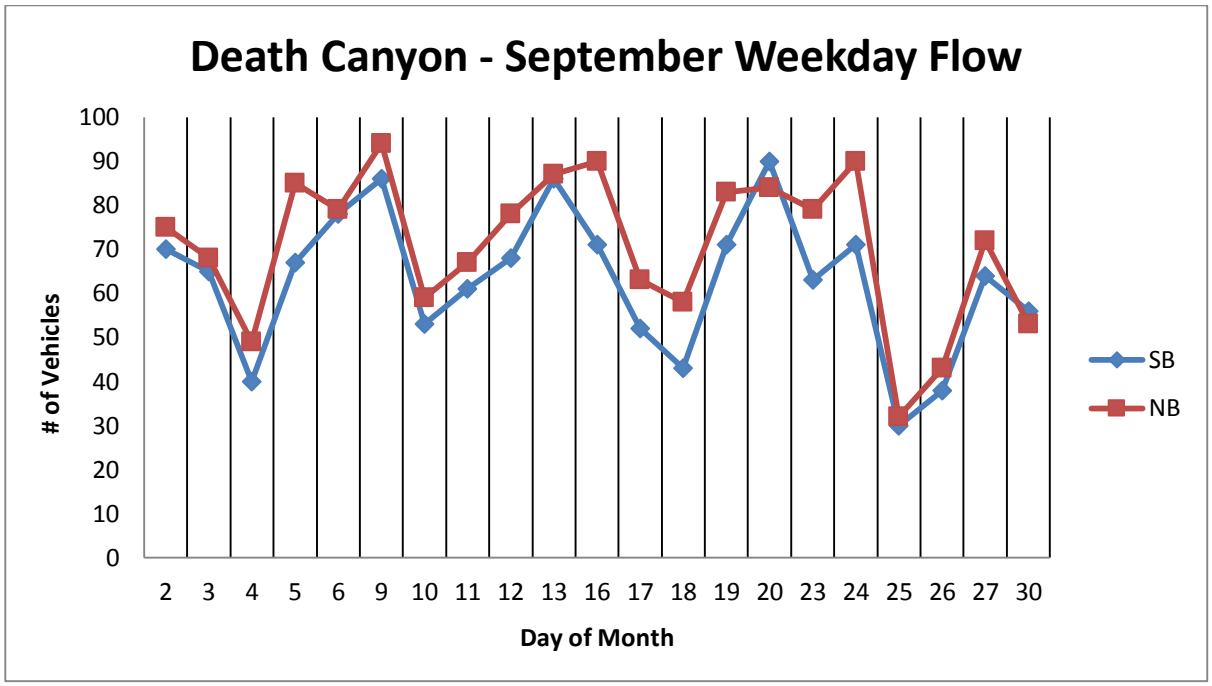

Death Canyon - July Weekend Flow
# of Vehicles
200
180
160
140
120
100
80
60
40
20
0
6 7 13 14 20 21 27 28
Day of Month
SB
NB

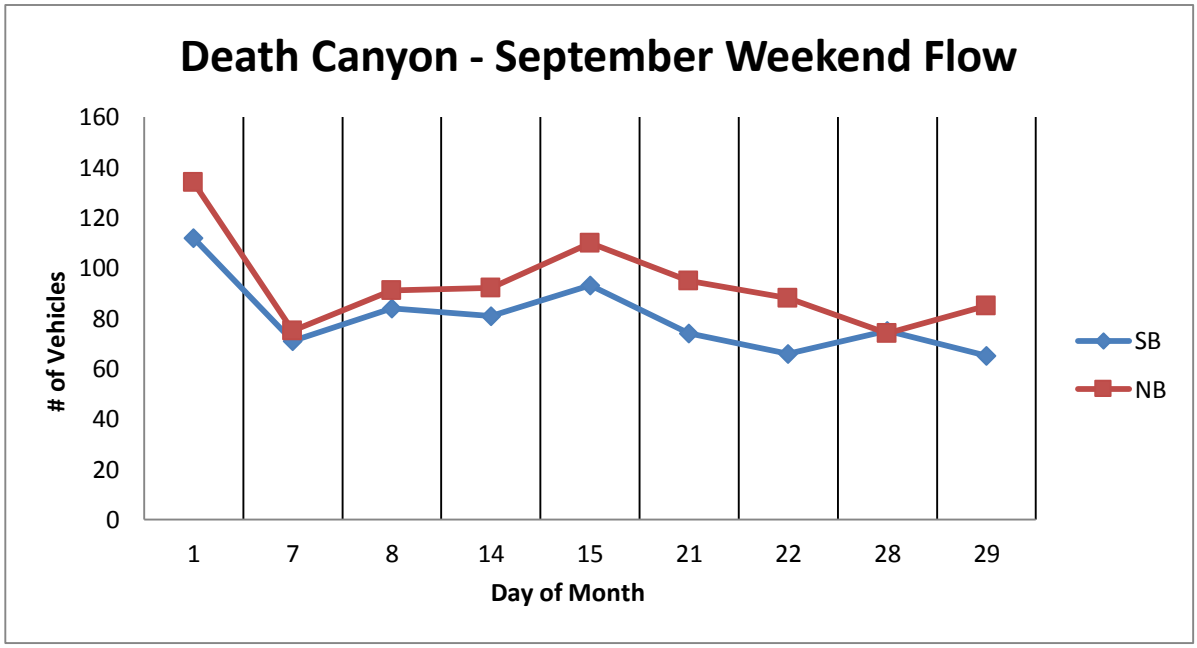

Death Canyon - Aug 1 - 15 Weekday Flow
# of Vehicles
180
160
140
120
100
80
60
40
20
0
1
2
5
6
7
8
9
12
13
14
15
Day of Month
SB
NB

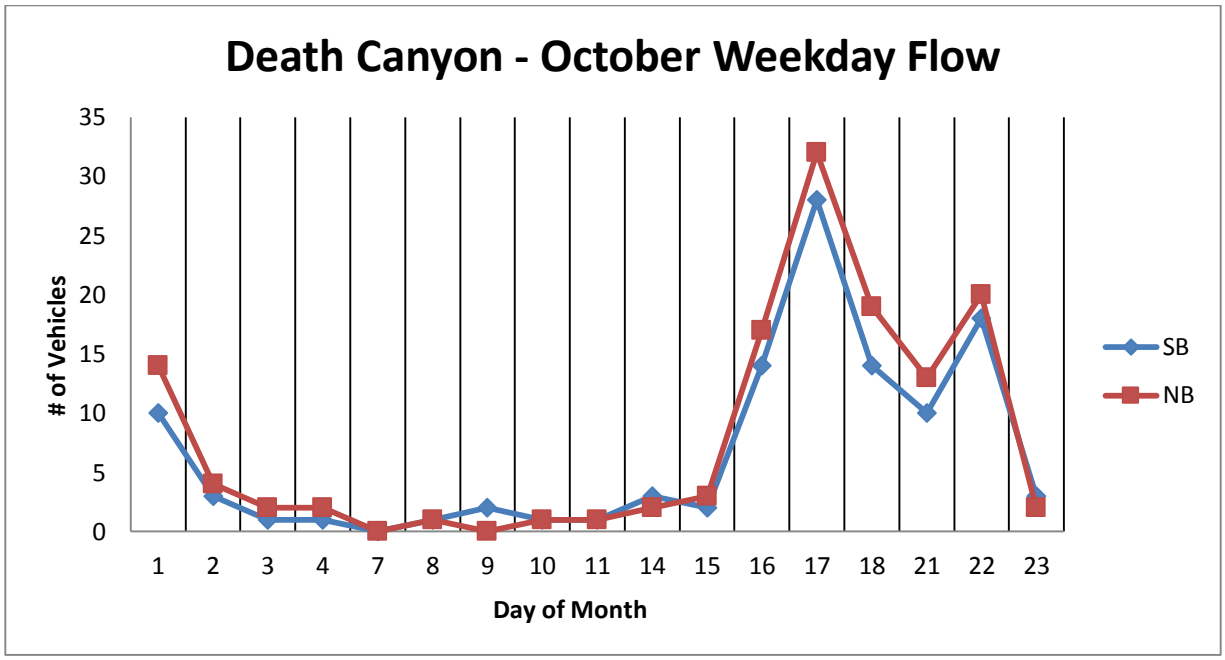

Death Canyong - Aug 1 - 15 Weekend Flow
# of Vehicles
180
160
140
120
100
80
60
40
20
0
3
4
10
11
Day of Month
SB
NB

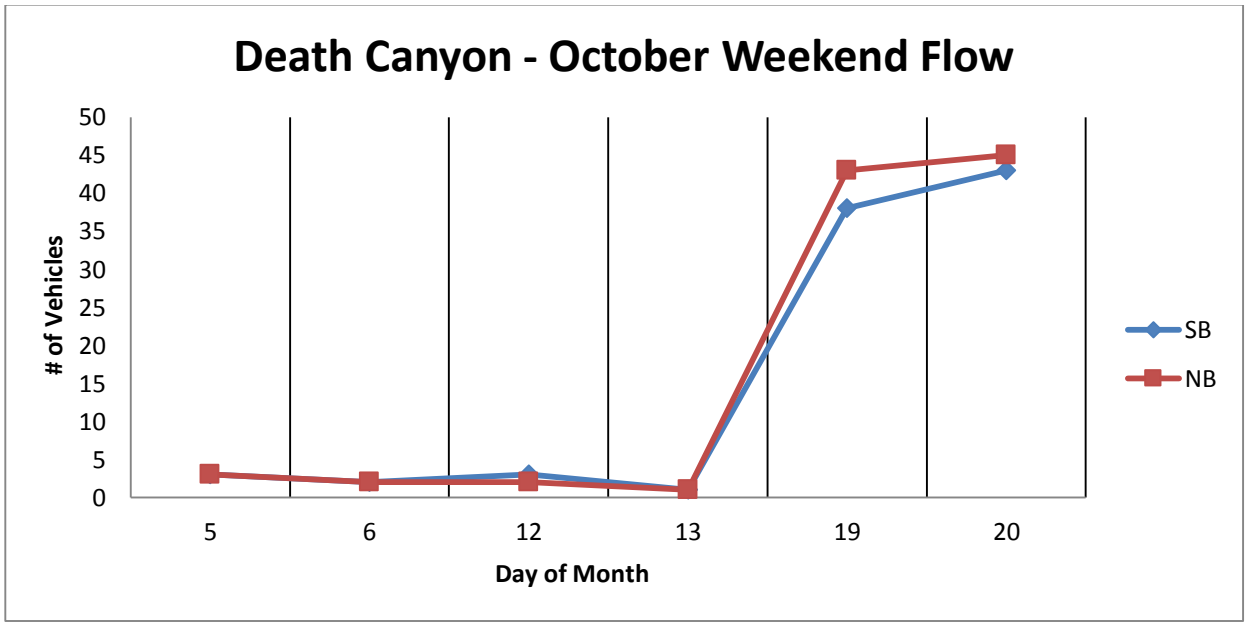

Death Canyon - Aug 16 - 31 Weekday Flow
140
120
100
80
60
40
20
0
# of Vehicles
16
19
20
21
22
23
26
27
28
29
30
Day of Month
SB
NB

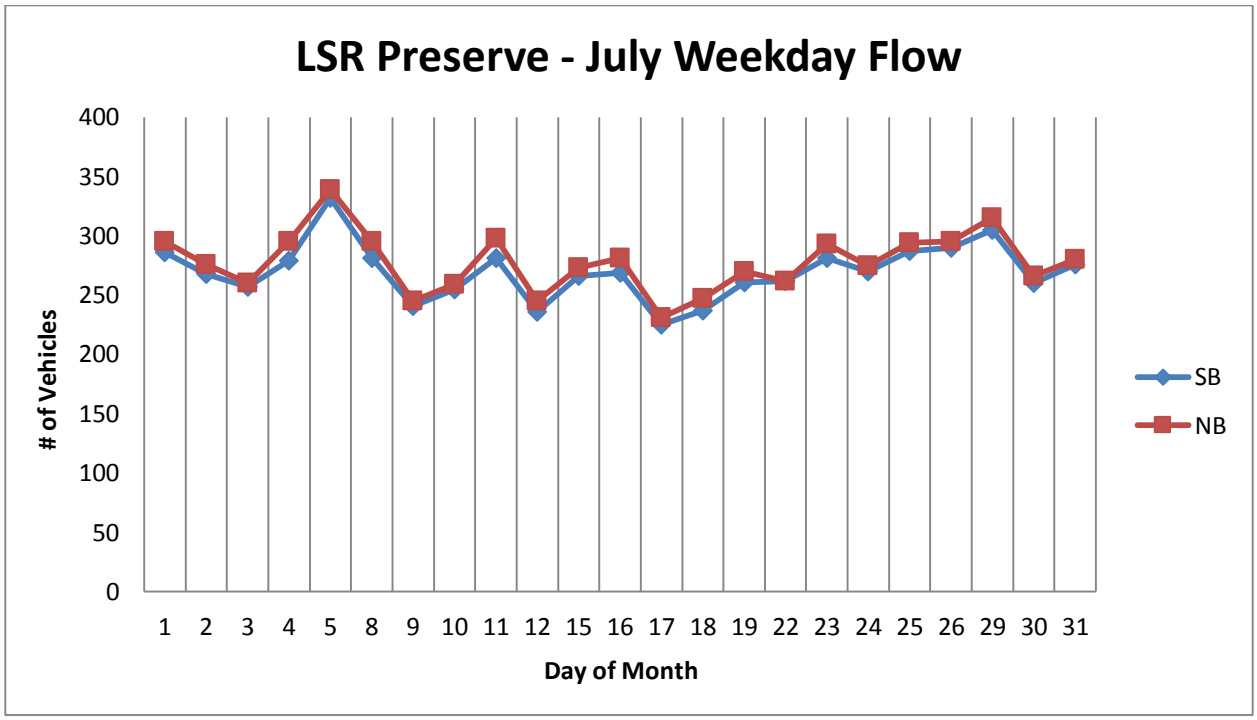

Death Canyon - Aug 16 -31 Weekend Flow
160
140
120
100
80
60
40
20
0
# of Vehicles
17
18
24
25
31
Day of Month
SB
NB

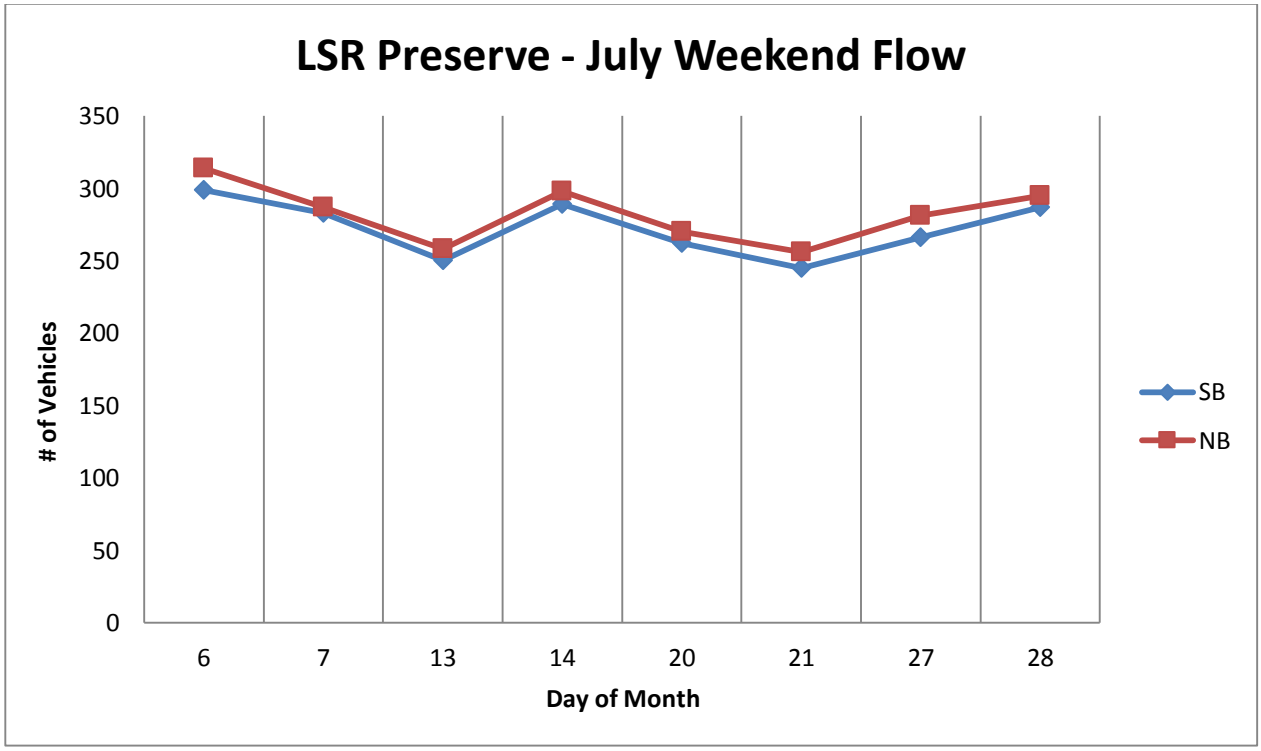

Death Canyon - September Weekday Flow
# of Vehicles
100
90
80
70
60
50
40
30
20
10
0
2 3 4 5 6 9 10 11 12 13 16 17 18 19 20 23 24 25 26 27 30
Day of Month
SB
NB

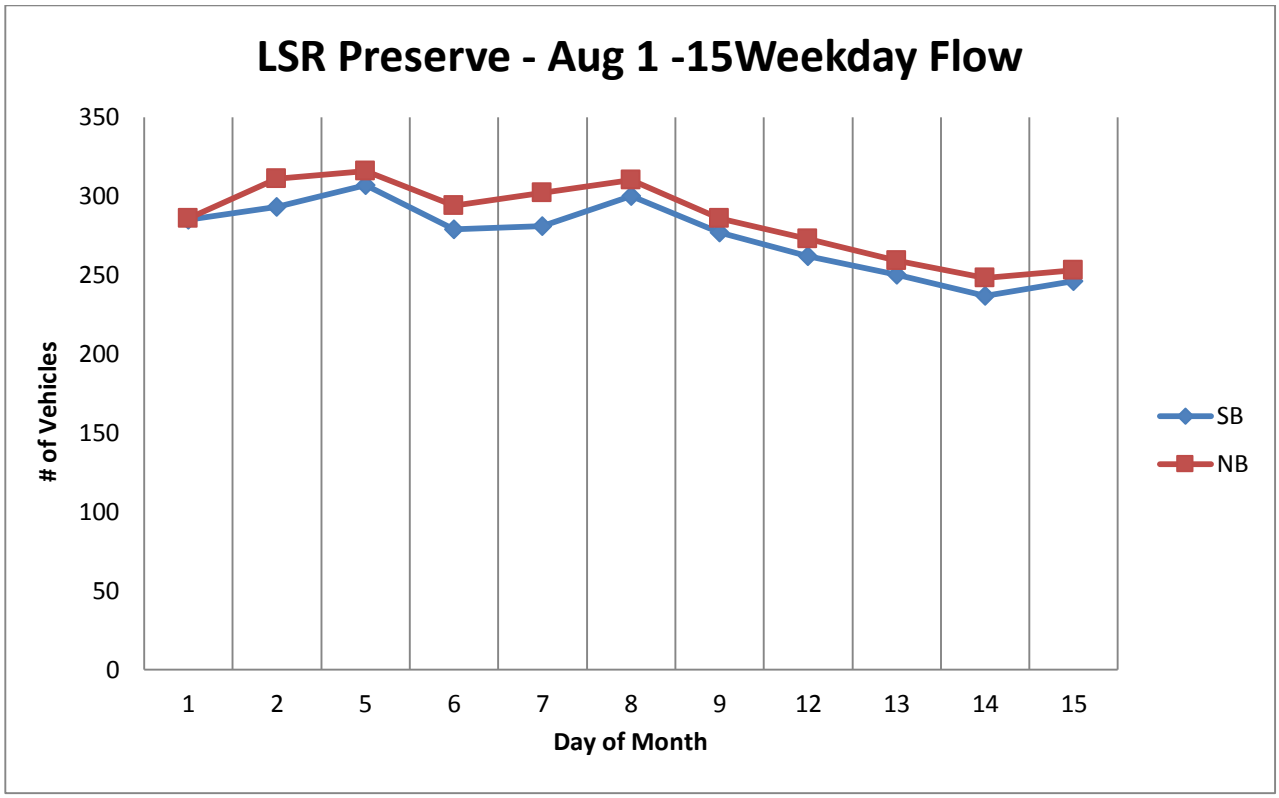

Death Canyon - September Weekend Flow
# of Vehicles
160
140
120
100
80
60
40
20
0
1 7 8 14 15 21 22 28 29
Day of Month
SB
NB

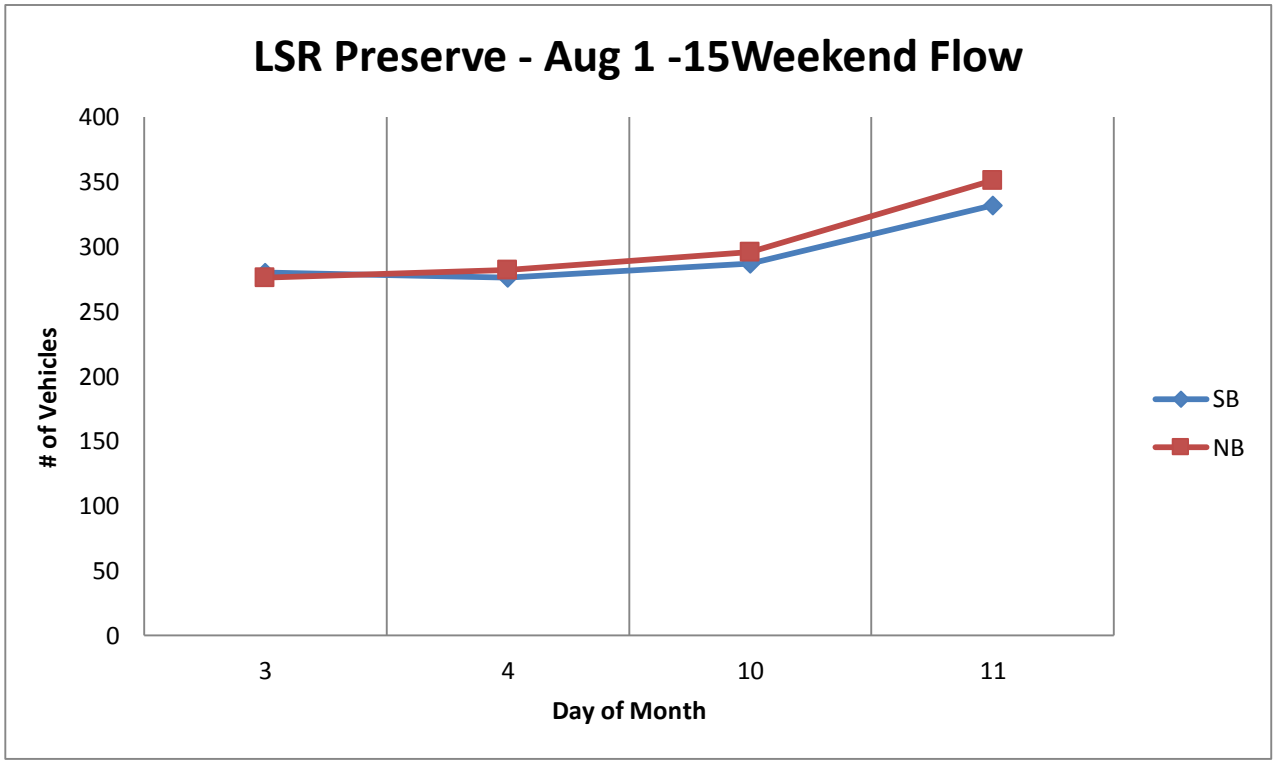

Death Canyon - October Weekday Flow
# of Vehicles
35
30
25
20
15
10
5
0
1
2
3
4
7
8
9
10
11
14
15
16
17
18
21
22
23
Day of Month
SB
NB

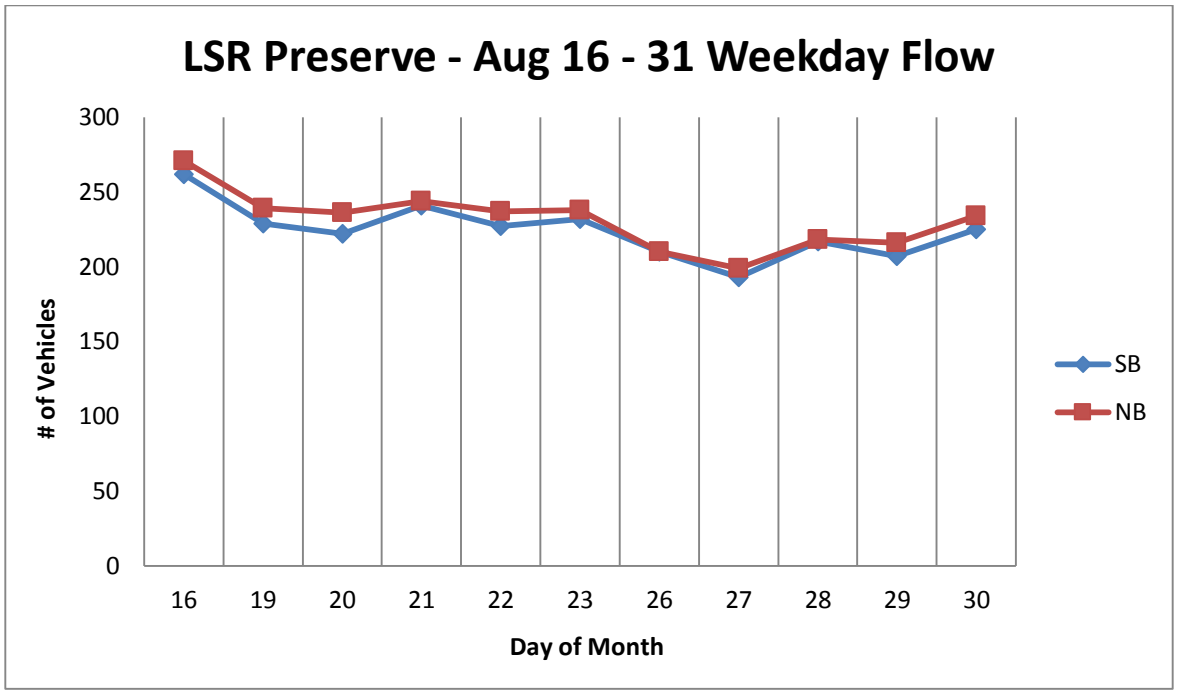

Death Canyon - October Weekend Flow
# of Vehicles
50
45
40
35
30
25
20
15
10
5
0
5
6
12
13
19
20
Day of Month
SB
NB

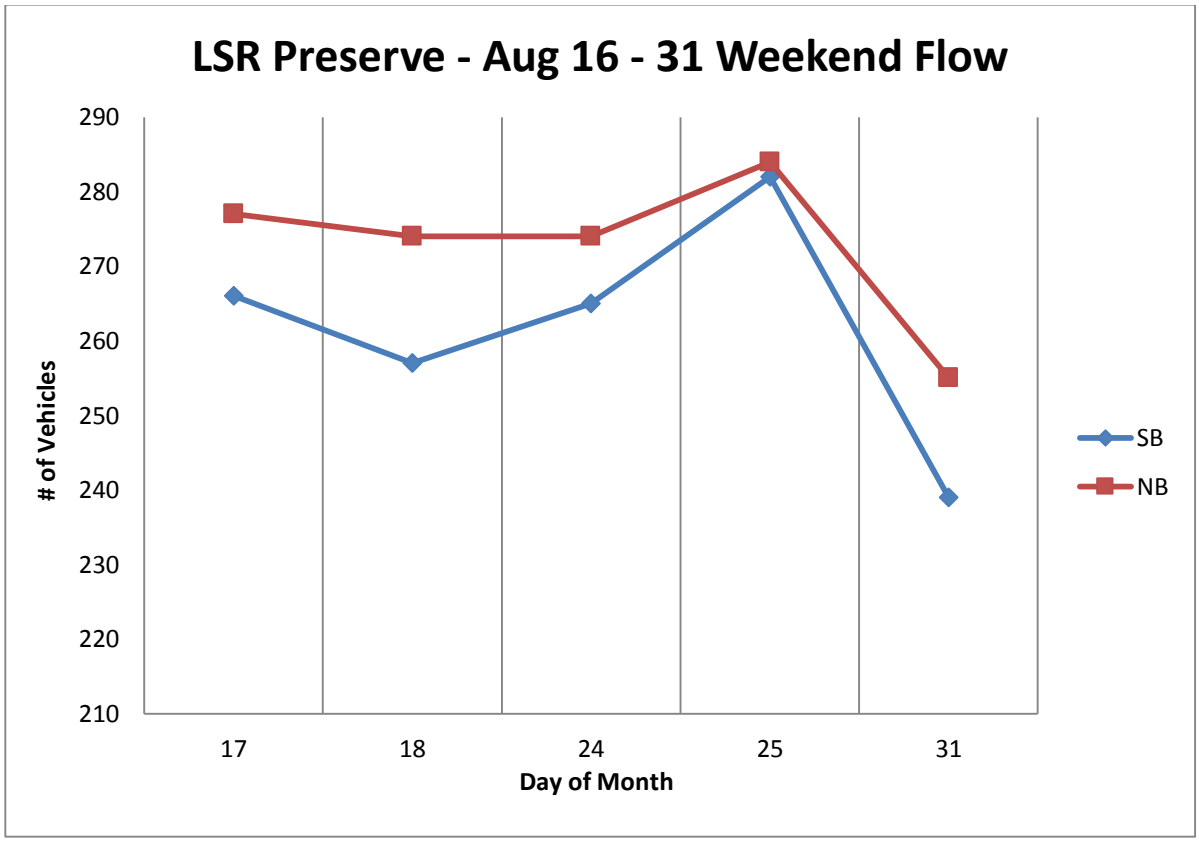

LSR Preserve - July Weekday Flow
400
350
300
250
200
150
100
50
0
# of Vehicles
1 2 3 4 5 8 9 10 11 12 15 16 17 18 19 22 23 24 25 26 29 30 31
Day of Month
SB
NB

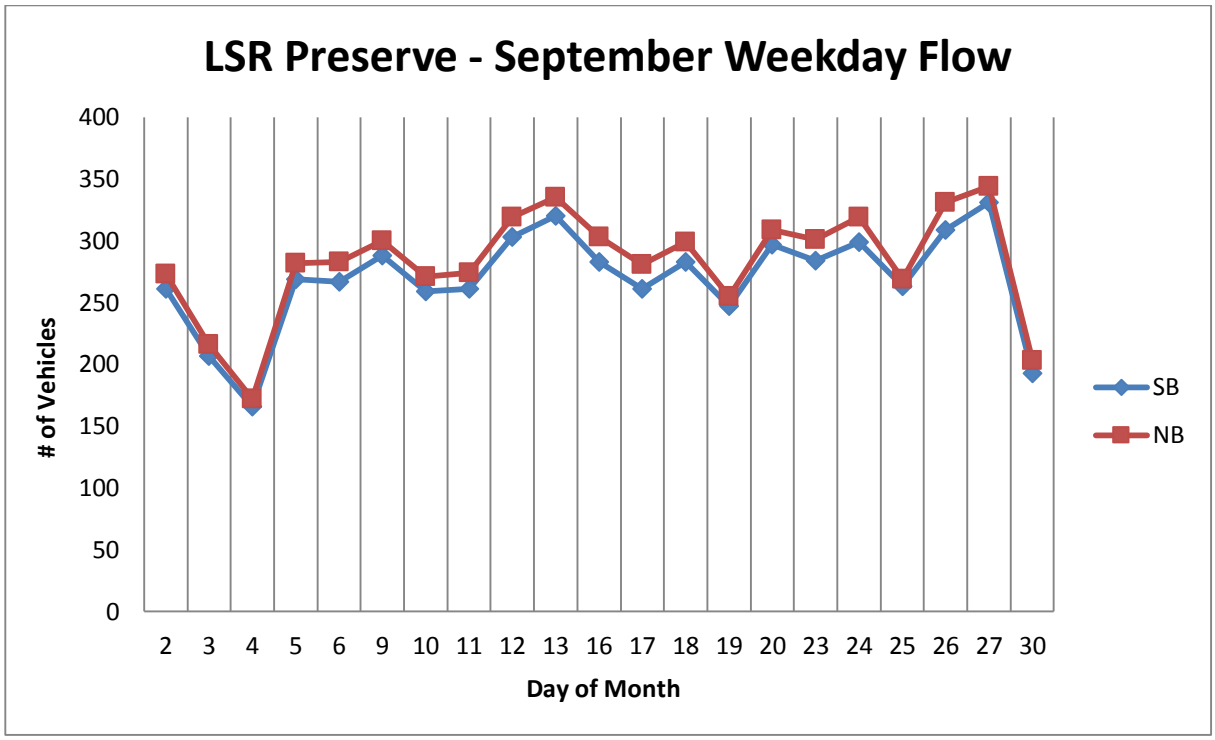

LSR Preserve - July Weekend Flow
350
300
250
200
150
100
50
0
# of Vehicles
6 7 13 14 20 21 27 28
Day of Month
SB
NB

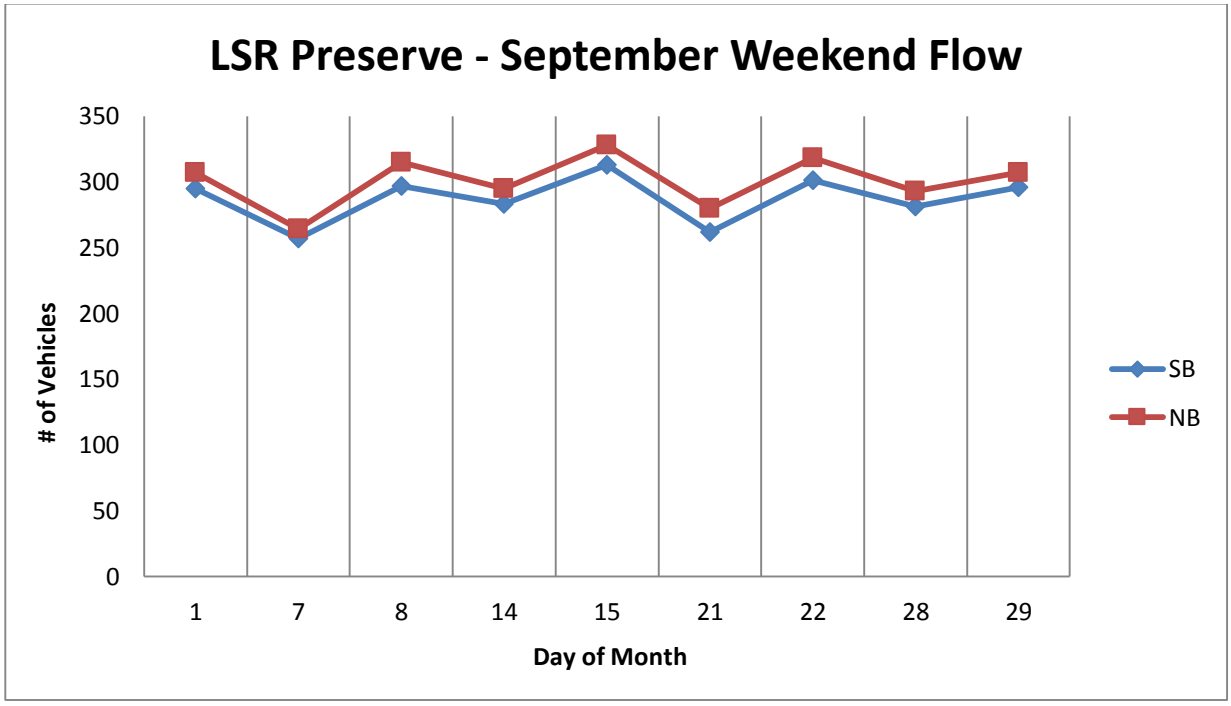

LSR Preserve - Aug 1 -15Weekday Flow
350
300
250
200
150
100
50
0
# of Vehicles
1
2
5
6
7
8
9
12
13
14
15
Day of Month
SB
NB

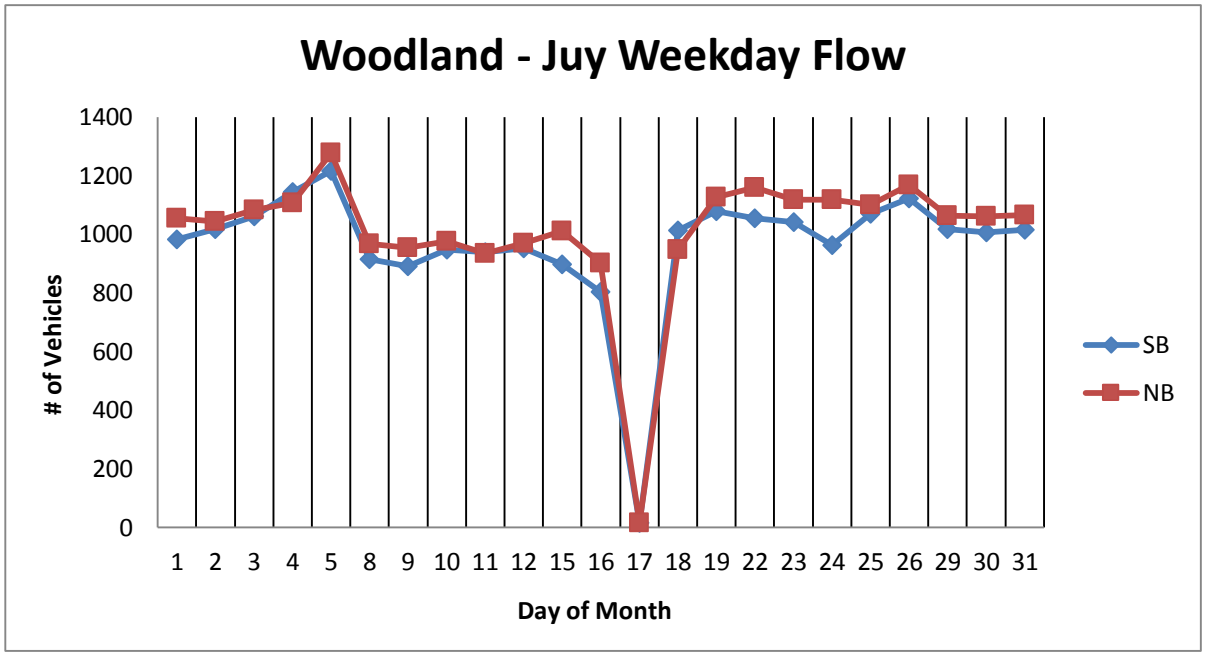

LSR Preserve - Aug 1 -15Weekend Flow
400
350
300
250
200
150
100
50
0
# of Vehicles
3
4
10
11
Day of Month
SB
NB

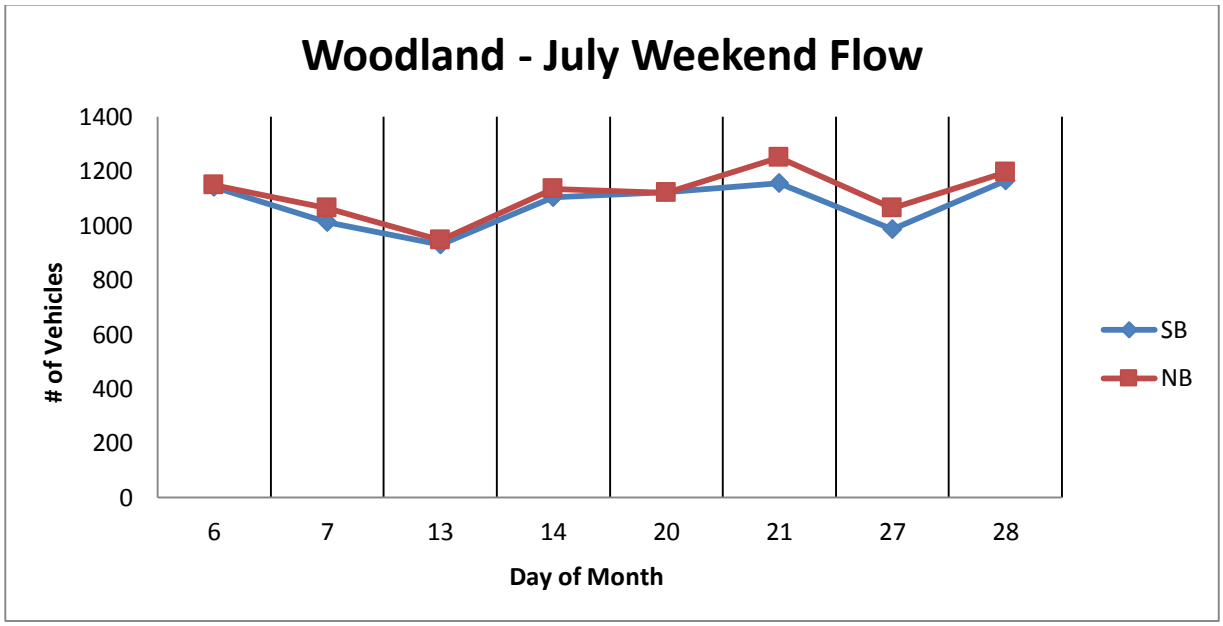

LSR Preserve - Aug 16 - 31 Weekday Flow
300
250
200
150
100
50
0
# of Vehicles
16
19
20
21
22
23
26
27
28
29
30
Day of Month
SB
NB

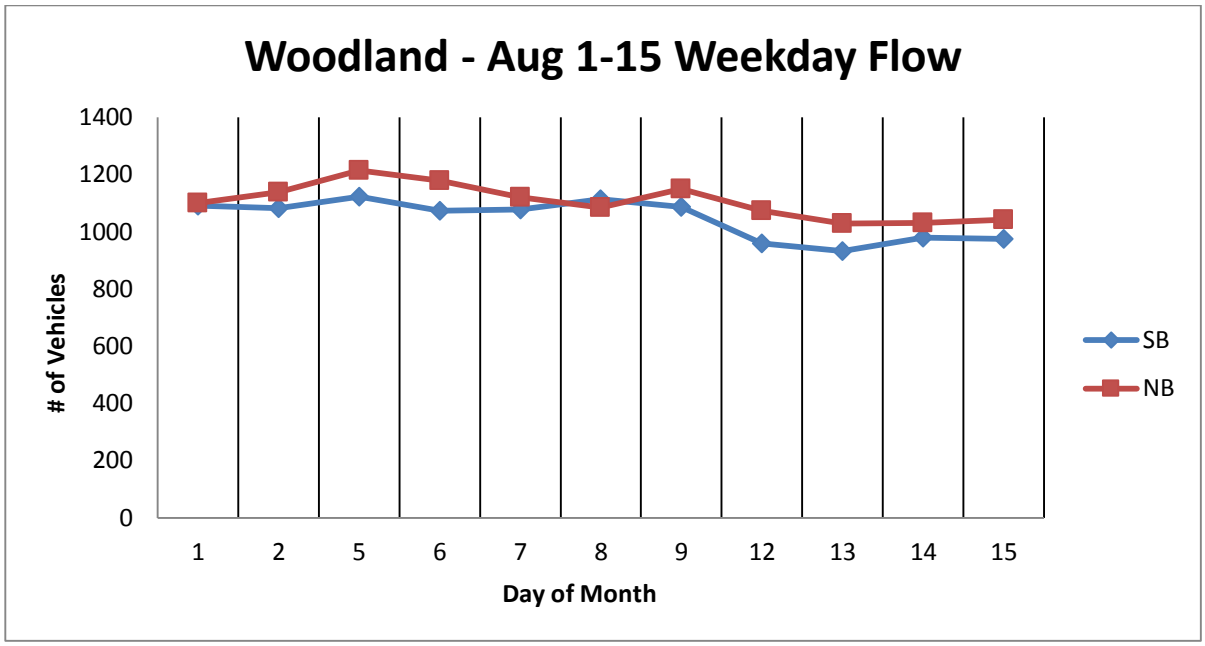

LSR Preserve - Aug 16 - 31 Weekend Flow
290
280
270
260
250
240
230
220
210
# of Vehicles
17
18
24
25
31
Day of Month
SB
NB

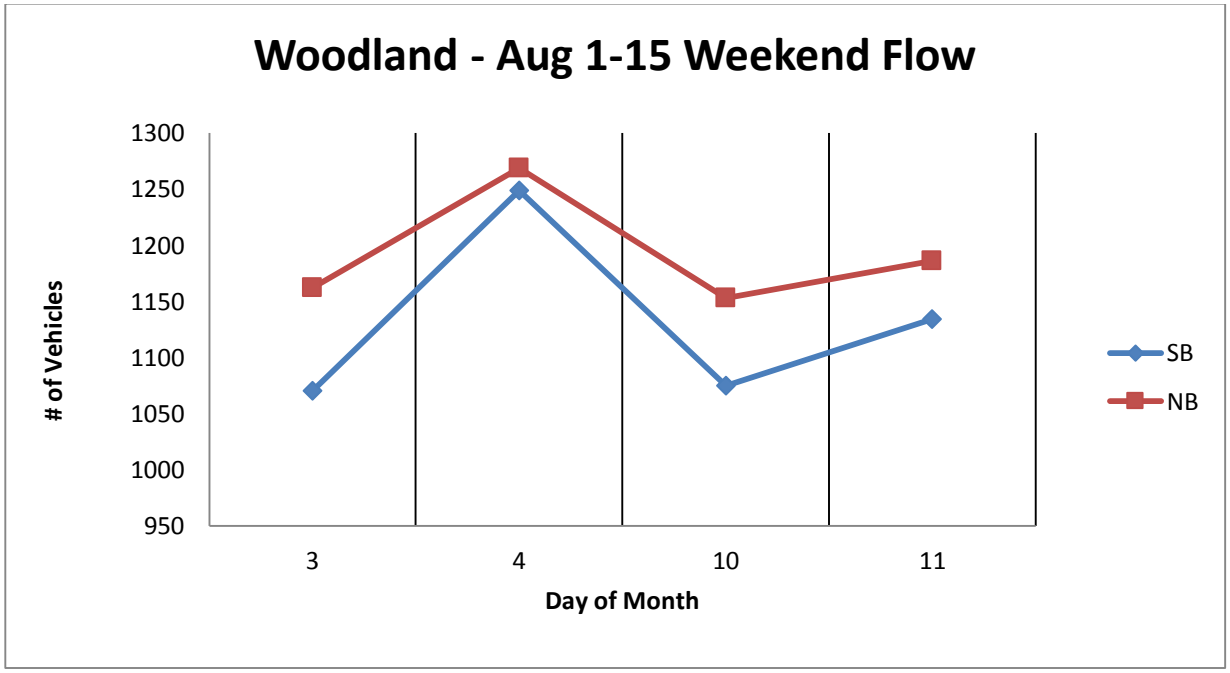

LSR Preserve - September Weekday Flow
400
350
300
250
200
150
100
50
0
# of Vehicles
2 3 4 5 6 9 10 11 12 13 16 17 18 19 20 23 24 25 26 27 30
Day of Month
SB
NB

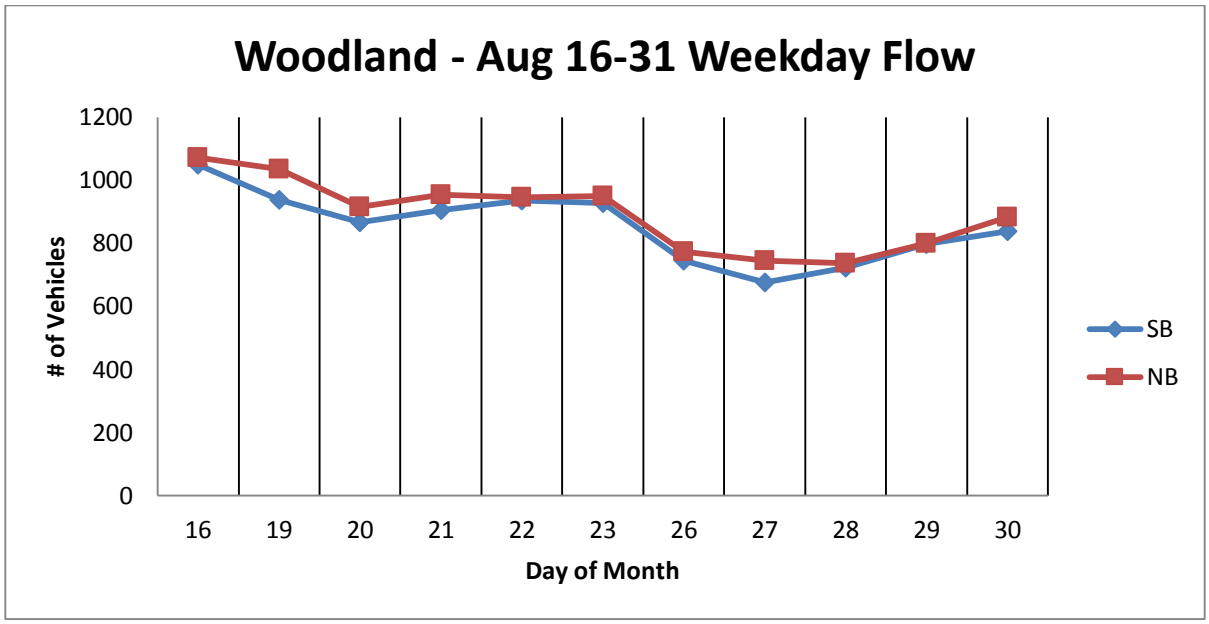

LSR Preserve - September Weekend Flow
350
300
250
200
150
100
50
0
# of Vehicles
1 7 8 14 15 21 22 28 29
Day of Month
SB
NB

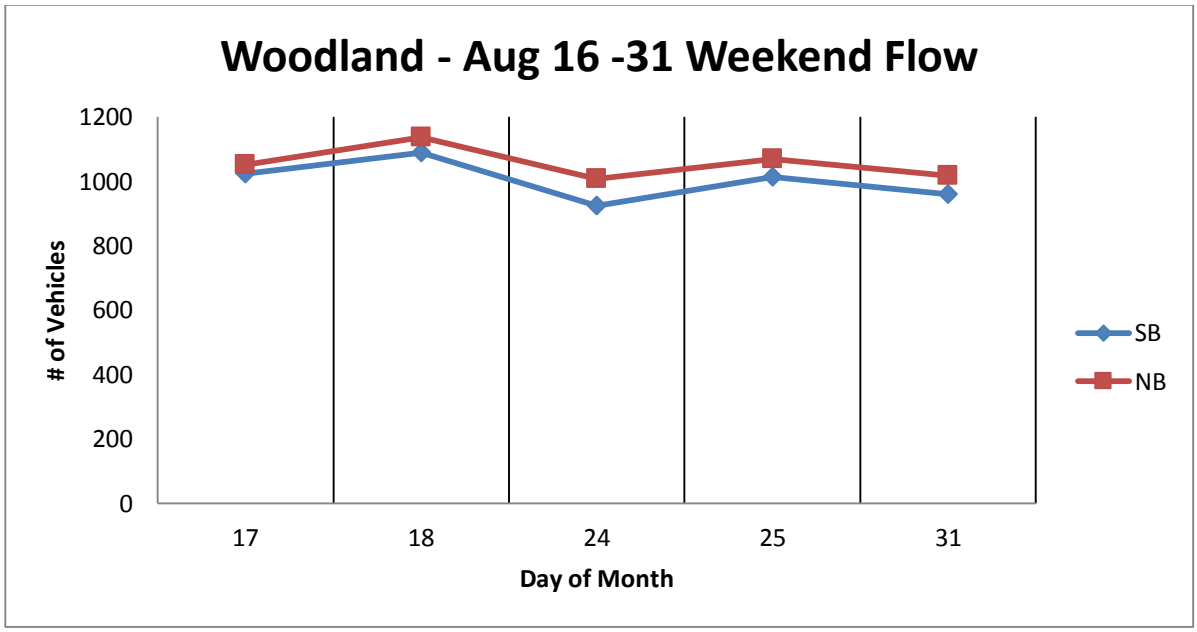

Woodland - Juy Weekday Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1 2 3 4 5 8 9 10 11 12 15 16 17 18 19 22 23 24 25 26 29 30 31
Day of Month
SB
NB

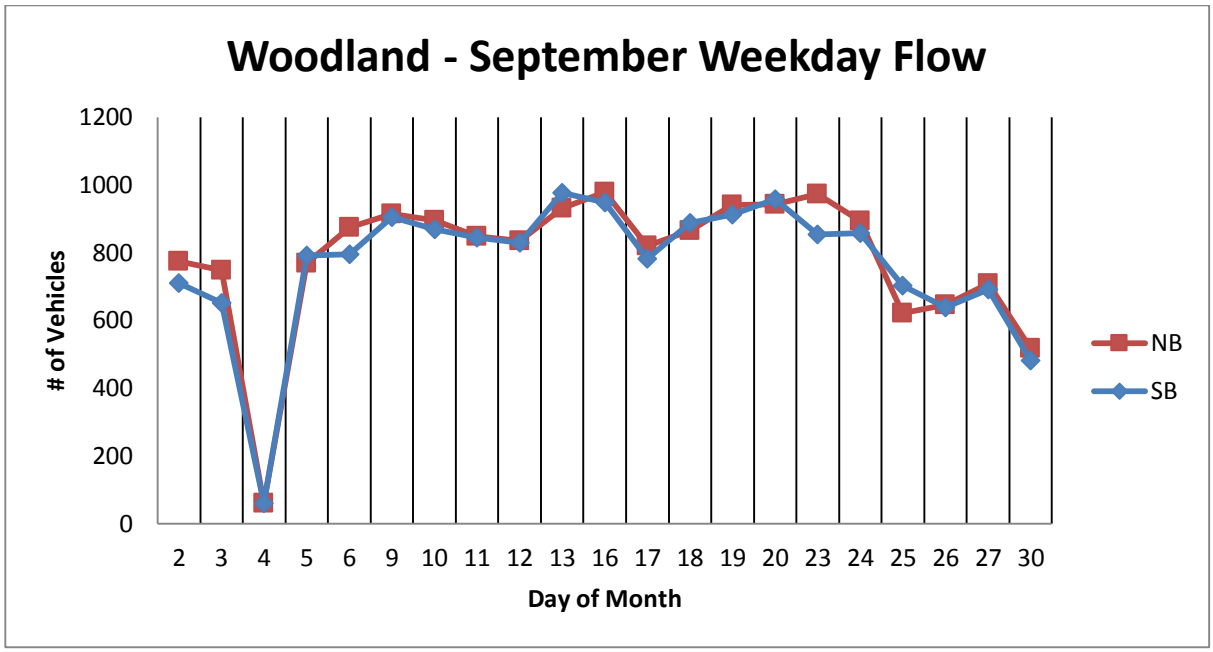

Woodland - July Weekend Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
6 7 13 14 20 21 27 28
Day of Month
SB
NB

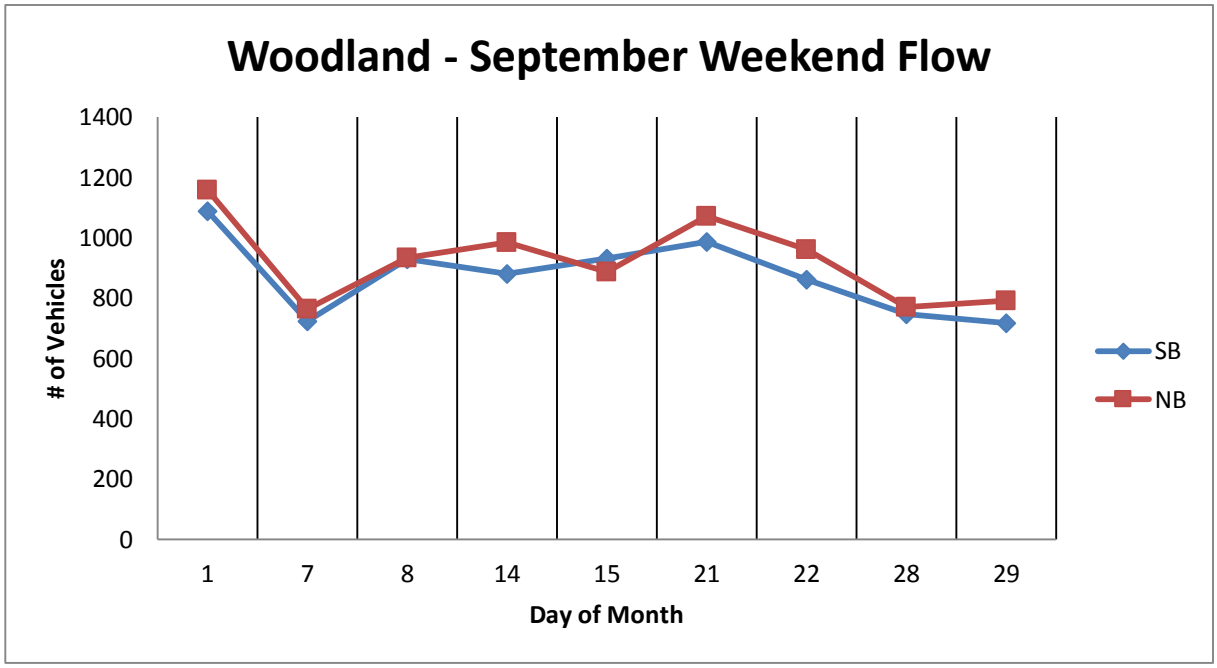

Woodland - Aug 1-15 Weekday Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1
2
5
6
7
8
9
12
13
14
15
Day of Month
SB
NB

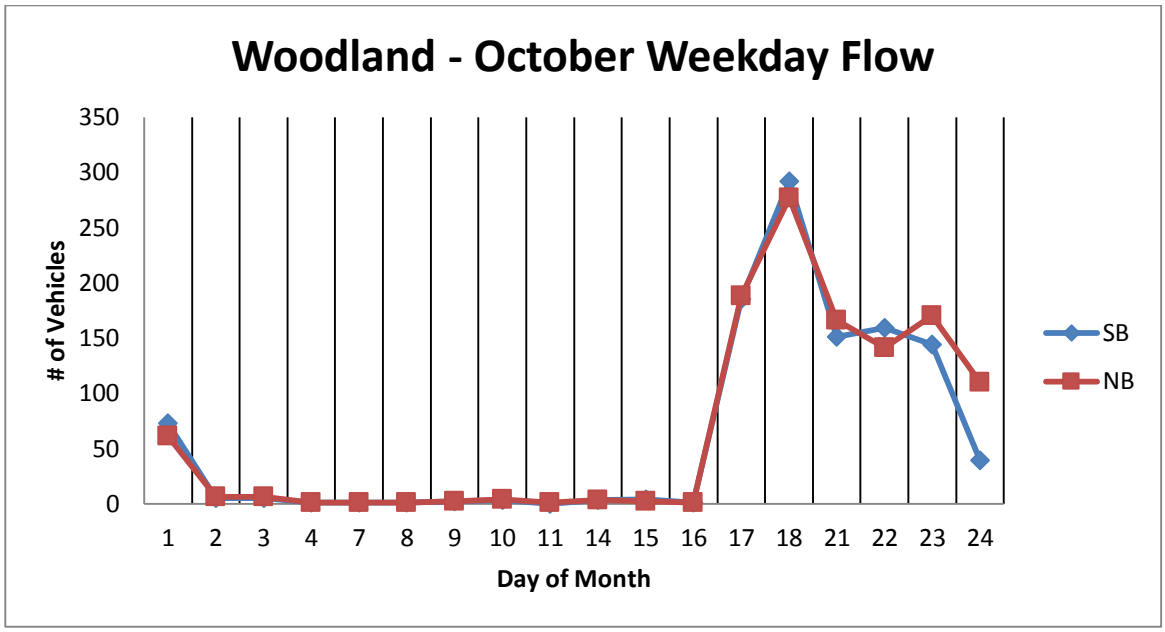

Woodland - Aug 1-15 Weekend Flow
1300
1250
1200
1150
1100
1050
1000
950
# of Vehicles
3
4
10
11
Day of Month
SB
NB

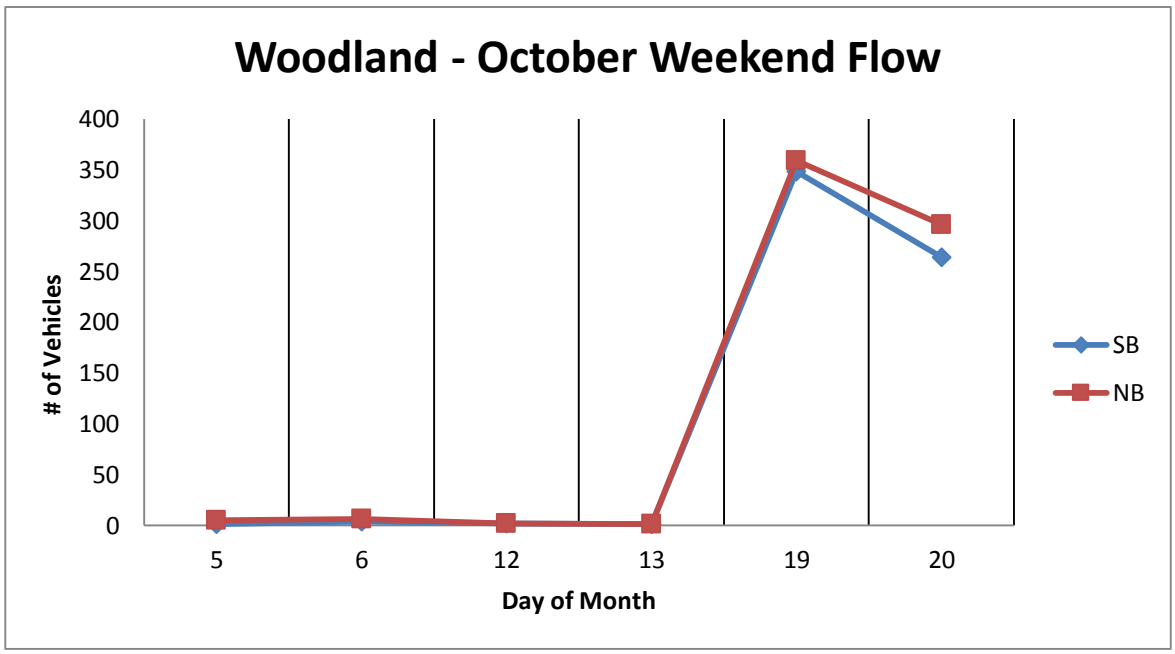

Woodland - Aug 16-31 Weekday Flow
1200
1000
800
600
400
200
0
# of Vehicles
16
19
20
21
22
23
26
27
28
29
30
Day of Month
SB
NB

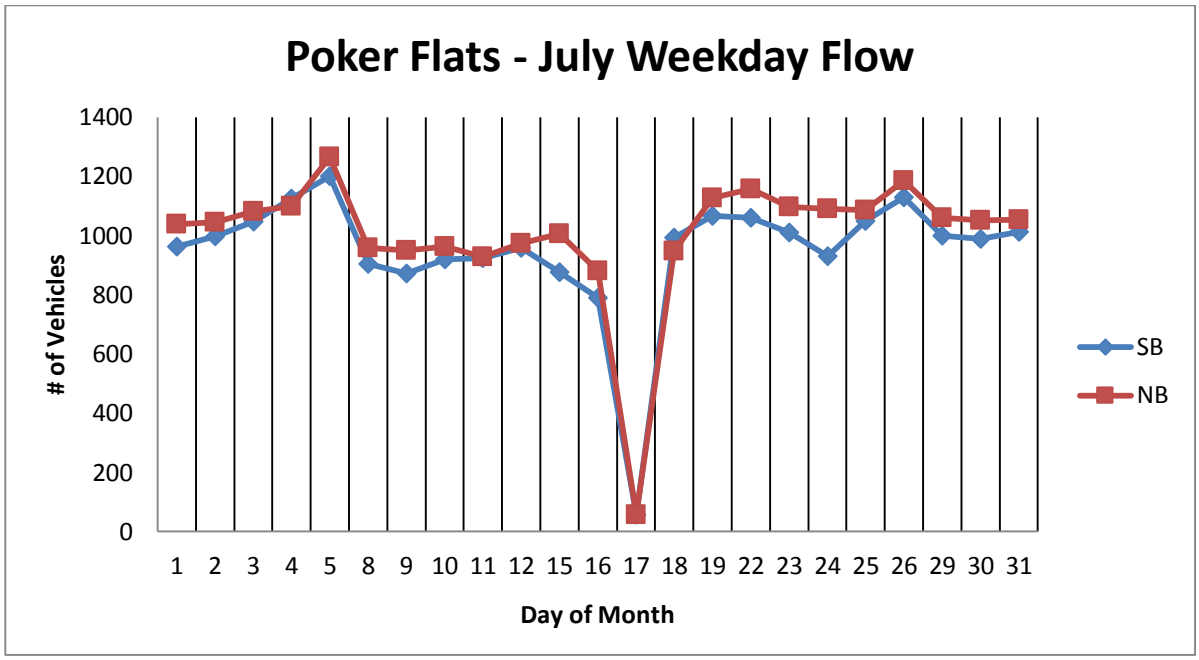

Woodland - Aug 16 -31 Weekend Flow
1200
1000
800
600
400
200
0
# of Vehicles
17
18
24
25
31
Day of Month
SB
NB

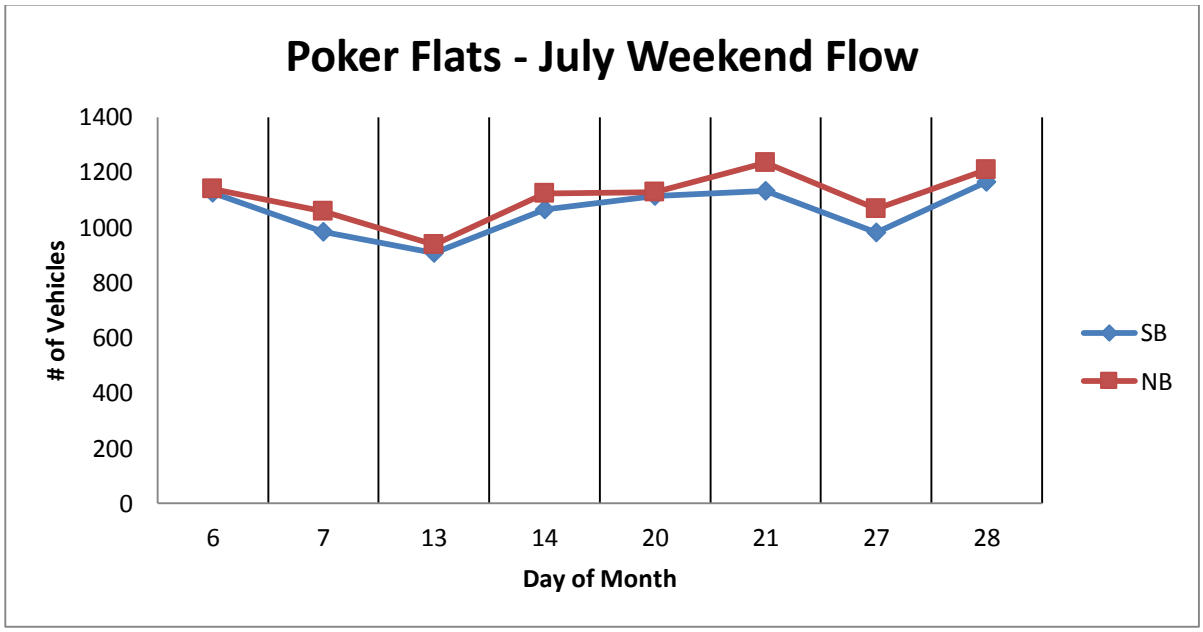

Woodland - September Weekday Flow
1200
1000
800
600
400
200
0
# of Vehicles
2 3 4 5 6 9 10 11 12 13 16 17 18 19 20 23 24 25 26 27 30
Day of Month
NB
SB

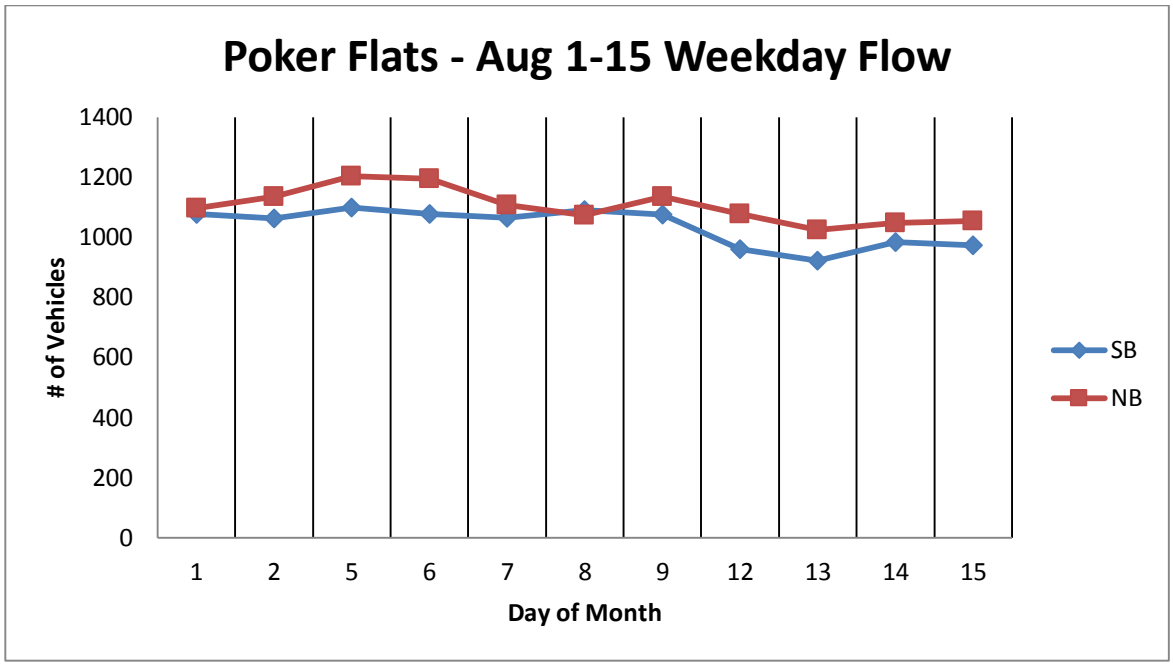

Woodland - September Weekend Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1 7 8 14 15 21 22 28 29
Day of Month
SB
NB

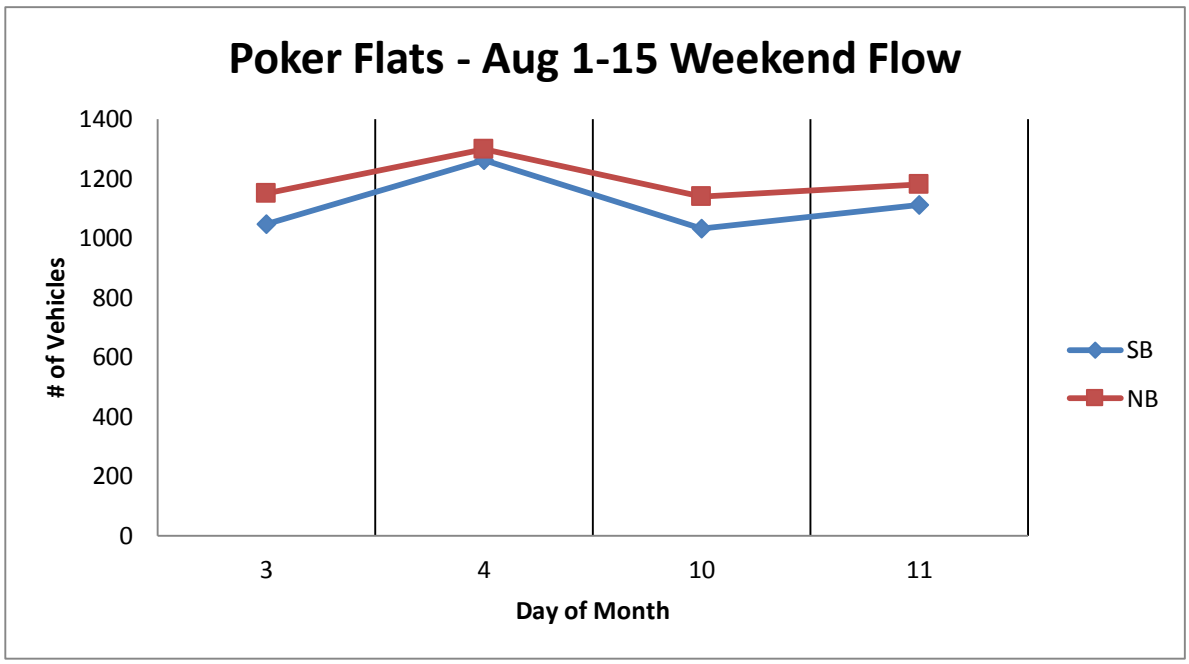

Woodland - October Weekday Flow
# of Vehicles
350
300
250
200
150
100
50
0
1 2 3 4 7 8 9 10 11 14 15 16 17 18 21 22 23 24
Day of Month
SB
NB

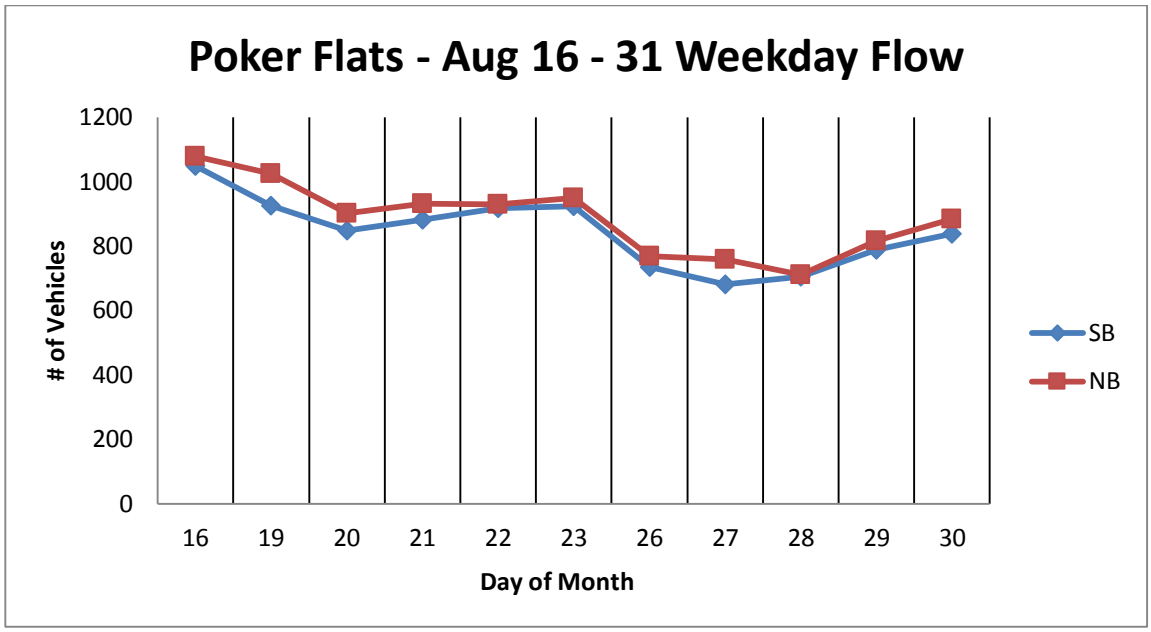

Woodland - October Weekend Flow
# of Vehicles
400
350
300
250
200
150
100
50
0
5 6 12 13 19 20
Day of Month
SB
NB

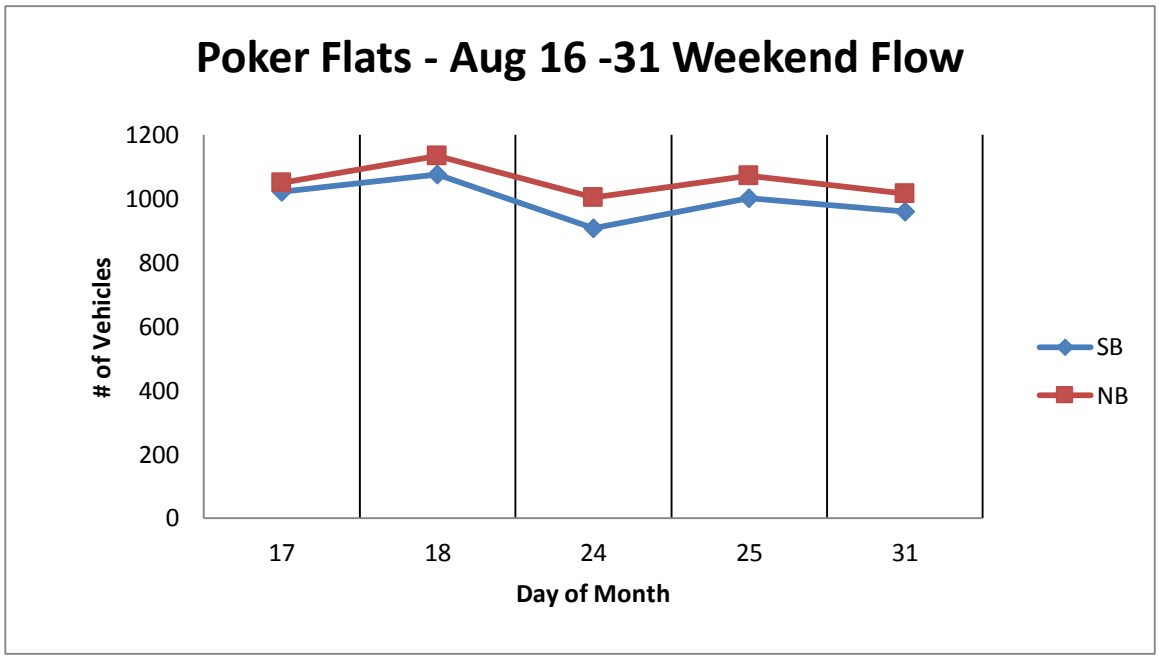

Poker Flats - July Weekday Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1 2 3 4 5 8 9 10 11 12 15 16 17 18 19 22 23 24 25 26 29 30 31
Day of Month
SB
NB

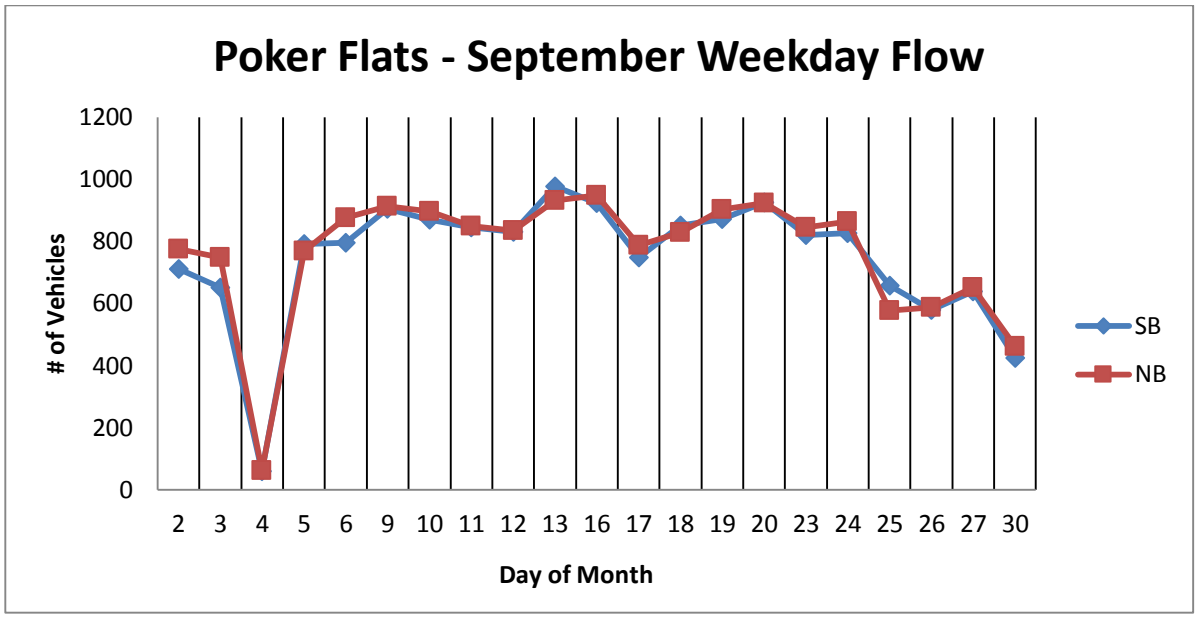

Poker Flats - July Weekend Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
6 7 13 14 20 21 27 28
Day of Month
SB
NB

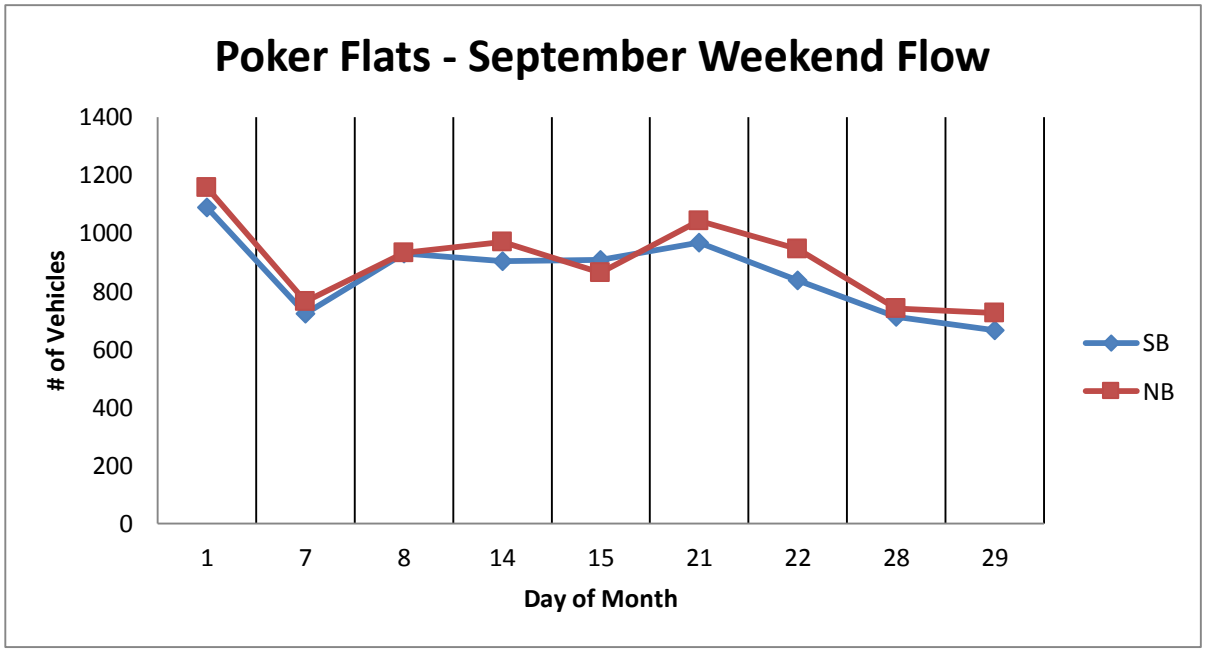

Poker Flats - Aug 1-15 Weekday Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1
2
5
6
7
8
9
12
13
14
15
Day of Month
SB
NB

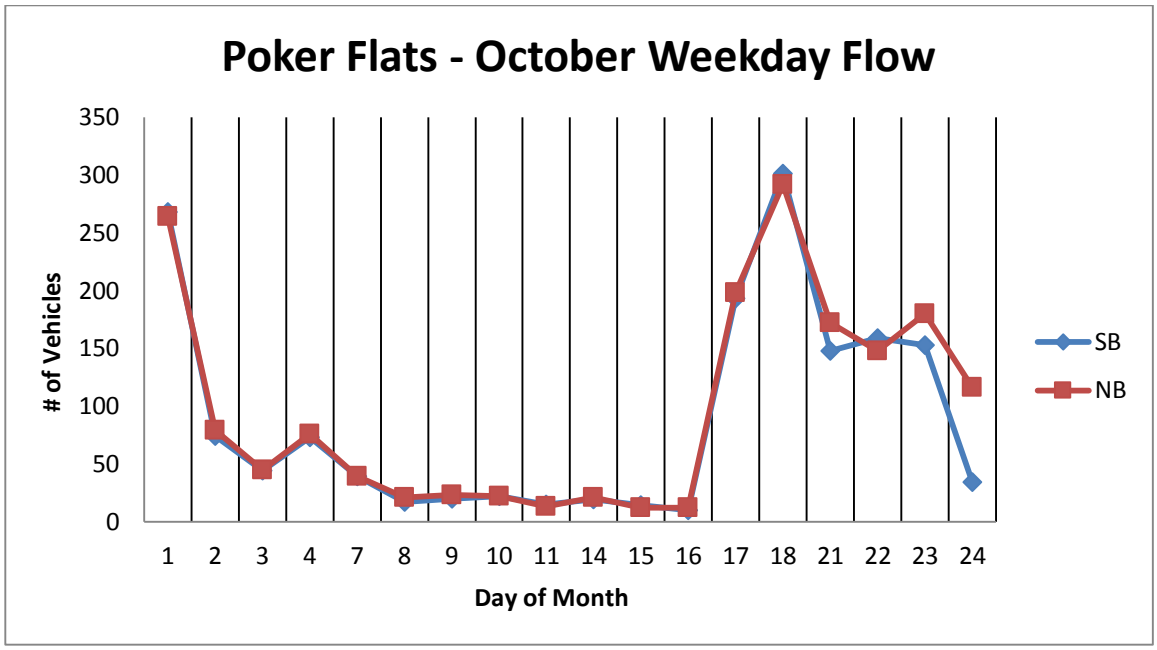

Poker Flats - Aug 1-15 Weekend Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
3
4
10
11
Day of Month
SB
NB

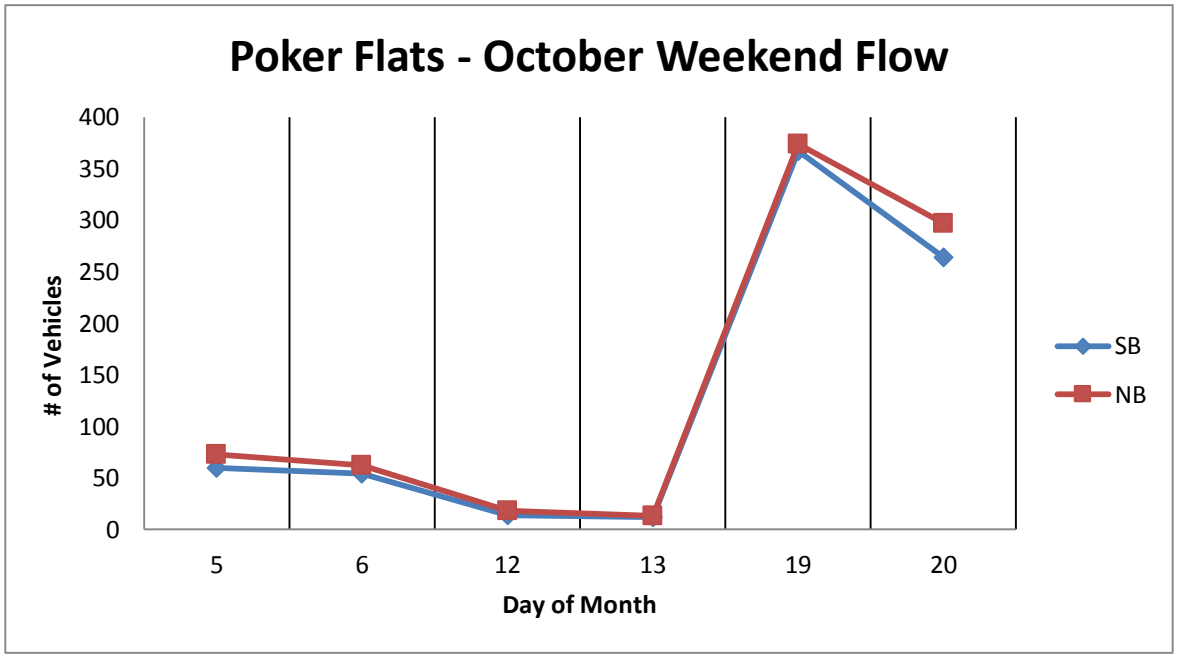

Poker Flats - Aug 16 - 31 Weekday Flow
1200
1000
800
600
400
200
0
# of Vehicles
16
19
20
21
22
23
26
27
28
29
30
Day of Month
SB
NB


Poker Flats - Aug 16 -31 Weekend Flow
1200
1000
800
600
400
200
0
# of Vehicles
17
18
24
25
31
Day of Month
SB
NB


Poker Flats - September Weekday Flow
1200
1000
800
600
400
200
0
# of Vehicles
2 3 4 5 6 9 10 11 12 13 16 17 18 19 20 23 24 25 26 27 30
Day of Month
SB
NB


Poker Flats - September Weekend Flow
1400
1200
1000
800
600
400
200
0
# of Vehicles
1 7 8 14 15 21 22 28 29
Day of Month
SB
NB


Poker Flats - October Weekday Flow
350
300
250
200
150
100
50
0
# of Vehicles
1 2 3 4 7 8 9 10 11 14 15 16 17 18 21 22 23 24
Day of Month
SB
NB


Poker Flats - October Weekend Flow
400
350
300
250
200
150
100
50
0
# of Vehicles
5 6 12 13 19 20
Day of Month
SB
NB

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	114	18	119	23	21	55
Peak Hour Factor	0.46	0.75	0.83	0.55	0.66	0.63
Hourly flow rate (veh/h)	248	24	143	42	32	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	294	143			185	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	294	143			185	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	64	97			98	
cM capacity (veh/h)	685	909			1402	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	248	24	143	42	32	87
Volume Left	248	0	0	0	32	0
Volume Right	0	24	0	42	0	0
cSH	685	909	1700	1700	1402	1700
Volume to Capacity	0.36	0.03	0.08	0.02	0.02	0.05
Queue Length (ft)	41	2	0	0	2	0
Control Delay (s)	13.2	9.1	0.0	0.0	7.6	0.0
Lane LOS	B	A			A	
Approach Delay (s)	12.8		0.0		2.0	
Approach LOS	B					

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	11	22	55	12	12	133
Peak Hour Factor	0.61	0.68	0.84	0.56	0.54	0.70
Hourly flow rate (veh/h)	18	32	65	21	22	190
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	300	65			87	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300	65			87	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			99	
cM capacity (veh/h)	675	1004			1497	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	18	32	65	21	22	190
Volume Left	18	0	0	0	22	0
Volume Right	0	32	0	21	0	0
cSH	675	1004	1700	1700	1497	1700
Volume to Capacity	0.03	0.03	0.04	0.01	0.01	0.11
Queue Length (ft)	2	2	0	0	1	0
Control Delay (s)	10.5	8.7	0.0	0.0	7.4	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.3		0.0		0.8	
Approach LOS	A					

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	11	28	96	25	14	42
Peak Hour Factor	0.60	0.69	0.78	0.75	0.74	0.71
Hourly flow rate (veh/h)	18	41	123	33	19	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	220	123			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220	123			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	96			99	
cM capacity (veh/h)	762	933			1436	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	18	41	123	33	19	59
Volume Left	18	0	0	0	19	0
Volume Right	0	41	0	33	0	0
cSH	762	933	1700	1700	1436	1700
Volume to Capacity	0.02	0.04	0.07	0.02	0.01	0.03
Queue Length (ft)	2	3	0	0	1	0
Control Delay (s)	9.8	9.0	0.0	0.0	7.5	0.0
Lane LOS	A	A			A	
Approach Delay (s)	9.3		0.0		1.8	
Approach LOS	A					

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	16.5%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	15	18	55	9	15	121
Peak Hour Factor	0.65	0.72	0.81	0.65	0.57	0.80
Hourly flow rate (veh/h)	23	25	68	14	26	151
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	272	68			82	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	272	68			82	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			98	
cM capacity (veh/h)	710	1001			1528	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	23	25	68	14	26	151
Volume Left	23	0	0	0	26	0
Volume Right	0	25	0	14	0	0
cSH	710	1001	1700	1700	1528	1700
Volume to Capacity	0.03	0.02	0.04	0.01	0.02	0.09
Queue Length (ft)	3	2	0	0	1	0
Control Delay (s)	10.2	8.7	0.0	0.0	7.4	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.4		0.0		1.1	
Approach LOS	A					

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	9	29	101	26	22	44
Peak Hour Factor	0.50	0.60	0.79	0.64	0.68	0.65
Hourly flow rate (veh/h)	18	48	128	41	32	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	260	128			168	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	260	128			168	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	95			98	
cM capacity (veh/h)	716	928			1421	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	18	48	128	41	32	68
Volume Left	18	0	0	0	32	0
Volume Right	0	48	0	41	0	0
cSH	716	928	1700	1700	1421	1700
Volume to Capacity	0.03	0.05	0.08	0.02	0.02	0.04
Queue Length (ft)	2	4	0	0	2	0
Control Delay (s)	10.2	9.1	0.0	0.0	7.6	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.4		0.0		2.5	
Approach LOS	A					

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	16.7%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	16	24	52	14	17	101
Peak Hour Factor	0.71	0.80	0.74	0.72	0.72	0.77
Hourly flow rate (veh/h)	23	30	70	19	24	131
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	249	70			90	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	249	70			90	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			98	
cM capacity (veh/h)	726	995			1499	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	23	30	70	19	24	131
Volume Left	23	0	0	0	24	0
Volume Right	0	30	0	19	0	0
cSH	726	995	1700	1700	1499	1700
Volume to Capacity	0.03	0.03	0.04	0.01	0.02	0.08
Queue Length (ft)	2	2	0	0	1	0
Control Delay (s)	10.1	8.7	0.0	0.0	7.4	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.3		0.0		1.1	
Approach LOS	A					

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	16.9%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	8	158	28	38	243	15	63	10	56	17	6	13
Peak Hour Factor	0.50	0.76	0.69	0.71	0.82	0.69	0.76	0.46	0.71	0.70	0.55	0.61
Hourly flow rate (veh/h)	16	208	41	54	296	22	83	22	79	24	11	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	318			248			690	685	228	744	695	307
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			248			690	685	228	744	695	307
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	99			96			75	94	90	91	97	97
cM capacity (veh/h)	1253			1323			327	350	814	269	349	730

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	16	248	54	318	83	101	24	32
Volume Left	16	0	54	0	83	0	24	0
Volume Right	0	41	0	22	0	79	0	21
cSH	1253	1700	1323	1700	327	632	269	533
Volume to Capacity	0.01	0.15	0.04	0.19	0.25	0.16	0.09	0.06
Queue Length (ft)	1	0	3	0	25	14	7	5
Control Delay (s)	7.9	0.0	7.8	0.0	19.7	11.8	19.7	12.2
Lane LOS	A		A		C	B	C	B
Approach Delay (s)	0.5		1.1		15.4		15.4	
Approach LOS					C		C	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	293	69	64	141	17	38	7	53	22	7	11
Peak Hour Factor	0.52	0.87	0.79	0.73	0.80	0.60	0.76	0.75	0.66	0.58	0.55	0.58
Hourly flow rate (veh/h)	19	337	87	88	176	28	50	9	80	38	13	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	205			424			796	799	380	826	828	190
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	205			424			796	799	380	826	828	190
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			92			82	97	88	84	95	98
cM capacity (veh/h)	1379			1141			270	292	669	233	281	849

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	19	424	88	205	50	90	38	32
Volume Left	19	0	88	0	50	0	38	0
Volume Right	0	87	0	28	0	80	0	19
cSH	1379	1700	1141	1700	270	590	233	468
Volume to Capacity	0.01	0.25	0.08	0.12	0.18	0.15	0.16	0.07
Queue Length (ft)	1	0	6	0	17	13	14	5
Control Delay (s)	7.6	0.0	8.4	0.0	21.3	12.2	23.4	13.2
Lane LOS	A		A		C	B	C	B
Approach Delay (s)	0.3		2.5		15.5		18.8	
Approach LOS					C		C	

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	91	23	40	166	18	47	8	42	22	4	14
Peak Hour Factor	0.57	0.79	0.73	0.74	0.88	0.56	0.77	0.70	0.77	0.65	0.50	0.56
Hourly flow rate (veh/h)	16	115	32	54	189	32	61	11	55	34	8	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	221			147			488	491	131	520	491	205
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	221			147			488	491	131	520	491	205
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.1	3.3
p0 queue free %	99			96			87	98	94	92	98	97
cM capacity (veh/h)	1325			1441			453	457	924	409	441	828

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	16	147	54	221	61	66	34	33
Volume Left	16	0	54	0	61	0	34	0
Volume Right	0	32	0	32	0	55	0	25
cSH	1325	1700	1441	1700	453	785	409	683
Volume to Capacity	0.01	0.09	0.04	0.13	0.13	0.08	0.08	0.05
Queue Length (ft)	1	0	3	0	12	7	7	4
Control Delay (s)	7.7	0.0	7.6	0.0	14.2	10.0	14.6	10.5
Lane LOS	A		A		B	B	B	B
Approach Delay (s)	0.8		1.5		12.0		12.6	
Approach LOS					B		B	

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	28.6%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	246	54	45	90	18	22	4	48	24	6	10
Peak Hour Factor	0.82	0.83	0.75	0.80	0.79	0.79	0.65	0.43	0.75	0.71	0.44	0.60
Hourly flow rate (veh/h)	15	296	72	56	114	23	34	9	64	34	14	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	137			368			612	611	332	632	635	125
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	137			368			612	611	332	632	635	125
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	99			95			91	98	91	90	96	98
cM capacity (veh/h)	1435			1196			372	388	712	326	376	931

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	15	368	56	137	34	73	34	30
Volume Left	15	0	56	0	34	0	34	0
Volume Right	0	72	0	23	0	64	0	17
cSH	1435	1700	1196	1700	372	644	326	559
Volume to Capacity	0.01	0.22	0.05	0.08	0.09	0.11	0.10	0.05
Queue Length (ft)	1	0	4	0	7	10	9	4
Control Delay (s)	7.5	0.0	8.2	0.0	15.6	11.3	17.3	11.8
Lane LOS	A		A		C	B	C	B
Approach Delay (s)	0.3		2.4		12.7		14.7	
Approach LOS					B		B	

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	122	30	37	233	14	63	8	54	22	4	22
Peak Hour Factor	0.63	0.76	0.77	0.69	0.88	0.65	0.78	0.64	0.72	0.74	0.44	0.69
Hourly flow rate (veh/h)	14	161	39	54	265	22	81	12	75	30	9	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	286			199			617	602	180	653	611	276
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	286			199			617	602	180	653	611	276
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	99			96			78	97	91	91	98	96
cM capacity (veh/h)	1270			1361			367	391	858	321	391	761

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	14	199	54	286	81	88	30	41
Volume Left	14	0	54	0	81	0	30	0
Volume Right	0	39	0	22	0	75	0	32
cSH	1270	1700	1361	1700	367	733	321	629
Volume to Capacity	0.01	0.12	0.04	0.17	0.22	0.12	0.09	0.07
Queue Length (ft)	1	0	3	0	21	10	8	5
Control Delay (s)	7.9	0.0	7.8	0.0	17.6	10.6	17.4	11.1
Lane LOS	A		A		C	B	C	B
Approach Delay (s)	0.5		1.2		13.9		13.7	
Approach LOS					B		B	

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	268	72	60	109	22	25	8	60	30	10	14
Peak Hour Factor	0.61	0.81	0.67	0.79	0.84	0.66	0.64	0.58	0.76	0.59	0.61	0.54
Hourly flow rate (veh/h)	23	331	107	76	130	33	39	14	79	51	16	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	163			438			746	745	385	761	783	146
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	163			438			746	745	385	761	783	146
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			93			86	96	88	80	95	97
cM capacity (veh/h)	1397			1132			289	316	663	254	301	901

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	23	438	76	163	39	93	51	42
Volume Left	23	0	76	0	39	0	51	0
Volume Right	0	107	0	33	0	79	0	26
cSH	1397	1700	1132	1700	289	570	254	508
Volume to Capacity	0.02	0.26	0.07	0.10	0.14	0.16	0.20	0.08
Queue Length (ft)	1	0	5	0	12	14	18	7
Control Delay (s)	7.6	0.0	8.4	0.0	19.4	12.5	22.7	12.7
Lane LOS	A		A		C	B	C	B
Approach Delay (s)	0.4		2.7		14.6		18.2	
Approach LOS					B		C	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	108	26	43	156	20	51	10	55	27	5	18
Peak Hour Factor	0.53	0.82	0.76	0.82	0.84	0.70	0.75	0.63	0.73	0.67	0.45	0.59
Hourly flow rate (veh/h)	19	132	34	52	186	29	68	16	75	40	11	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	214			166			513	506	149	558	509	200
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	214			166			513	506	149	558	509	200
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	99			96			84	96	92	89	97	96
cM capacity (veh/h)	1344			1424			431	448	901	374	441	828

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	19	166	52	214	68	91	40	42
Volume Left	19	0	52	0	68	0	40	0
Volume Right	0	34	0	29	0	75	0	31
cSH	1344	1700	1424	1700	431	766	374	671
Volume to Capacity	0.01	0.10	0.04	0.13	0.16	0.12	0.11	0.06
Queue Length (ft)	1	0	3	0	14	10	9	5
Control Delay (s)	7.7	0.0	7.6	0.0	14.9	10.3	15.8	10.7
Lane LOS	A		A		B	B	C	B
Approach Delay (s)	0.8		1.5		12.3		13.2	
Approach LOS					B		B	

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	28.6%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	231	54	57	86	21	24	4	55	26	6	11
Peak Hour Factor	0.71	0.86	0.74	0.81	0.82	0.75	0.65	0.38	0.74	0.81	0.50	0.62
Hourly flow rate (veh/h)	17	269	73	70	105	28	37	11	74	32	12	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	133			342			608	613	305	642	635	119
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	133			342			608	613	305	642	635	119
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	99			94			90	97	90	90	97	98
cM capacity (veh/h)	1422			1223			371	382	737	317	371	933

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	17	342	70	133	37	85	32	30
Volume Left	17	0	70	0	37	0	32	0
Volume Right	0	73	0	28	0	74	0	18
cSH	1422	1700	1223	1700	371	661	317	579
Volume to Capacity	0.01	0.20	0.06	0.08	0.10	0.13	0.10	0.05
Queue Length (ft)	1	0	5	0	8	11	8	4
Control Delay (s)	7.6	0.0	8.1	0.0	15.8	11.2	17.6	11.6
Lane LOS	A		A		C	B	C	B
Approach Delay (s)	0.4		2.8		12.6		14.7	
Approach LOS					B		B	

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A

Tables 2 – 8 below will illustrate the data summaries for the intersection of Teton Park Road and Moose-Wilson Road, LSR Preserve and Moose-Wilson Road as well as the summaries of the ATR volume studies at the Granite Canyon entrance. The list below illustrates the meaning of the column headings in the following tables.

- R – Right movement by a vehicle
- T – Through movement by a vehicle
- L – Left movement by a vehicle
- U – U-turn movement made by a vehicle
- I – Total intersection movement in one direction (R+T+L+U)
- O – Volume of movement coming in from different directions into specific direction (SB making U-turn into NB, WB turning left into NB etc..)

For each of the TMC locations the Intersection Capacity Utilization (ICU) Level of Service (LOS) was used to evaluate the intersection. The ICU procedure is based on volume to capacity ratios of the given intersection. The ICU is a percentage that is determined by into account significant intersection variables such as volume, capacity and movement. Table 1 below illustrates how the ICU correlates into a LOS.

Table 1: Intersection Capacity Utilization Level of Service Definitions

LOS	ICU (%)	Description
A	≤ 55	No congestion at intersection
B	56-64	Very little congestion at intersection
C	65-73	No major congestion at intersection
D	74-82	Intersection normally has no congestion
E	83-91	Intersection on verge of congested condition
F	91-100	Intersection is over capacity and likely experiences congestion periods 15 to 60 minutes
G	101-109	Intersection is up to 9% over capacity and likely experiences congestion periods 60 to 120 minutes
H	>109	Intersection is 9% or greater capacity and likely experiences congestion periods 120 minutes or greater

Appendix Cillustrates more detailed TMC peak hour information for each location as well as the ATR summary studies.

Table 2: Summary of TMC for July at Teton Park Rd & Moose Wilson Rd

Teton Park Rd & Moose Wilson Rd Report Summary - July Average																										
		Southbound						Westbound						Northbound						Eastbound						
Time Period	**Class.**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**Total**
Peak 1	Car	14	4.25	21.25	0	39.5	29.25	12.5	219.25	35.5	0.25	267.5	182.25	51	7.75	61.75	0	120.5	69.5	29.75	109.75	9	0	148.5	295	576
Specified Period	%	97%	94%	94%	0%	95%	91%	88%	94%	95%	100%	94%	92%	95%	91%	98%	0%	96%	96%	98%	90%	97%	0%	92%	95%	94%
6:00 AM - 12:00 PM	AGV	0.5	0	1.25	0	1.75	2	1.5	6.75	1.5	0	9.75	9.75	2	0.25	0.25	0	2.5	2.25	0.75	6.5	0.25	0	7.5	7.5	21.5
One Hour Peak	%	3%	0%	6%	0%	4%	6%	11%	3%	4%	0%	3%	5%	4%	3%	0%	0%	2%	3%	2%	5%	3%	0%	5%	2%	4%
10:45 AM - 11:45 AM	Pedal Bike (Road)	0	0.25	0	0	0.25	0.5	0	0	0.25	0	0.25	1.25	0.25	0.5	0	0	0.75	0.5	0	1	0	0	1	0	2.25
	%	0%	6%	0%	0%	1%	2%	0%	0%	1%	0%	0%	1%	0%	6%	0%	0%	1%	1%	0%	1%	0%	0%	1%	0%	0%
	Motor Bike	0	0	0	0	0	0.25	0.25	6.75	0	0	7	5.5	0.25	0	1.25	0	1.5	0	0	5.25	0	0	5.25	8	13.75
	%	0%	0%	0%	0%	0%	1%	2%	3%	0%	0%	2%	3%	0%	0%	2%	0%	1%	0%	0%	4%	0%	0%	3%	3%	2%
	Total	**14.5**	**4.5**	**22.5**	**0**	**41.5**	**32**	**14.25**	**232.75**	**37.25**	**0.25**	**284.5**	**198.75**	**53.5**	**8.5**	**63.25**	**0**	**125.25**	**72.25**	**30.5**	**122.5**	**9.25**	**0**	**162.25**	**310.5**	**613.5**
	PHF	0.69	0.44	0.74	0.00	0.78	0.67	0.65	0.88	0.69	0.06	0.86	0.83	0.72	0.64	0.78	0.00	0.82	0.78	0.77	0.76	0.63	0.00	0.77	0.92	0.87
	Approach %					7%	5%					46%	32%					20%	12%					26%	51%	
Peak 2	Car	13.75	7.5	28.25	0	49.5	40.25	20.25	102.5	58.5	0	181.25	344.25	59	6.5	24	0	89.5	137.25	71.25	257	13.5	0.25	342	140.5	662.25
Specified Period	%	95%	71%	95%	0%	90%	89%	90%	94%	98%	0%	95%	96%	98%	81%	97%	0%	96%	96%	99%	96%	93%	100%	96%	95%	95%
12:00 PM - 9:00 PM	AGV	0.25	0	1.5	0	1.75	3	2.25	5	0.25	0	7.5	10.25	1	0	0.25	0	1.25	0.5	0.25	7.75	0.75	0	8.75	5.5	19.25
One Hour Peak	%	2%	0%	5%	0%	3%	7%	10%	5%	0%	0%	4%	3%	2%	0%	1%	0%	1%	0%	0%	3%	5%	0%	2%	4%	3%
4:00 PM - 5:00 PM	Pedal Bike (Road)	0	2.75	0	0	2.75	1	0	0.25	0.75	0	1	0.25	0.25	1	0	0	1.25	3.5	0	0	0	0	0	0.25	5
	%	0%	26%	0%	0%	5%	2%	0%	0%	1%	0%	1%	0%	0%	13%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	1%
	Motor Bike	0.5	0.25	0	0	0.75	0.75	0	1.25	0.25	0	1.5	3.25	0	0.5	0.5	0	1	1	0.5	3.25	0.25	0	4	2.25	7.25
	%	3%	2%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%	6%	2%	0%	1%	1%	1%	1%	2%	0%	1%	2%	1%
	Total	**14.5**	**10.5**	**29.75**	**0**	**54.75**	**45**	**22.5**	**109**	**59.75**	**0**	**191.25**	**358**	**60.25**	**8**	**24.75**	**0**	**93**	**142.25**	**72**	**268**	**14.5**	**0.25**	**354.75**	**148.5**	**693.75**
	PHF	0.54	0.61	0.59	0.00	0.63	0.77	0.66	0.84	0.79	0.00	0.89	0.86	0.76	0.58	0.64	0.00	0.84	0.84	0.67	0.81	0.61	0.06	0.83	0.88	0.91
	Approach %					8%	6%					28%	52%					13%	21%					51%	21%	

The July average data was modeled in Synchro 5 for both the AM and PM peak hours illustrated in Table 13, both peak hours had an Intersection Capacity Utilization (ICU) Level of Service (LOS) A, which signifies that there is no congestion.

Table 3: Summary of TMC for Aug 1-15 at Teton Park Rd & Moose Wilson Rd

Report Summary - Aug 1 - 15 Average																										
		Southbound						Westbound						Northbound						Eastbound						
Time Period	**Class.**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**Total**
Peak 1	Car	13	3	16	0	31	28	14	233	37	0	285	212	55	6	61	0	121	67	27	141	8	0	176	307	613
Specified Period	%	0.97	0.42	0.90	0.00	0.85	0.82	0.93	0.96	0.96	1.00	0.96	0.92	0.99	0.55	0.96	0.00	0.94	0.92	0.96	0.89	0.96	1.00	0.91	0.96	0.93
7:00 AM - 12:00 PM	AGV	0	0	1	0	1	1	1	4	0	0	5	12	1	0	1	0	2	1	1	11	0	0	12	5	20
One Hour Peak	%	0.03	0.00	0.06	0.00	0.04	0.03	0.04	0.02	0.01	0.00	0.02	0.05	0.01	0.03	0.02	0.00	0.02	0.02	0.04	0.07	0.00	0.00	0.06	0.02	0.03
11:00 AM - 12:00 PM	Pedal Bike (Road)	0	3	0	0	3	5	0	0	0	0	0	0	0	4	1	0	5	3	0	0	0	0	0	1	9
	%	0.00	0.53	0.00	0.00	0.09	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.01	0.00	0.04	0.05	0.00	0.00	0.04	0.00	0.00	0.00	0.01
	Motor Bike	0	0	1	0	1	0	0	6	1	0	7	7	0	0	1	0	1	1	0	6	0	0	6	7	15
	%	0%	5%	4%	0%	3%	1%	0.02	0.02	0.03	0.00	0.02	0.03	0.00	0.00	0.02	0.00	0.01	0.02	0.00	0.04	0.00	0.00	0.03	0.02	0.02
	Total	**13**	**6**	**17**	**0**	**37**	**34**	**15**	**243**	**38**	**0**	**296**	**231**	**56**	**10**	**63**	**0**	**129**	**73**	**28**	**158**	**8**	**0**	**195**	**319**	**657**
	PHF	0.61	0.55	0.70	0.00	0.67	0.68	0.69	0.82	0.71	0.08	0.85	0.82	0.71	0.46	0.76	0.00	0.82	0.82	0.69	0.76	0.50	0.08	0.80	0.84	0.92
	Approach %					6%	5%					45%	35%					20%	11%					30%	49%	
Peak 2	Car	11	4	22	0	37	31	17	131	62	1	211	344	51	6	38	0	95	134	67	270	9	0	346	180	689
Specified Period	%	0.97	0.59	0.98	0.00	0.91	0.93	0.96	0.93	0.97	1.00	0.95	0.93	0.97	0.85	1.00	0.00	0.98	0.96	0.98	0.92	0.93	0.00	0.93	0.95	0.94
12:00 PM - 8:00 PM	AGV	0	0	0	0	1	0	0	7	1	0	8	10	0	0	0	0	0	1	0	9	0	0	10	8	19
One Hour Peak	%	0.03	0.00	0.02	0.00	0.02	0.01	0.02	0.05	0.01	0.00	0.04	0.03	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.00	0.03	0.04	0.03
2:00 PM - 3:00 PM	Pedal Bike (Road)	0	3	0	0	3	1	0	0	0	0	0	1	1	1	0	0	2	3	0	0	0	0	0	0	5
	%	0.00	0.41	0.00	0.00	0.07	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.02	0.15	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Motor Bike	0	0	0	0	0	1	0	2	1	0	3	14	0	0	0	0	0	2	1	14	1	0	16	2	19
	%	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.05	0.07	0.00	0.04	0.01	0.03
	Total	**11**	**7**	**22**	**0**	**41**	**34**	**17**	**141**	**64**	**1**	**223**	**369**	**53**	**7**	**38**	**0**	**98**	**140**	**69**	**293**	**10**	**0**	**372**	**190**	**733**
	PHF	0.58	0.55	0.58	0.00	0.66	0.72	0.60	0.80	0.73	0.17	0.83	0.92	0.66	0.75	0.76	0.00	0.76	0.85	0.79	0.87	0.52	0.00	0.88	0.84	0.94
	Approach %					6%	5%					30%	50%					13%	19%					51%	26%	

The August 1-15th average data was modeled within Synchro 5 for both the AM and PM peak hours illustrated in Table 14, both peak hours had an ICU LOS A, which signifies that there is no congestion.

Table 4: Summary of TMC for Aug 16-31 at Teton Park Rd & Moose Wilson Rd

Report Summary - Aug 16 - 31 Average																										
		Southbound						Westbound						Northbound						Eastbound						
Time Period	**Class.**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**Total**
Peak 1	Car	13	4	21	0	37	32	17	154	39	0	210	146	42	7	47	0	96	66	23	82	9	0	114	214	457
Specified Period	%	91%	82%	94%	0%	92%	93%	94%	93%	99%	0%	94%	93%	99%	90%	99%	0%	98%	98%	100%	90%	94%	100%	92%	94%	94%
7:00 AM - 12:00 PM	AGV	1	1	1	0	3	2	1	6	0	0	7	8	0	0	1	0	1	1	0	7	1	0	7	7	17
One Hour Peak	%	5%	12%	6%	0%	6%	4%	6%	3%	1%	0%	3%	5%	0%	0%	1%	0%	1%	1%	0%	7%	6%	0%	6%	3%	4%
10:30 AM - 11:30 AM	Pedal Bike (Road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	%	0%	6%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	Motor Bike	1	0	0	0	1	1	0	6	0	0	6	2	0	1	0	0	1	0	0	2	0	0	2	6	9
	%	4%	0%	0%	0%	1%	1%	0%	3%	1%	0%	3%	1%	0%	6%	0%	0%	1%	0%	0%	2%	0%	0%	2%	3%	2%
	Total	**14**	**4**	**22**	**0**	**41**	**35**	**18**	**166**	**40**	**0**	**223**	**156**	**43**	**8**	**47**	**0**	**97**	**67**	**23**	**91**	**9**	**0**	**123**	**227**	**484**
	PHF	0.56	0.50	0.65	0.00	0.80	0.75	0.56	0.88	0.74	0.00	0.90	0.82	0.77	0.70	0.77	0.00	0.87	0.78	0.73	0.79	0.57	0.06	0.79	0.87	0.90
	Approach %					8%	7%					46%	32%					20%	14%					25%	47%	
Peak 2	Car	10	5	21	0	36	33	17	85	44	0	147	298	48	4	21	0	73	102	53	229	11	0	293	116	548
Specified Period	%	100%	83%	90%	0%	92%	95%	96%	94%	99%	100%	96%	94%	99%	89%	99%	0%	98%	98%	99%	93%	96%	0%	94%	95%	95%
12:00 PM - 8:00 PM	AGV	0	0	2	0	2	1	1	4	0	0	5	15	1	0	0	0	1	1	1	12	1	0	13	4	21
One Hour Peak	%	0%	0%	10%	0%	6%	4%	4%	4%	1%	0%	3%	5%	1%	0%	1%	0%	1%	1%	1%	5%	4%	0%	4%	3%	4%
3:00 PM - 4:00 PM	Pedal Bike (Road)	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
	%	0%	9%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	Motor Bike	0	1	0	0	1	0	0	2	0	0	2	5	0	0	0	0	0	1	0	5	0	0	5	2	7
	%	0%	9%	0%	0%	1%	0%	0%	2%	1%	0%	1%	2%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%	2%	1%	1%
	Total	**10**	**6**	**24**	**0**	**39**	**34**	**18**	**90**	**45**	**0**	**153**	**317**	**48**	**5**	**22**	**0**	**74**	**104**	**54**	**246**	**12**	**0**	**311**	**122**	**577**
	PHF	0.60	0.44	0.71	0.00	0.78	0.74	0.79	0.79	0.80	0.06	0.86	0.86	0.75	0.43	0.65	0.00	0.77	0.85	0.75	0.83	0.82	0.00	0.83	0.83	0.92
	Approach %					7%	6%					27%	55%					13%	18%					54%	21%	

The Aug 16-31 average data was modeled within Synchro 5 for both the AM and PM peak hours illustrated in Table 15, both peak hours had an ICU LOS A, which signifies that there is no congestion.

Table 5: Summary of TMC for September at Teton Park Rd & Moose Wilson Rd

Report Summary - Sept Average																										
		Southbound						Westbound						Northbound						Eastbound						
Time Period	**Class.**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**R**	**T**	**L**	**U**	**I**	**O**	**Total**
Peak 1	Car	16	5	25	0	46	38	19	148	43	0	210	178	54	9	50	0	113	73	26	99	9	0	134	214	503
Specified Period	%	91%	92%	95%	0%	93%	95%	95%	95%	99%	100%	96%	94%	97%	92%	100%	0%	98%	98%	98%	92%	96%	0%	93%	95%	95%
7:00 AM - 12:00 PM	AGV	1	0	1	0	3	1	1	6	0	0	7	8	1	0	0	0	1	1	0	6	0	0	7	7	17
One Hour Peak	%	7%	4%	5%	0%	5%	4%	5%	4%	0%	0%	3%	4%	1%	0%	0%	0%	1%	1%	2%	6%	4%	0%	5%	3%	3%
10:30 AM - 11:30 AM	Pedal Bike (Road)	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1
	%	0%	4%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	Motor Bike	0	0	0	0	0	1	0	3	0	0	3	3	0	1	0	0	1	0	0	3	0	0	3	3	7
	%	2%	0%	0%	0%	1%	2%	0%	2%	1%	0%	1%	1%	0%	6%	0%	0%	1%	1%	0%	2%	0%	0%	2%	1%	1%
	Total	**18**	**5**	**27**	**0**	**49**	**40**	**20**	**156**	**43**	**0**	**219**	**189**	**55**	**10**	**51**	**0**	**116**	**75**	**27**	**108**	**10**	**0**	**144**	**224**	**528**
	PHF	0.59	0.45	0.67	0.00	0.79	0.78	0.70	0.84	0.82	0.05	0.87	0.81	0.73	0.63	0.75	0.00	0.80	0.84	0.76	0.82	0.53	0.00	0.82	0.85	0.91
	Approach %					9%	8%					42%	36%					22%	14%					27%	42%	
Peak 2	Car	11	6	24	0	41	34	20	81	57	0	158	295	54	4	24	0	81	115	53	217	11	0	280	116	560
Specified Period	%	98%	94%	93%	0%	94%	93%	96%	94%	99%	0%	96%	94%	99%	86%	99%	0%	98%	99%	99%	94%	92%	0%	94%	96%	96%
12:00 PM - 8:00 PM	AGV	0	0	2	0	2	2	1	4	0	0	5	14	1	0	0	0	1	1	1	12	1	0	13	4	21
One Hour Peak	%	2%	0%	7%	0%	5%	4%	4%	5%	1%	0%	3%	5%	1%	0%	1%	0%	1%	1%	1%	5%	7%	0%	4%	4%	4%
3:30 PM - 4:30 PM	Pedal Bike (Road)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
	%	0%	6%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%
	Motor Bike	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	3	0	0	3	1	4
	%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%	1%
	Total	**11**	**6**	**26**	**0**	**43**	**37**	**21**	**86**	**57**	**0**	**164**	**312**	**55**	**4**	**24**	**0**	**83**	**117**	**54**	**231**	**12**	**0**	**297**	**121**	**587**
	PHF	0.62	0.50	0.81	0.00	0.81	0.74	0.75	0.82	0.81	0.00	0.87	0.88	0.74	0.38	0.65	0.00	0.76	0.81	0.74	0.86	0.71	0.00	0.87	0.85	0.93
	Approach %					7%	6%					28%	53%					14%	20%					51%	21%	

The September average data was modeled within Synchro 5 for both the AM and PM peak hours illustrated in Table 16, both peak hours had an ICU LOS A, which signifies that there is no congestion.

Table 6: Summary of TMC for July at LSR & Moose Wilson Rd

Report Summary - July Average																	
		Southbound					Westbound					Northbound					
Time Period	**Class.**	**T**	**L**	**U**	**I**	**O**	**R**	**L**	**U**	**I**	**O**	**R**	**T**	**U**	**I**	**O**	**Total**
Peak 1	Car	41.50	14.50	0.00	56.00	123.25	29	10	0	39	38.50	24	95	0	119	51.50	213.25
Specified Period	%	98%	100%	0%	99%	98%	100%	93%	0%	98%	99%	96%	99%	0%	98%	94%	98%
6:00 AM - 12:00 PM	AGV	0.25	0	0	0.25	0.25	0	0	0	0	0	0	0.25	0	0.25	0.25	0.5
One Hour Peak	%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:45 AM - 11:45AM	Pedal Bike (Road)	0.25	0	0	0.25	1	0	0.5	0	0.5	0.5	0.5	0.5	0	1	2.75	1.75
	%	1%	0%	1%	0%	1%	0%	5%	1%	1%	1%	2%	1%	1%	1%	5%	1%
	Motor Bike	0.25	0	0	0.25	1	0	0.25	0	0.25	0	0.5	0.5	0.25	1.25	0.25	1.75
	%	1%	0%	0%	0%	1%	0%	2%	0%	1%	0%	2%	1%	100%	1%	0%	1%
	Total	**42.25**	**14.50**	**0**	**56.75**	**125.5**	**28.5**	**10.75**	**0**	**39.25**	**39**	**25**	**96**	**0.25**	**121.25**	**54.75**	**217.25**
	PHF	0.71	0.74	0.00	0.74	0.81	0.69	0.60	0.00	0.76	0.85	0.75	0.78	0.06	0.83	0.73	0.88
	Approach %				26%	58%				18%	18%				56%	25%	
Peak 2	Car	118.25	15	0.5	133.75	71.25	18.25	15.25	0.25	33.75	24.25	9	52.5	0.25	61.75	133.75	229.25
Specified Period	%	98%	100%	100%	98%	97%	100%	100%	100%	100%	99%	97%	95%	100%	96%	98%	98%
12:00 PM - 9:00 PM	AGV	0.25	0	0	0.25	0.25	0	0	0	0	0	0	0.25	0	0.25	0.25	0.5
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:15 PM - 4:15 PM	Pedal Bike (Road)	2.75	0	0	2.75	1.75	0	0	0	0	0.25	0.25	1.75	0	2	2.75	4.75
	%	2%	0%	1%	2%	2%	0%	0%	1%	0%	1%	3%	3%	1%	3%	2%	2%
	Motor Bike	0	0	0	0	0.5	0	0	0	0	0	0	0.5	0	0.5	0	0.5
	%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%
	Total	**121.25**	**15**	**0.5**	**136.75**	**73.75**	**18.25**	**15.25**	**0.25**	**33.75**	**24.5**	**9.25**	**55**	**0.25**	**64.5**	**136.75**	**235**
	PHF	0.80	0.57	0.13	0.81	0.82	0.72	0.65	0.06	0.81	0.72	0.65	0.81	0.06	0.82	0.79	0.88
	Approach %				58%	31%				14%	10%				27%	58%	

The July average data was modeled within Synchro 5 for both the AM and PM peak hours illustrated in Table 17, both peak hours had an ICU LOS A, which signifies that there is no congestion.

Table 7: Summary of TMC for Aug 1-15 at LSR & Moose Wilson Rd

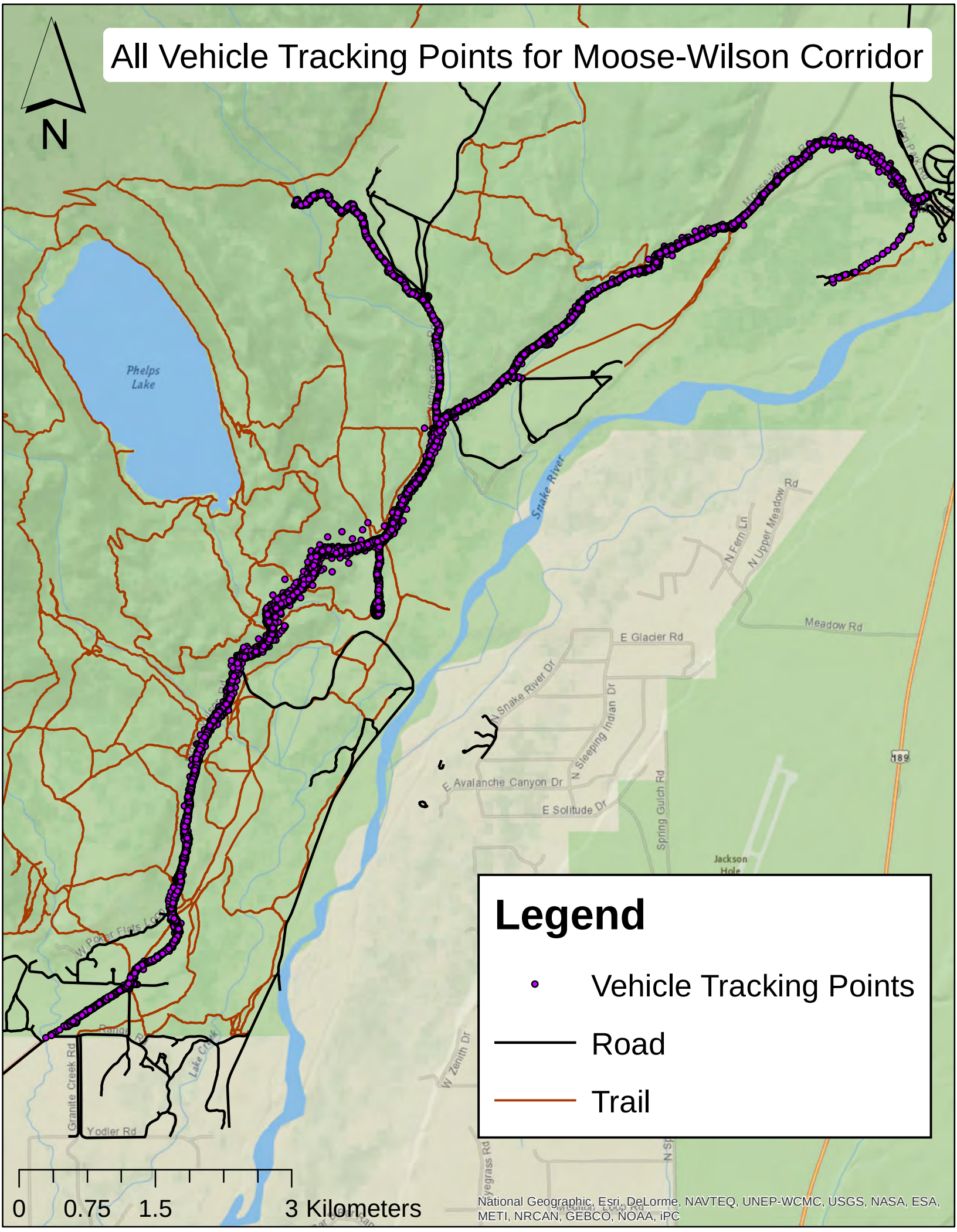
Report Summary - Aug 1-15 Average																	
		Southbound					Westbound					Northbound					
Time Period	**Class.**	**T**	**L**	**U**	**I**	**O**	**R**	**L**	**U**	**I**	**O**	**R**	**T**	**U**	**I**	**O**	**Total**
Peak 1	Car	50.50	19.50	0.00	70.00	127.50	18	12	0	30	42.00	23	110	0.5	133	62.50	232.00
Specified Period	%	92%	93%	0%	92%	93%	100%	100%	0%	100%	95%	98%	92%	100%	93%	93%	94%
7:00 AM - 12:00 PM	AGV	0	0	0	0	0.5	0	0	0	0	0	0	0.5	0	0.5	0	0.5
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:30 AM - 11:30 AM	Pedal Bike (Road)	3.5	1.5	0	5	5.5	0	0	0	0	2	0.5	5.5	0	6	3.5	11
	%	6%	7%	0%	7%	4%	0%	0%	0%	0%	5%	2%	5%	0%	4%	5%	4%
	Motor Bike	1	0	0	1	3.5	0	0	0	0	0	0	3.5	0	3.5	1	4.5
	%	2%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%	3%	0%	2%	1%	2%
	Total	**55.00**	**21.00**	**0**	**76**	**137**	**18**	**11.5**	**0**	**29.5**	**44**	**23**	**119**	**0.5**	**142.5**	**67**	**248.00**
	PHF	0.63	0.66	0.00	0.70	0.83	0.75	0.46	0.00	0.76	0.65	0.55	0.83	0.13	0.89	0.67	0.42
	Approach %				31%	55%				12%	18%				57%	27%	
Peak 2	Car	128	11.5	1	140.5	76.5	21.5	10.5	0	32	24	12.5	54	0	66.5	138.5	239
Specified Period	%	96%	96%	100%	96%	99%	100%	95%	0%	98%	98%	100%	98%	0%	99%	96%	97%
12:00 PM - 8:00 PM	AGV	0	0.5	0	0.5	0.5	0	0.5	0	0.5	0.5	0	0.5	0	0.5	0.5	1.5
One Hour Peak	%	0%	4%	0%	0%	1%	0%	5%	0%	2%	2%	0%	1%	0%	1%	0%	1%
3:30 PM - 4:30 PM	Pedal Bike (Road)	5	0	0	5	0.5	0	0	0	0	0	0	0.5	0	0.5	5	5.5
	%	4%	0%	0%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%	3%	2%
	Motor Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**133**	**12**	**1**	**146**	**77.5**	**21.5**	**11**	**0**	**32.5**	**24.5**	**12.5**	**55**	**0**	**67.5**	**144**	**246**
	PHF	0.70	0.54	0.25	0.68	0.82	0.68	0.61	0.00	0.78	0.75	0.56	0.84	0.00	0.84	0.70	0.38
	Approach %				59%	32%				13%	10%				27%	59%	

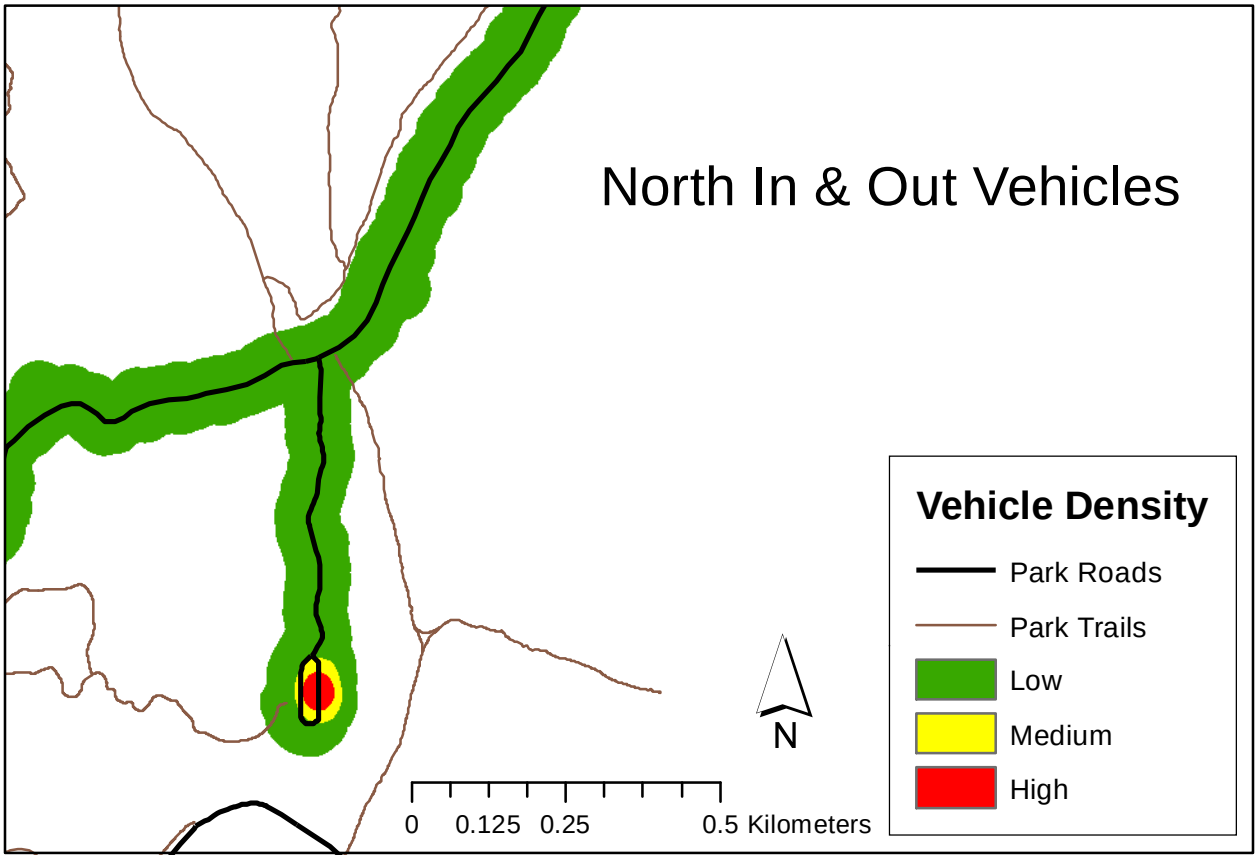
The August 1-15th average data was modeled within Synchro 5 for both the AM and PM peak hours illustrated in Table 18, both peak hours had an ICU LOS A, which signifies that there is no congestion.

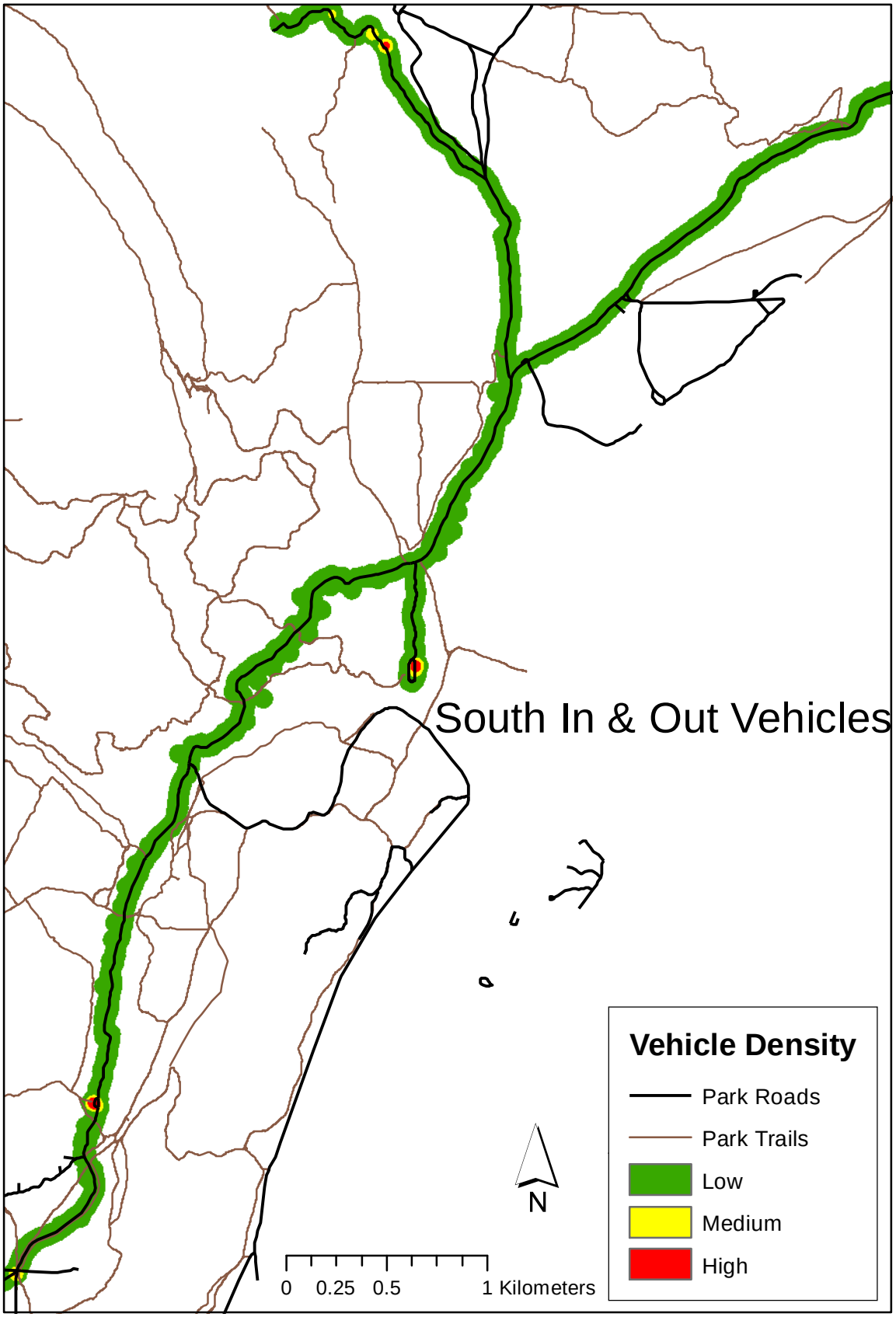
Table 8: Summary of TMC for September at LSR & Moose Wilson Rd

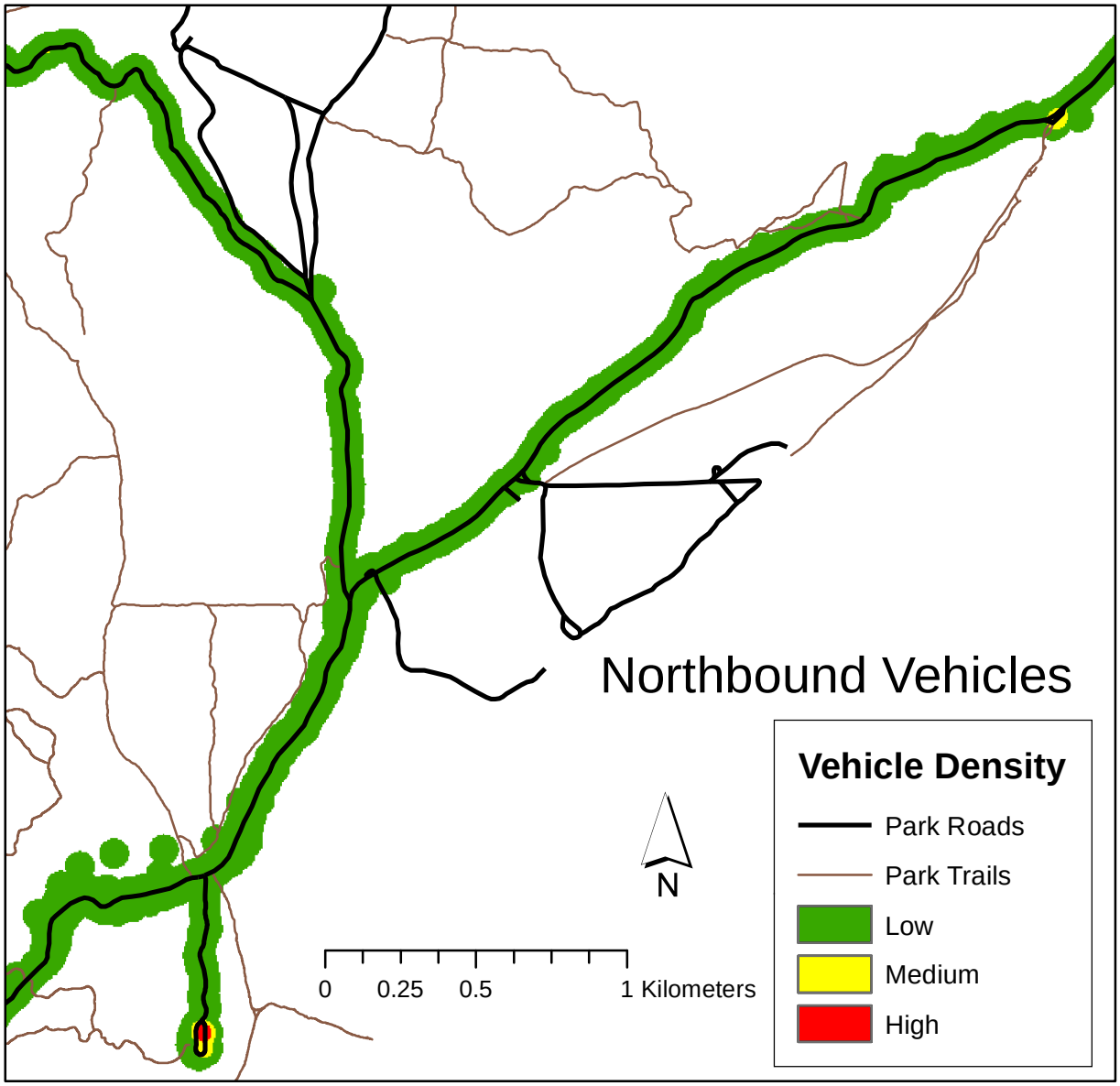
Report Summary - Sept Average																	
		Southbound					Westbound					Northbound					
Time Period	**Class.**	**T**	**L**	**U**	**I**	**O**	**R**	**L**	**U**	**I**	**O**	**R**	**T**	**U**	**I**	**O**	**Total**
Peak 1	Car	43.75	22.25	0.75	66.75	127.50	29	9	0.5	38	48.00	25	98	0	123	52.75	228.25
Specified Period	%	98%	99%	100%	99%	98%	100%	100%	100%	100%	99%	99%	97%	0%	97%	99%	98%
7:00 AM - 12:00 PM	AGV	0	0	0	0	0	0	0	0	0	0.25	0.25	0	0	0.25	0	0.25
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%
10:30 AM - 11:30 AM	Pedal Bike (Road)	0.75	0.25	0	1	1	0	0	0	0	0.25	0	1	0	1	0.75	2
	%	2%	1%	0%	1%	1%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	1%
	Motor Bike	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	2
	%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	2%	0%	1%
	Total	**44.50**	**22.50**	**0.75**	**67.75**	**130.5**	**28.75**	**9**	**0.5**	**38.25**	**48.5**	**25.5**	**101**	**0**	**126.5**	**53.5**	**232.50**
	PHF	0.65	0.68	0.19	0.67	0.82	0.60	0.50	0.13	0.60	0.67	0.64	0.79	0.00	0.82	0.66	0.79
	Approach %				29%	56%				16%	21%				54%	23%	
Peak 2	Car	97.25	16.25	1	114.5	77	23.75	14.5	0	38.25	30	13.75	52.25	0	66	111.75	218.75
Specified Period	%	97%	97%	100%	97%	99%	99%	94%	0%	97%	97%	96%	100%	0%	99%	96%	97%
12:00 PM - 8:00 PM	AGV	0.75	0.5	0	1.25	0.5	0.25	0.5	0	0.75	1	0.5	0.25	0	0.75	1.25	2.75
One Hour Peak	%	1%	3%	0%	1%	1%	1%	3%	0%	2%	3%	4%	0%	0%	1%	1%	1%
3:00 PM - 4:00 PM	Pedal Bike (Road)	2.25	0	0	2.25	0	0	0.5	0	0.5	0	0	0	0	0	2.75	2.75
	%	2%	0%	0%	2%	0%	0%	3%	0%	1%	0%	0%	0%	0%	0%	2%	1%
	Motor Bike	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.5	0.5
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**100.75**	**16.75**	**1**	**118.5**	**77.5**	**24**	**15.5**	**0**	**39.5**	**31**	**14.25**	**52.5**	**0**	**66.75**	**116.25**	**224.75**
	PHF	0.77	0.72	0.25	0.76	0.79	0.80	0.71	0.00	0.81	0.81	0.72	0.74	0.00	0.76	0.76	0.83
	Approach %				53%	34%				18%	14%				30%	52%	

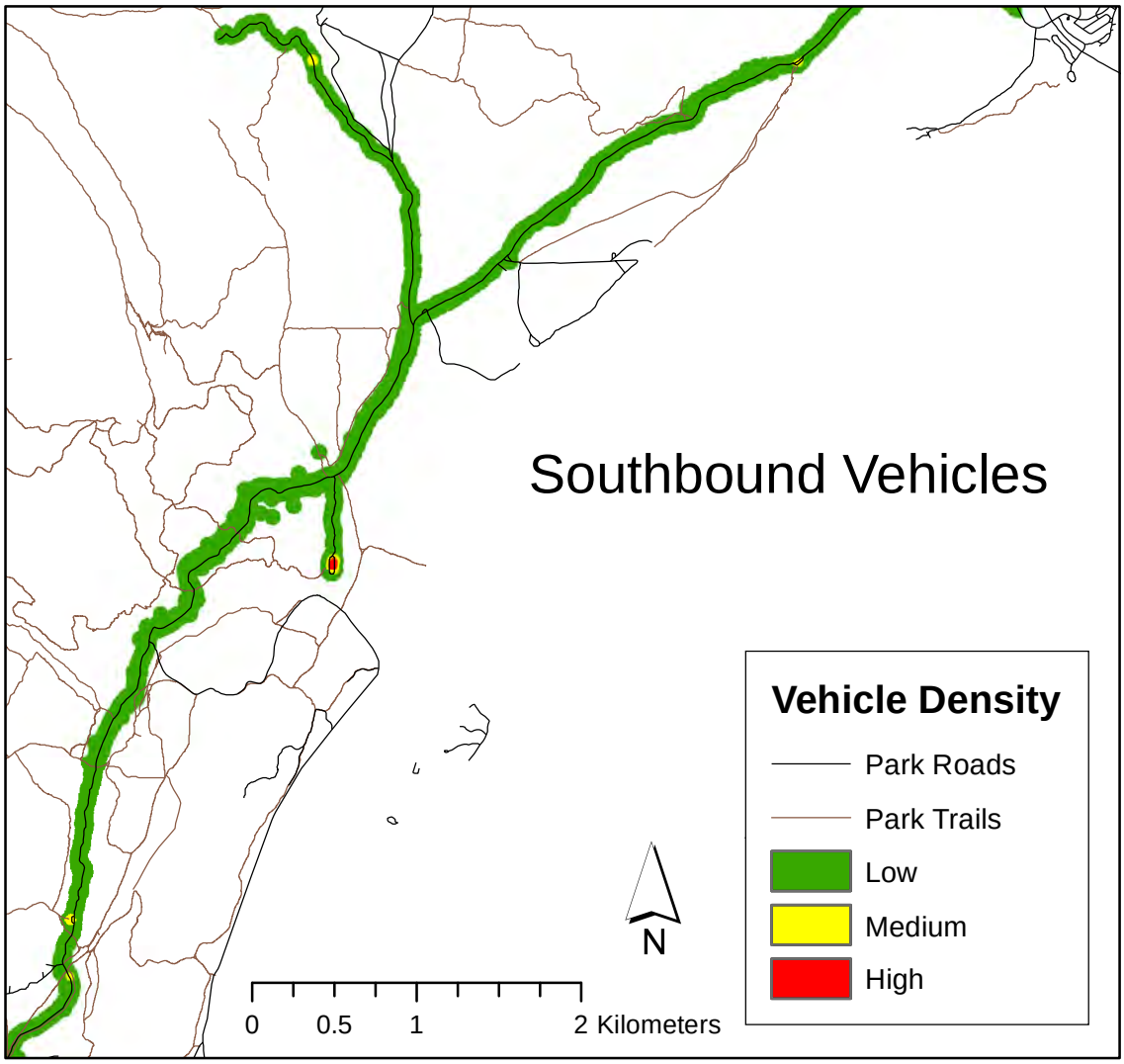
The September average data was modeled within Synchro 5 for both the AM and PM peak hours illustrated in Table 19, both peak hours had an ICU LOS A, which signifies that there is no congestion.

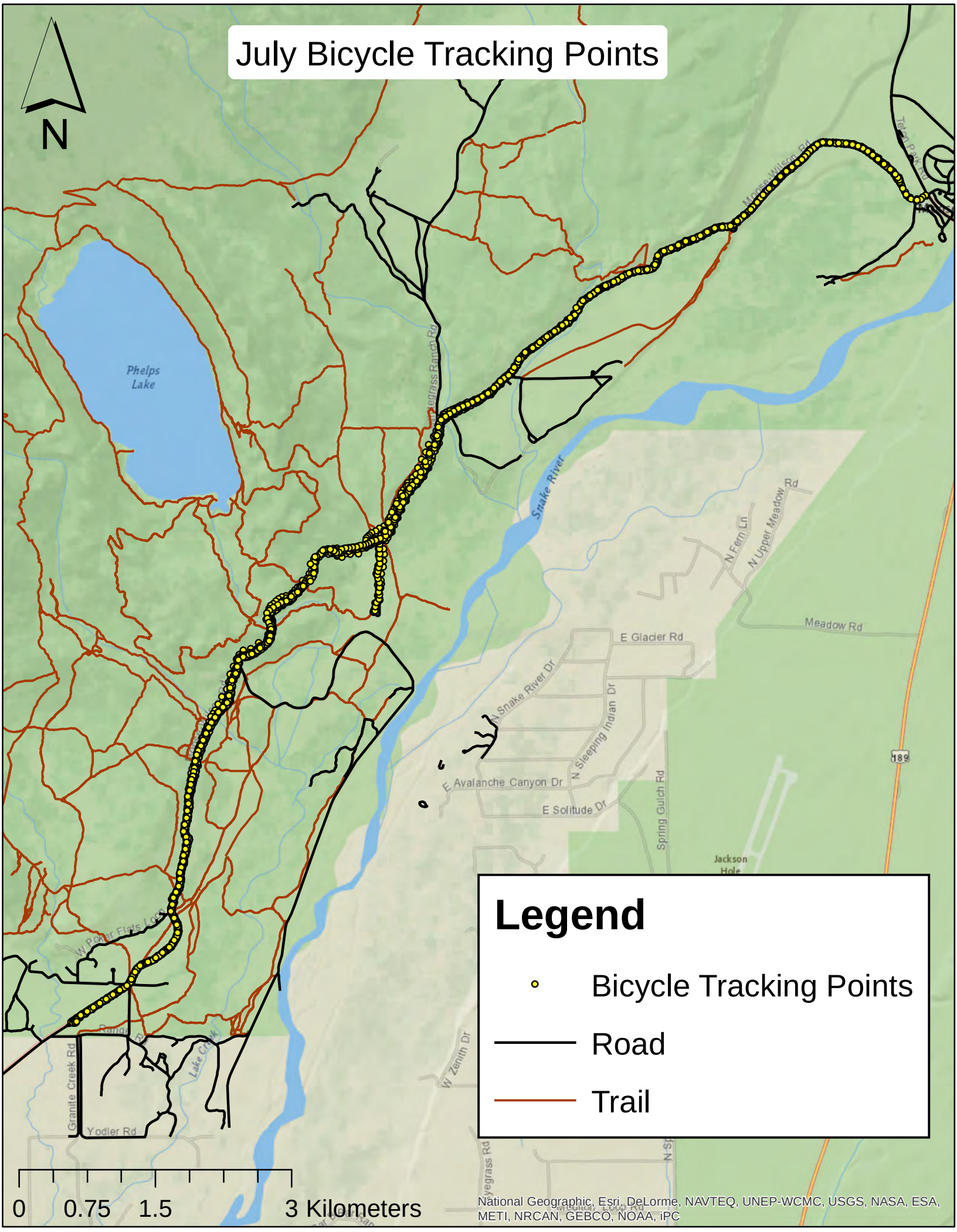

All Vehicle Tracking Points for Moose-Wilson Corridor
N
Phelps Lake
Snake River
N Upper Meadow Rd
N Fern Ln
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
Granite Creek Rd
Yodler Rd
Lake Creek
Legend
Vehicle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

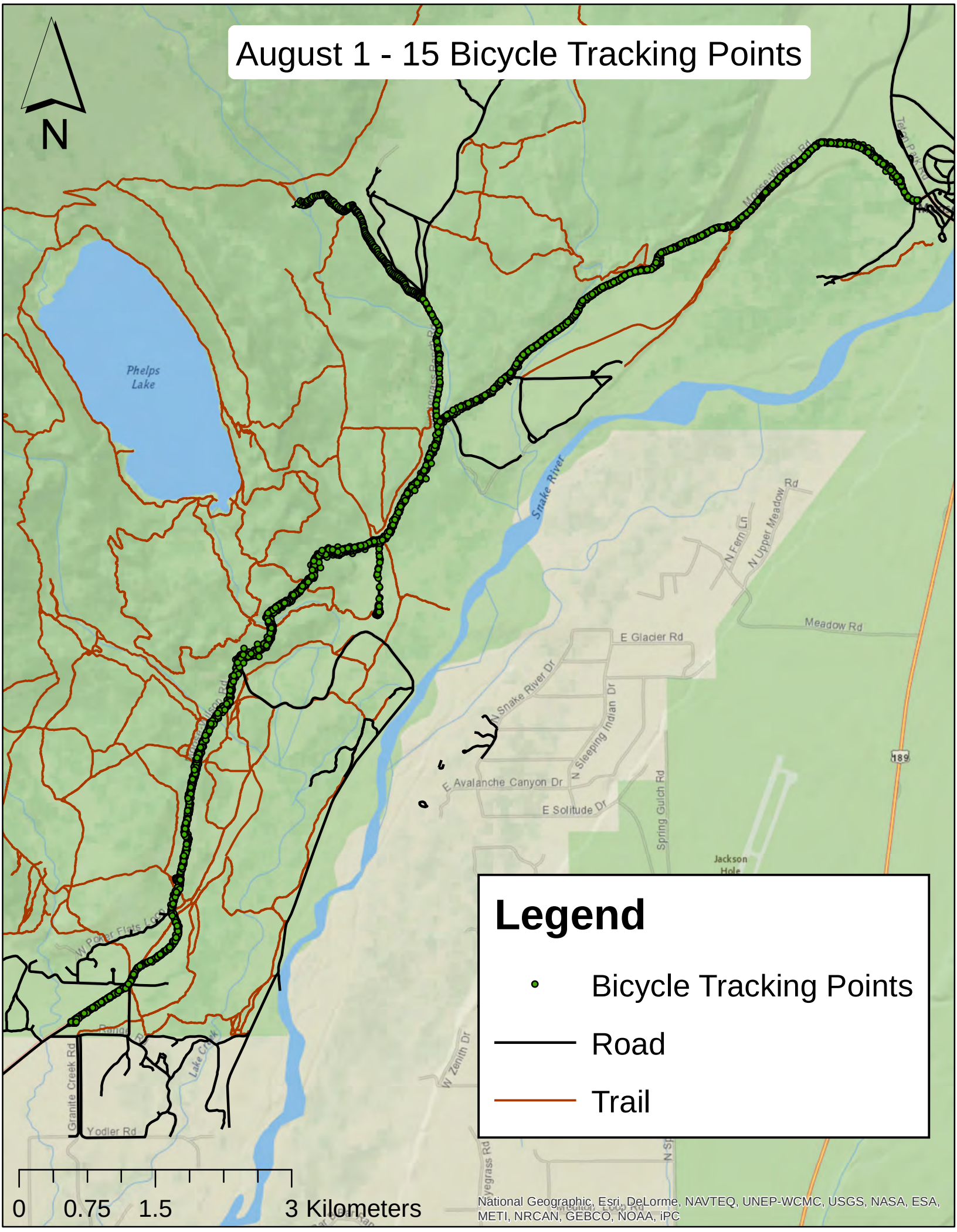

North In & Out Vehicles
Vehicle Density
Park Roads
Park Trails
Low
Medium
High
N
0
0.125
0.25
0.5 Kilometers

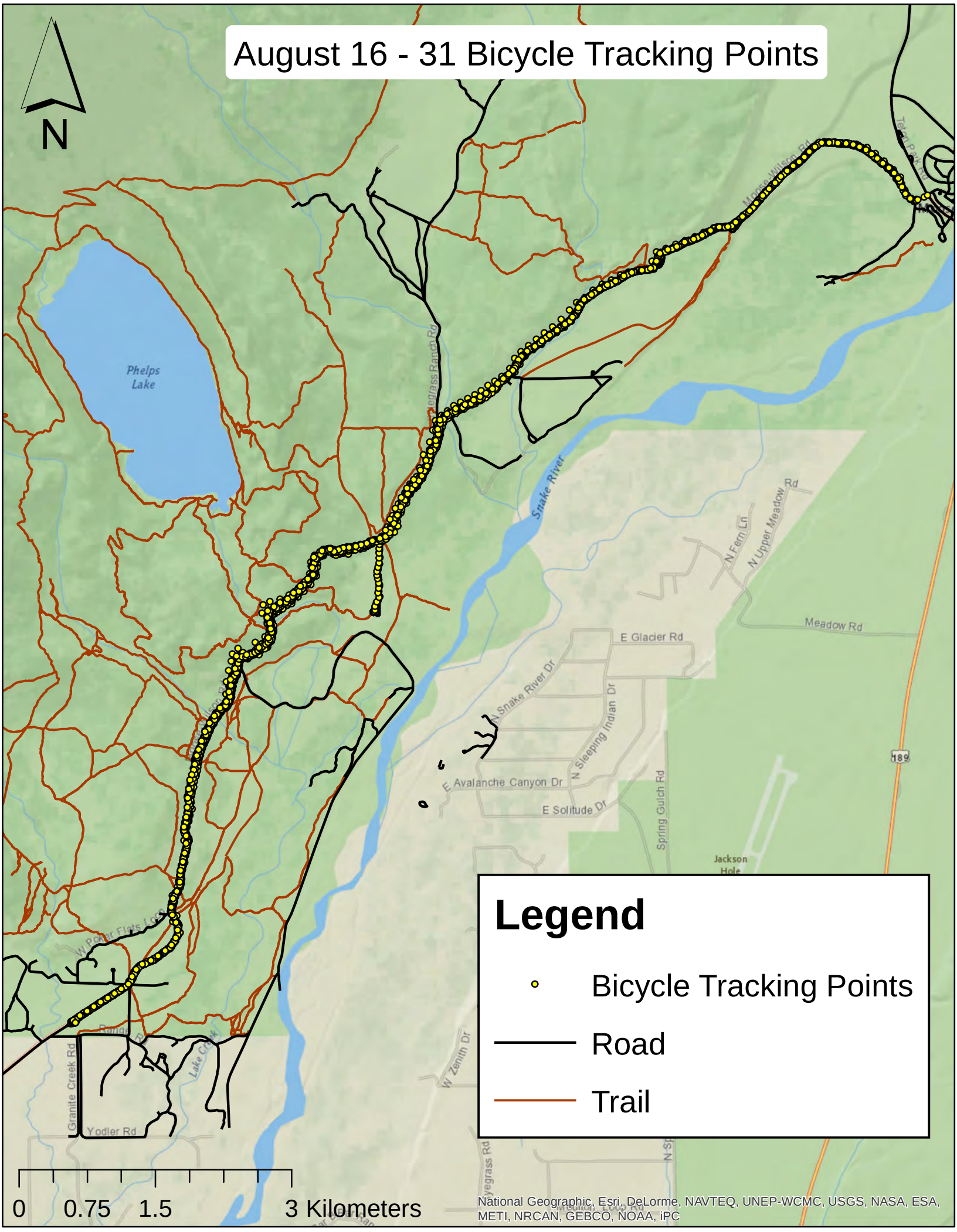

South In & Out Vehicles
Vehicle Density
Park Roads
Park Trails
Low
Medium
High
N
0 0.25 0.5 1 Kilometers


Northbound Vehicles
Vehicle Density
Park Roads
Park Trails
Low
Medium
High
N
0
0.25
0.5
1 Kilometers

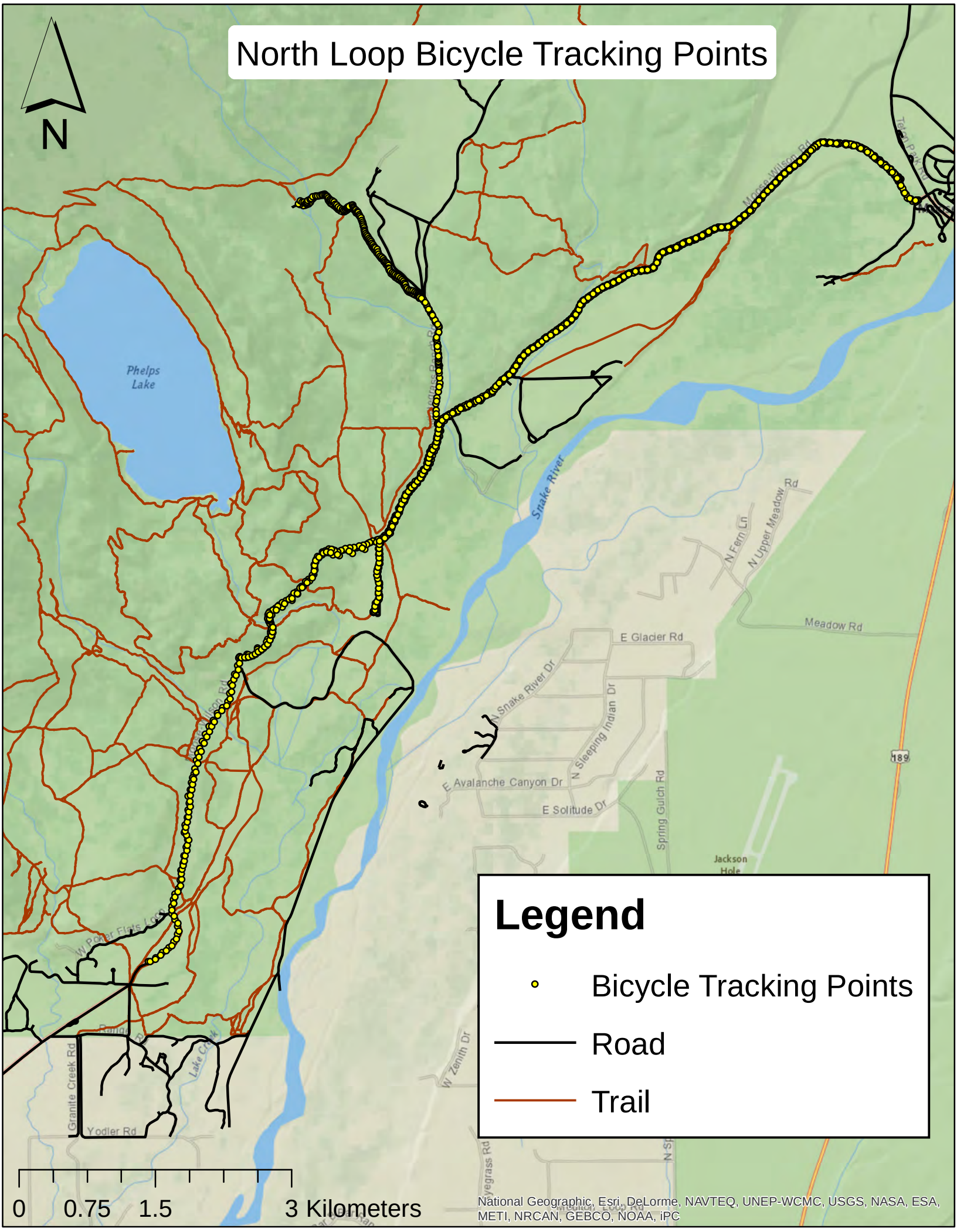

Southbound Vehicles
Vehicle Density
Park Roads
Park Trails
Low
Medium
High
N
0
0.5
1
2 Kilometers

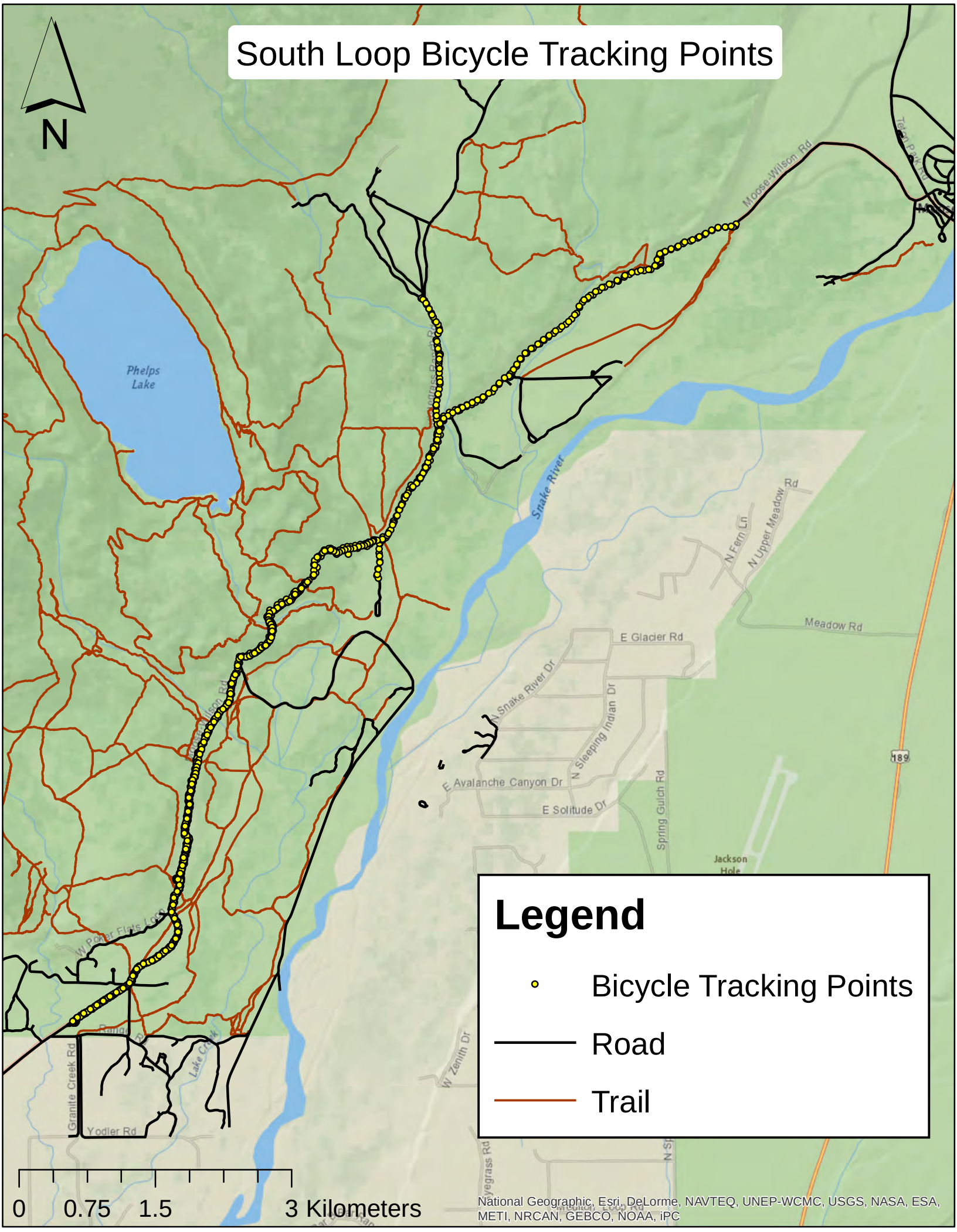

July Bicycle Tracking Points
N
Phelps Lake
Snake River
Moose-Wilson Rd
Teton Park Rd
Mesquitegrass Ranch Rd
N Fern Ln
N Upper Meadow Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
W Power Flats Loop
Granite Creek Rd
Yodler Rd
Lake Creek
Legend
Bicycle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

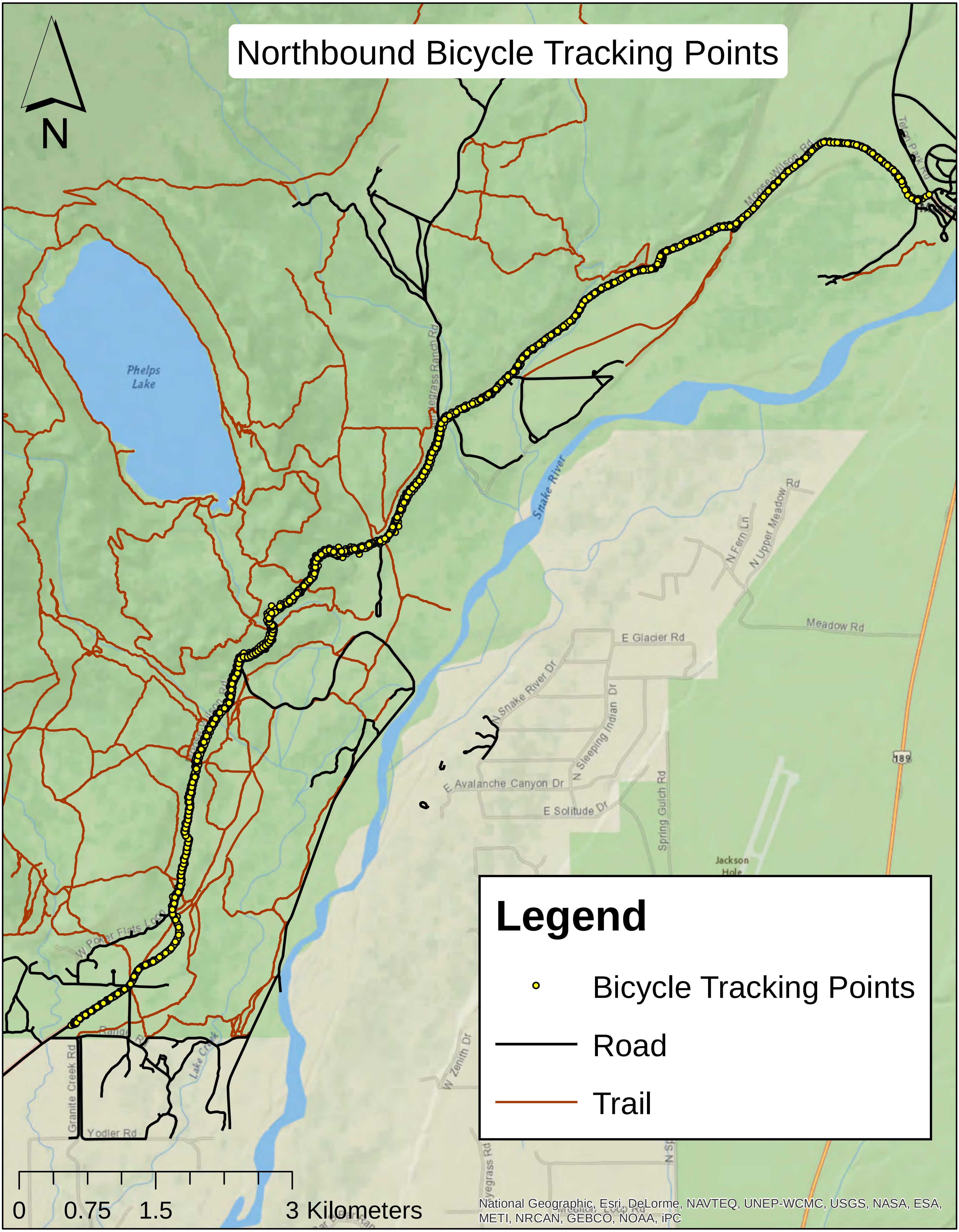

August 1 - 15 Bicycle Tracking Points
N
Phelps Lake
Snake River
Moose-Wilson Rd
Teton Park Rd
Moran Bay Rd
N Fern Ln
N Upper Meadow Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
W Potter Flats Loop
Granite Creek Rd
Yodler Rd
Lake Creek
Legend
Bicycle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

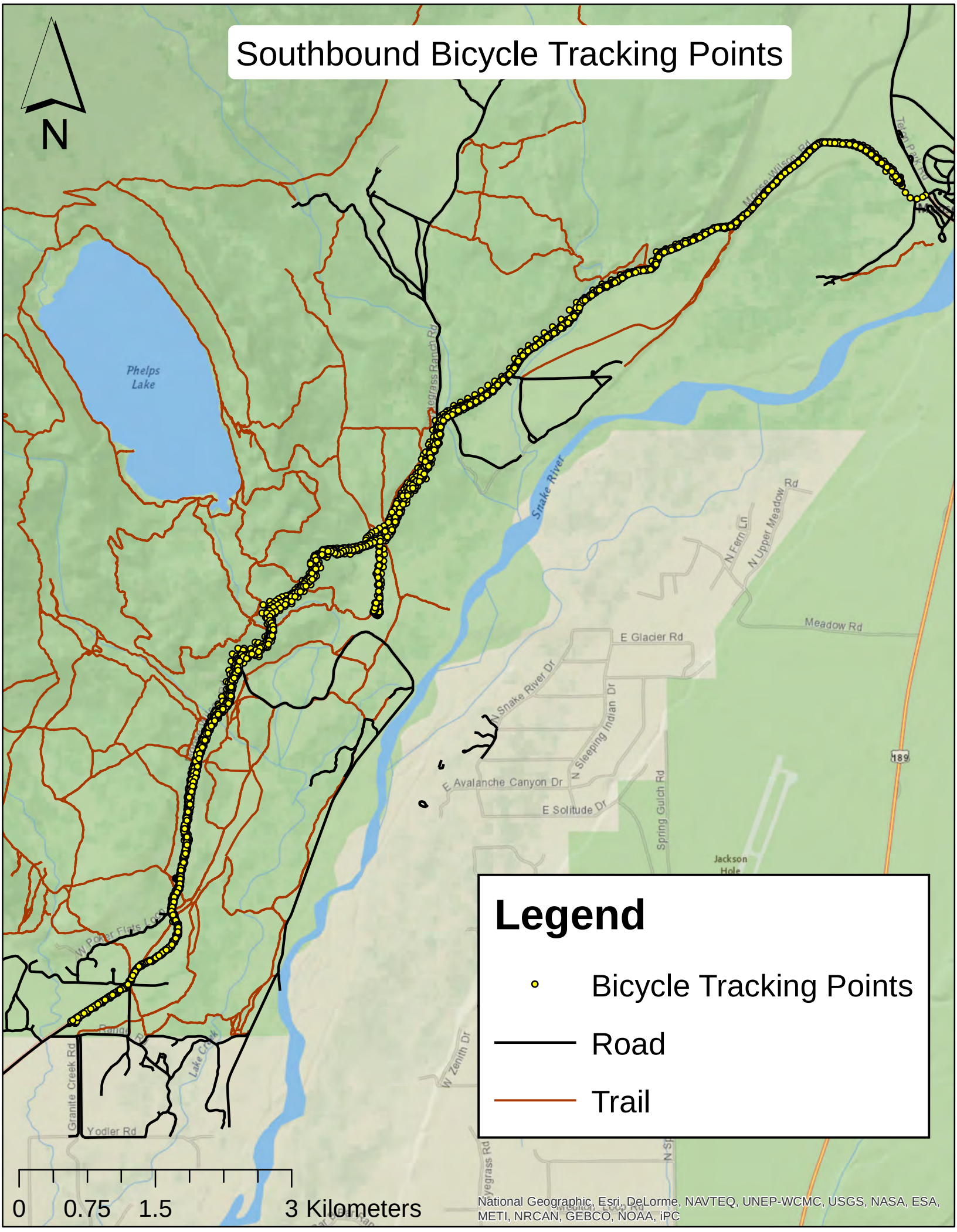

August 16 - 31 Bicycle Tracking Points
N
Phelps Lake
Snake River
Moose-Wilson Rd
Teton Park Rd
Pegrass Ranch Rd
N Fern Ln
N Upper Meadow Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
W Power Flats Loop
Granite Creek Rd
Yodler Rd
Lake Creek
Legend
Bicycle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

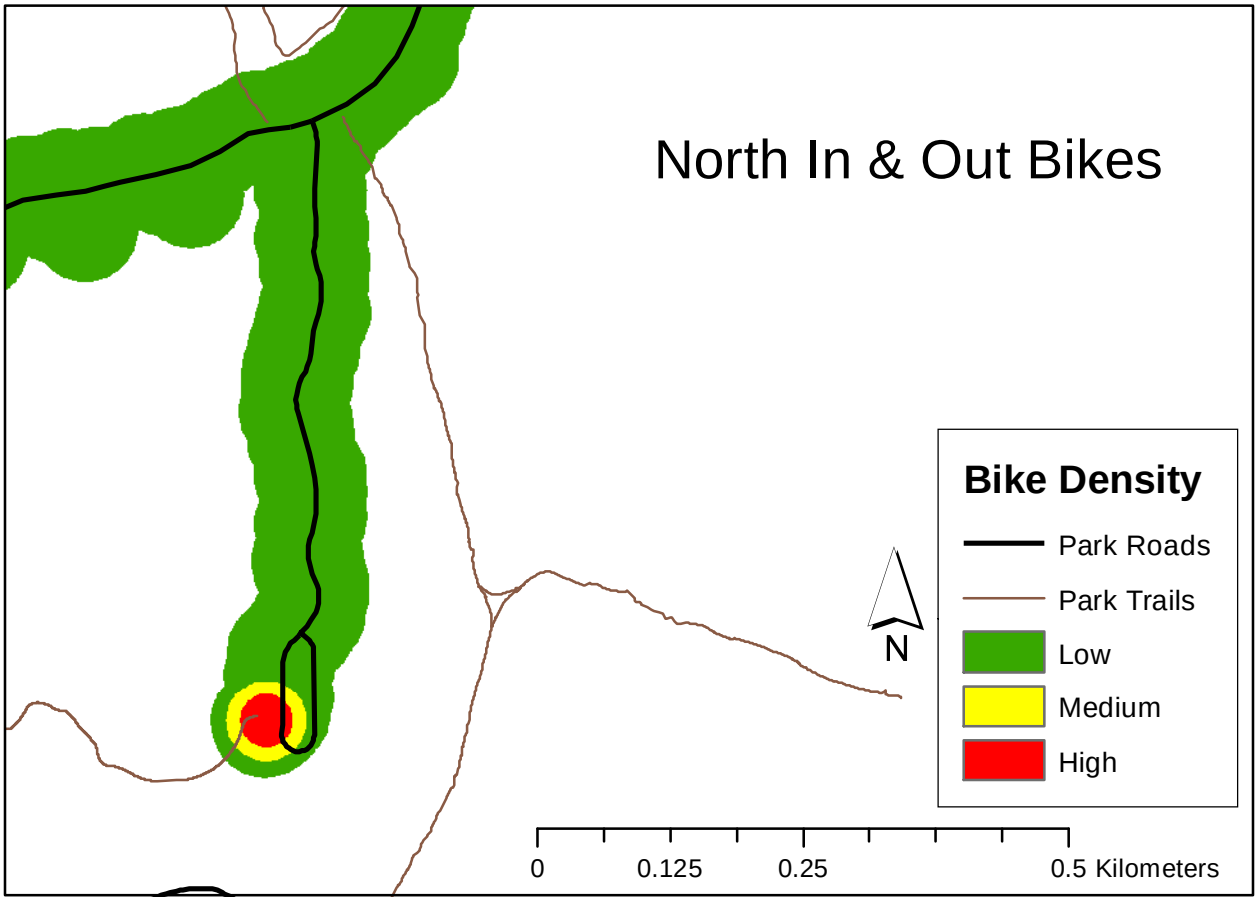
All Bicycle Tracking Points for Moose-Wilson Corridor
N
Phelps Lake
Snake River
Moose-Wilson Rd
Teton Park Rd
N Fern Ln
N Upper Meadow Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
Granite Creek Rd
Yodler Rd
Lake Creek
Legend
Bicycle Traking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

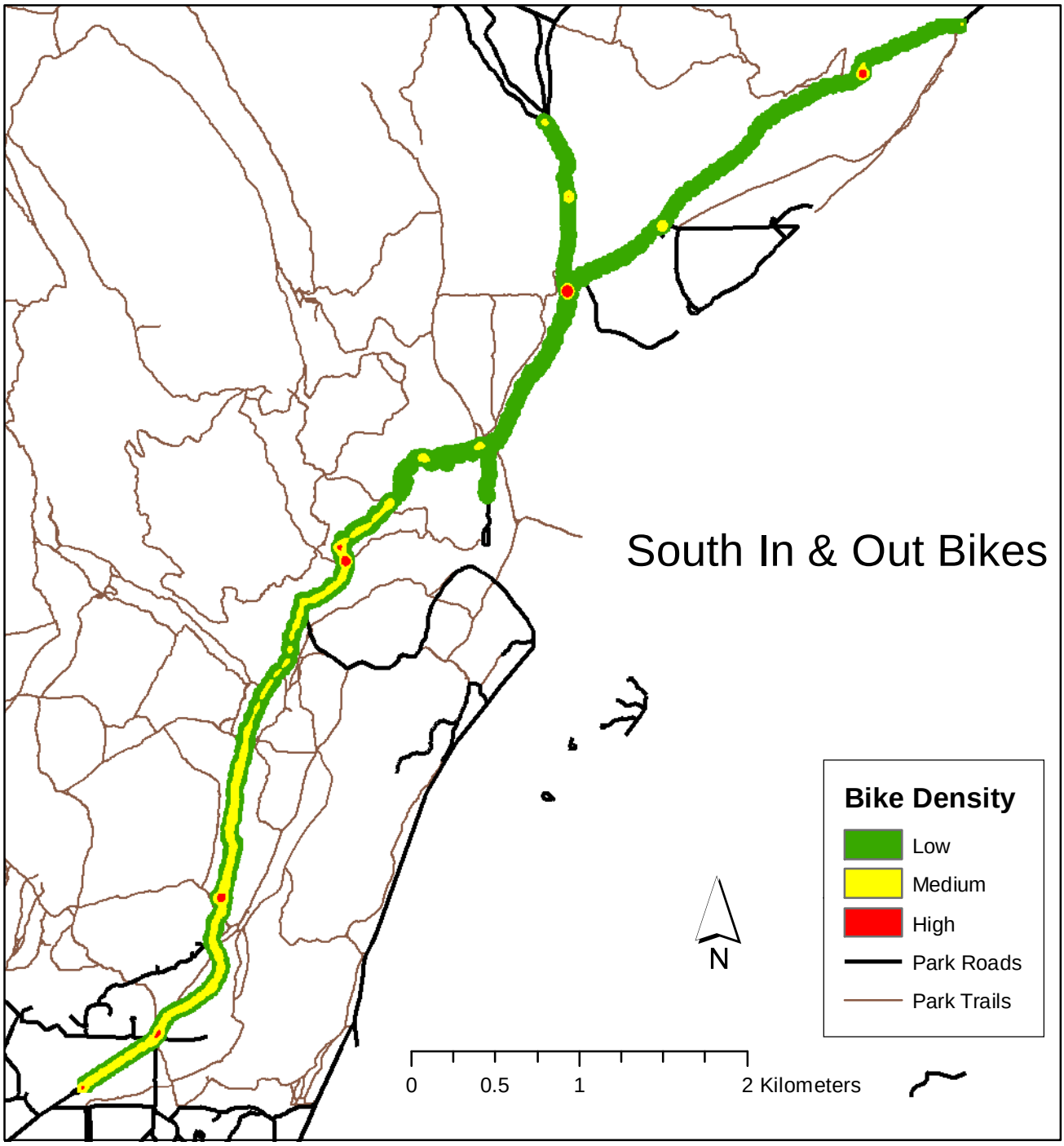

North Loop Bicycle Tracking Points
N
Phelps Lake
Snake River
Moose-Wilson Rd
Teton Park Rd
Moose-Wilson Rd
N Fern Ln
N Upper Meadow Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
W Power Flats Loop
Granite Creek Rd
Yodler Rd
Legend
Bicycle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

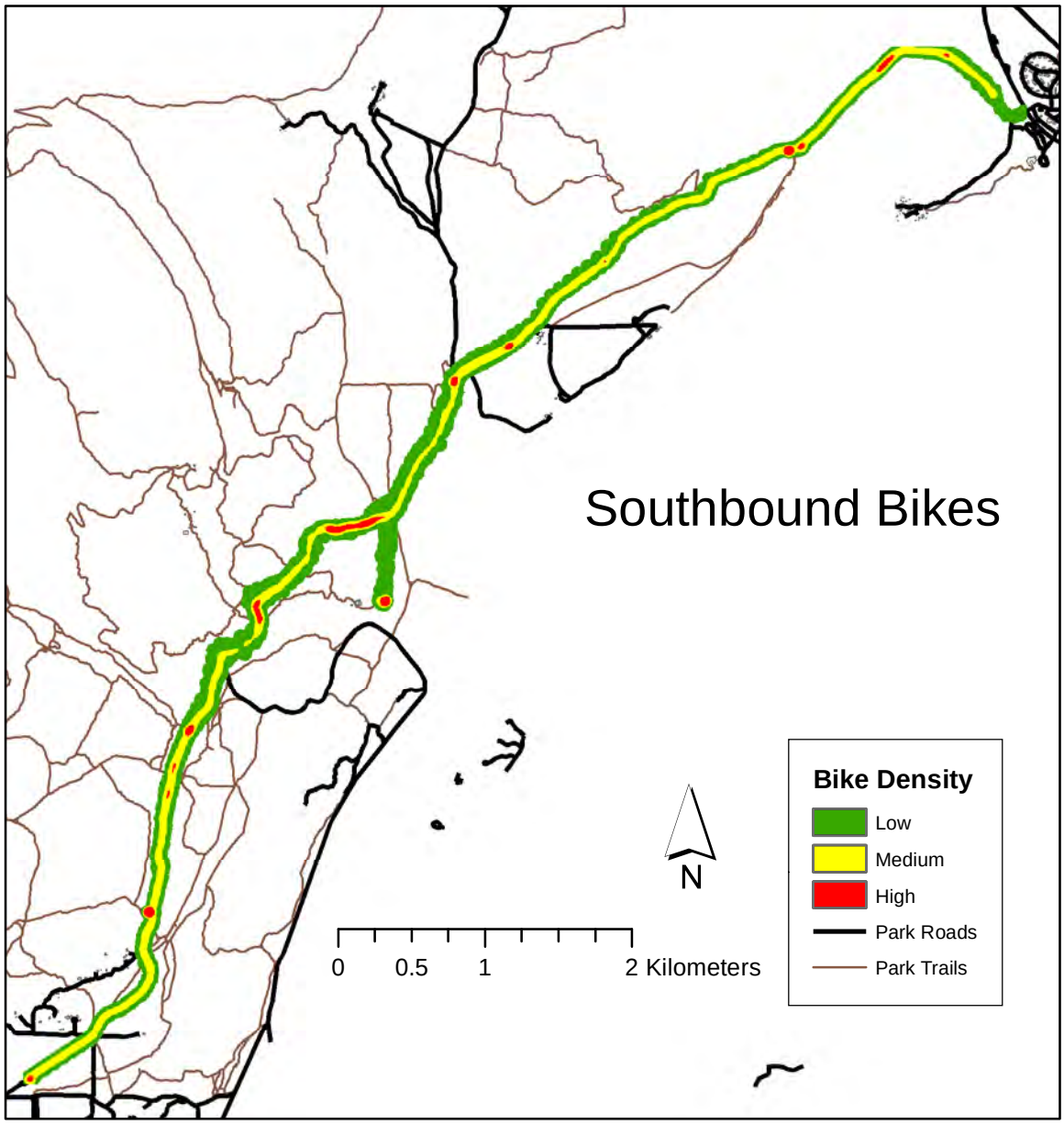

South Loop Bicycle Tracking Points
N
Phelps Lake
Moose-Wilson Rd
Snake River
N Fern Ln
N Upper Meadow Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
Granite Creek Rd
Yodler Rd
Legend
Bicycle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

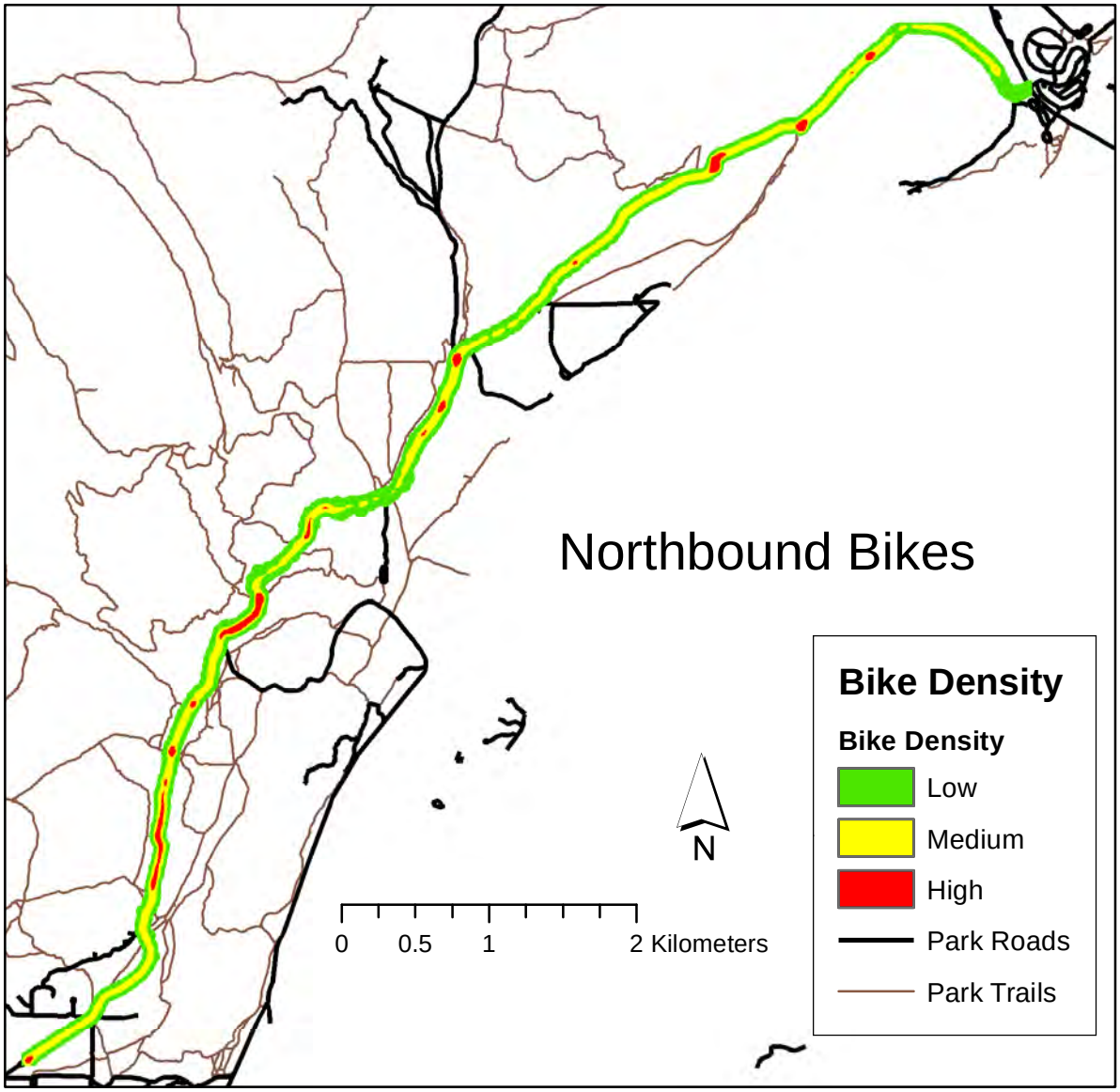

Northbound Bicycle Tracking Points
N
Legend
Bicycle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
Phelps Lake
Snake River
Moose-Wilson Rd
Sawmill Ponds Rd
Teton Park Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
N Fern Ln
N Upper Meadow Rd
Jackson Hole
189
W Poker Flats Loop
Lake Creek
Granite Creek Rd
Yodler Rd
W Zenith Dr
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

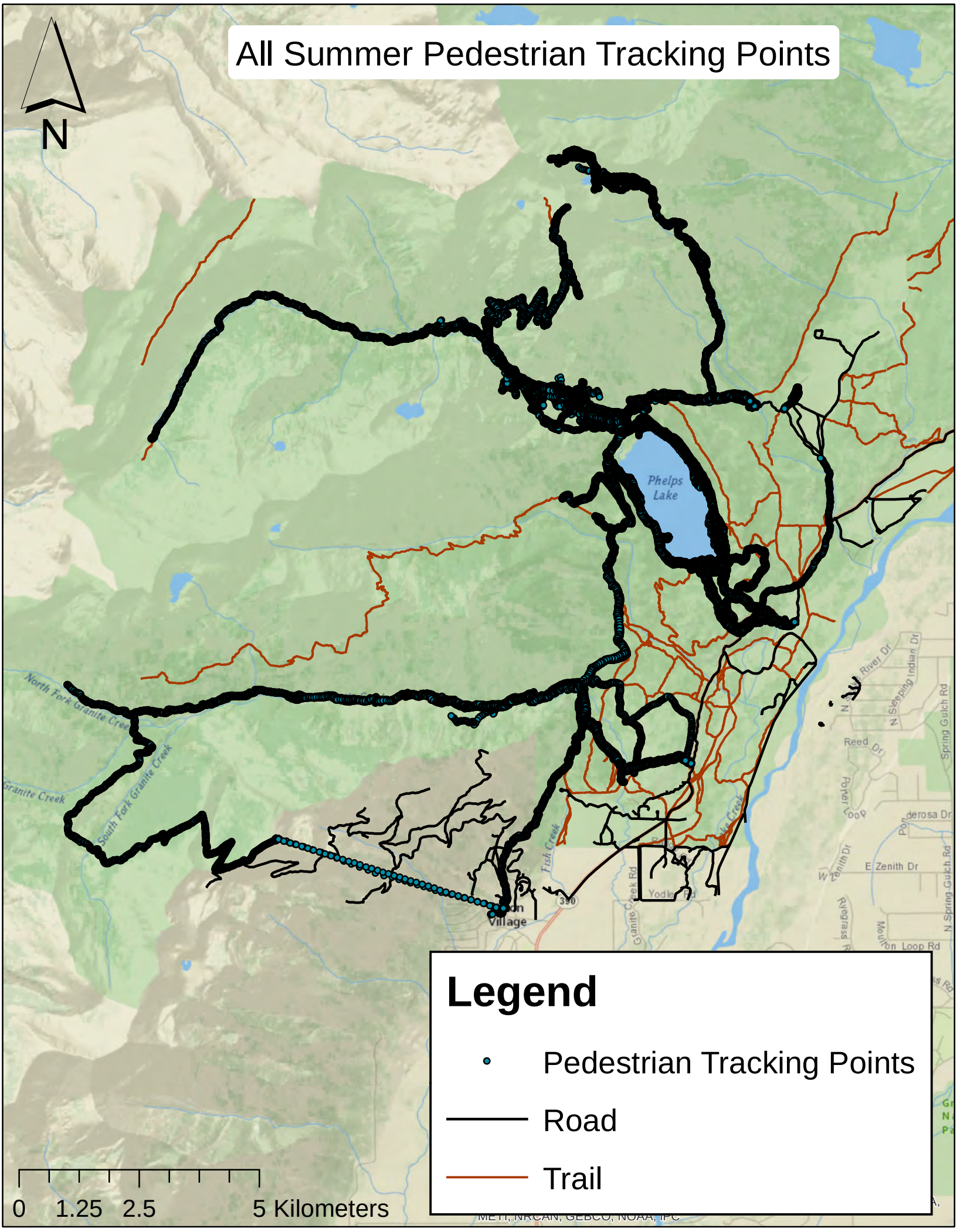

Southbound Bicycle Tracking Points
N
Phelps Lake
Snake River
Moose-Wilson Rd
Teton Park Rd
Moran Rd
N Fern Ln
N Upper Meadow Rd
Meadow Rd
E Glacier Rd
N Snake River Dr
N Sleeping Indian Dr
E Avalanche Canyon Dr
E Solitude Dr
Spring Gulch Rd
Jackson Hole
189
W Zenith Dr
Granite Creek Rd
Yodler Rd
Lake Creek
Legend
Bicycle Tracking Points
Road
Trail
0
0.75
1.5
3 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

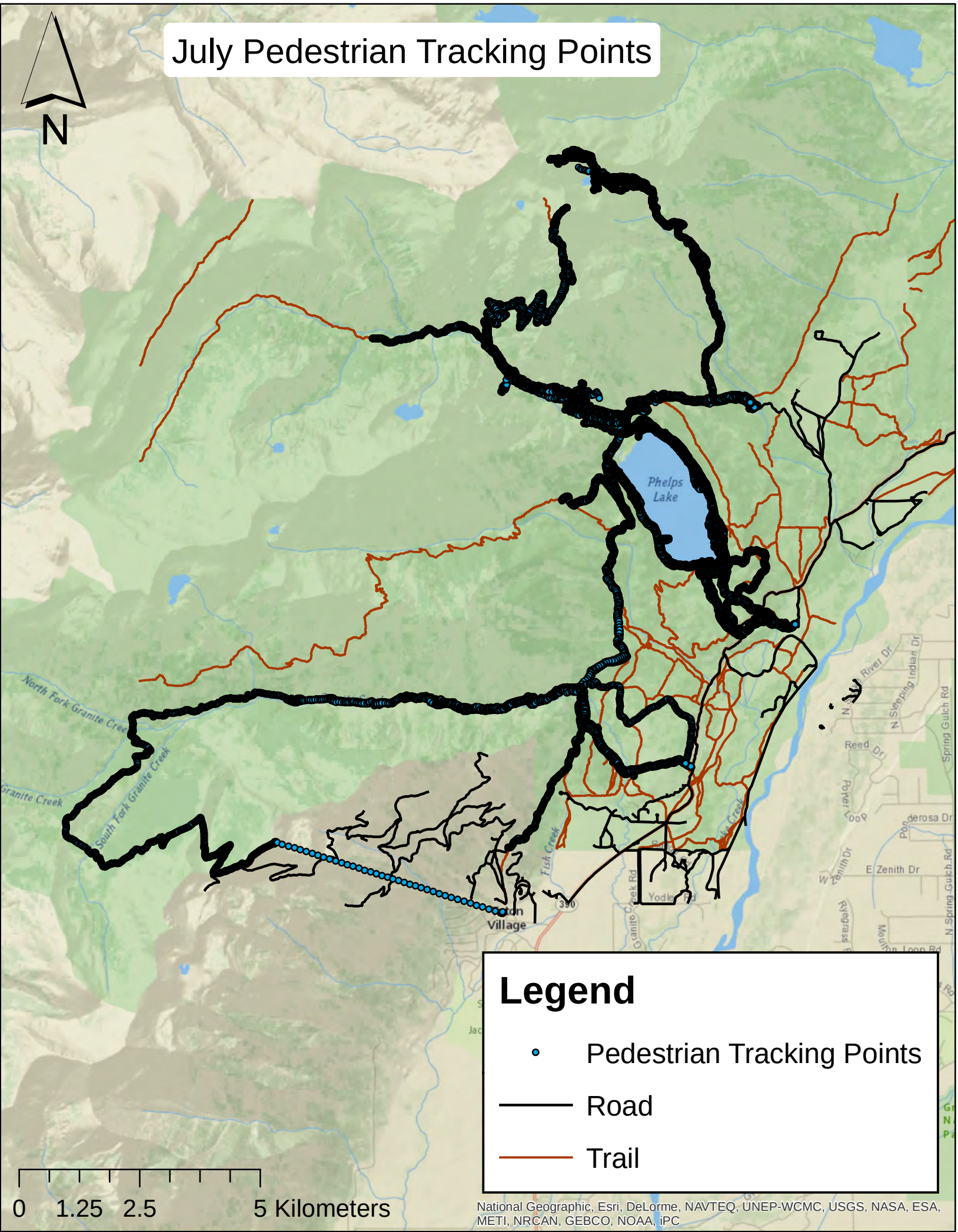

North In & Out Bikes
Bike Density
Park Roads
Park Trails
Low
Medium
High
N
0
0.125
0.25
0.5 Kilometers

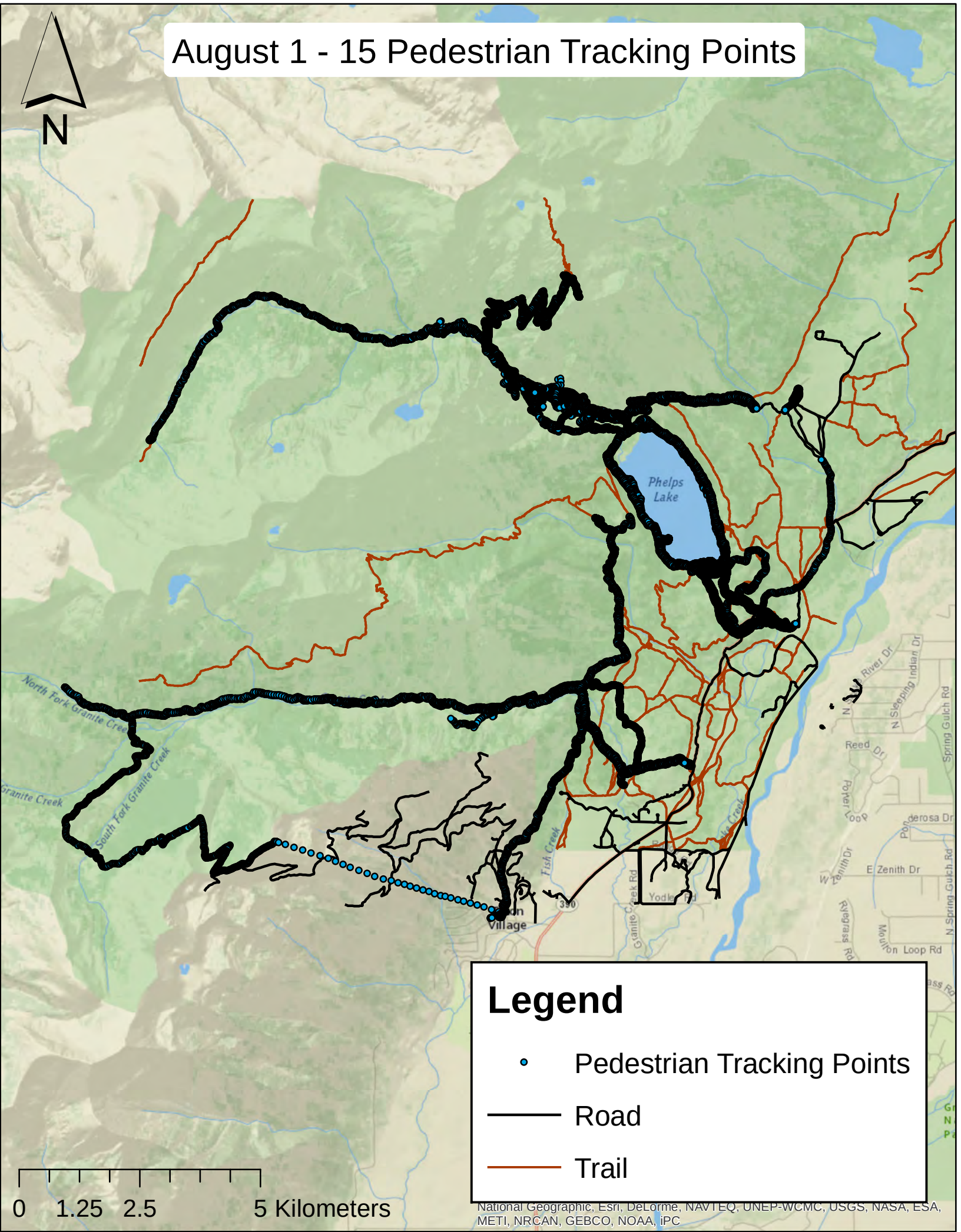

South In & Out Bikes
Bike Density
Low
Medium
High
Park Roads
Park Trails
N
0
0.5
1
2 Kilometers

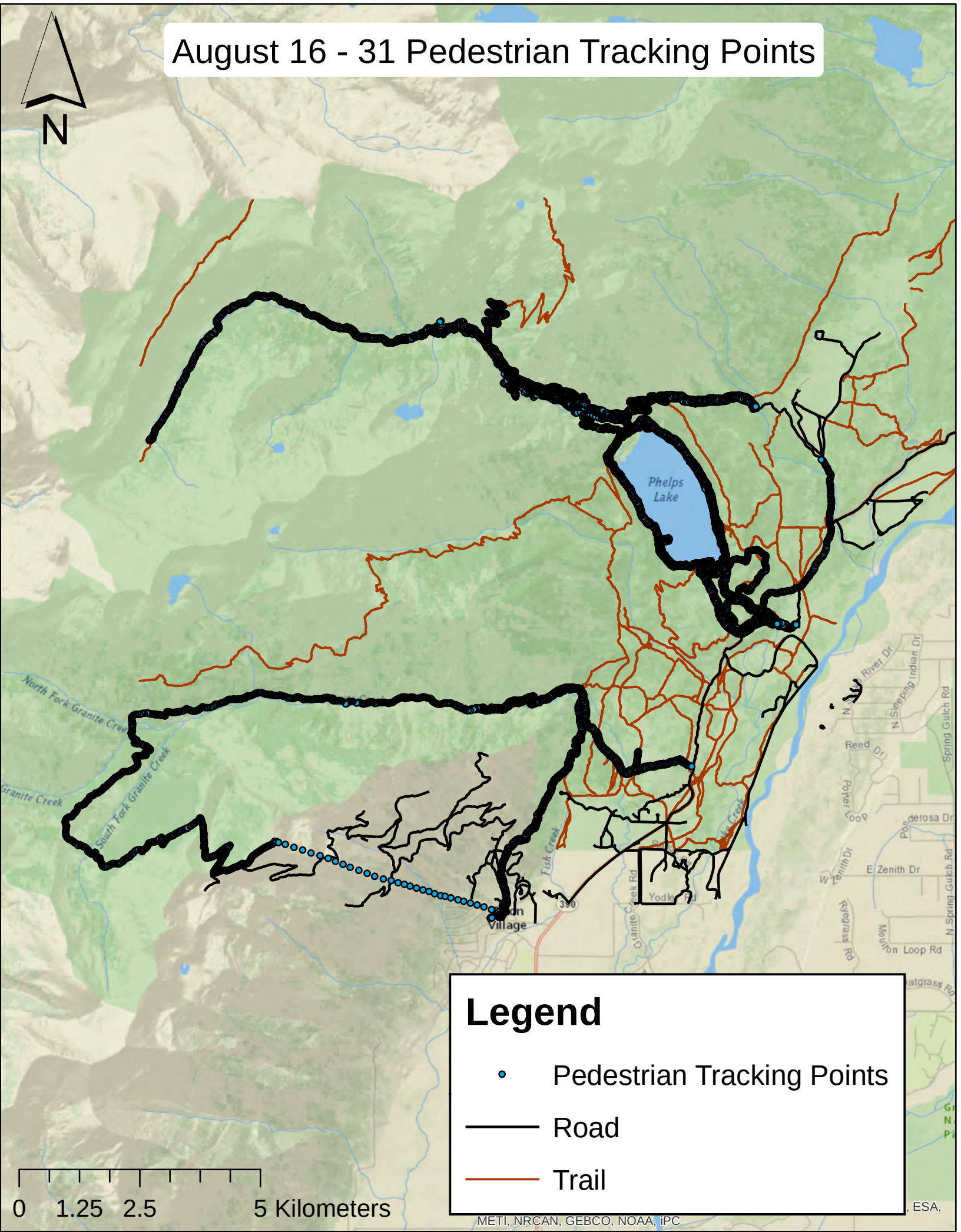

Southbound Bikes
Bike Density
Low
Medium
High
Park Roads
Park Trails
N
0
0.5
1
2 Kilometers

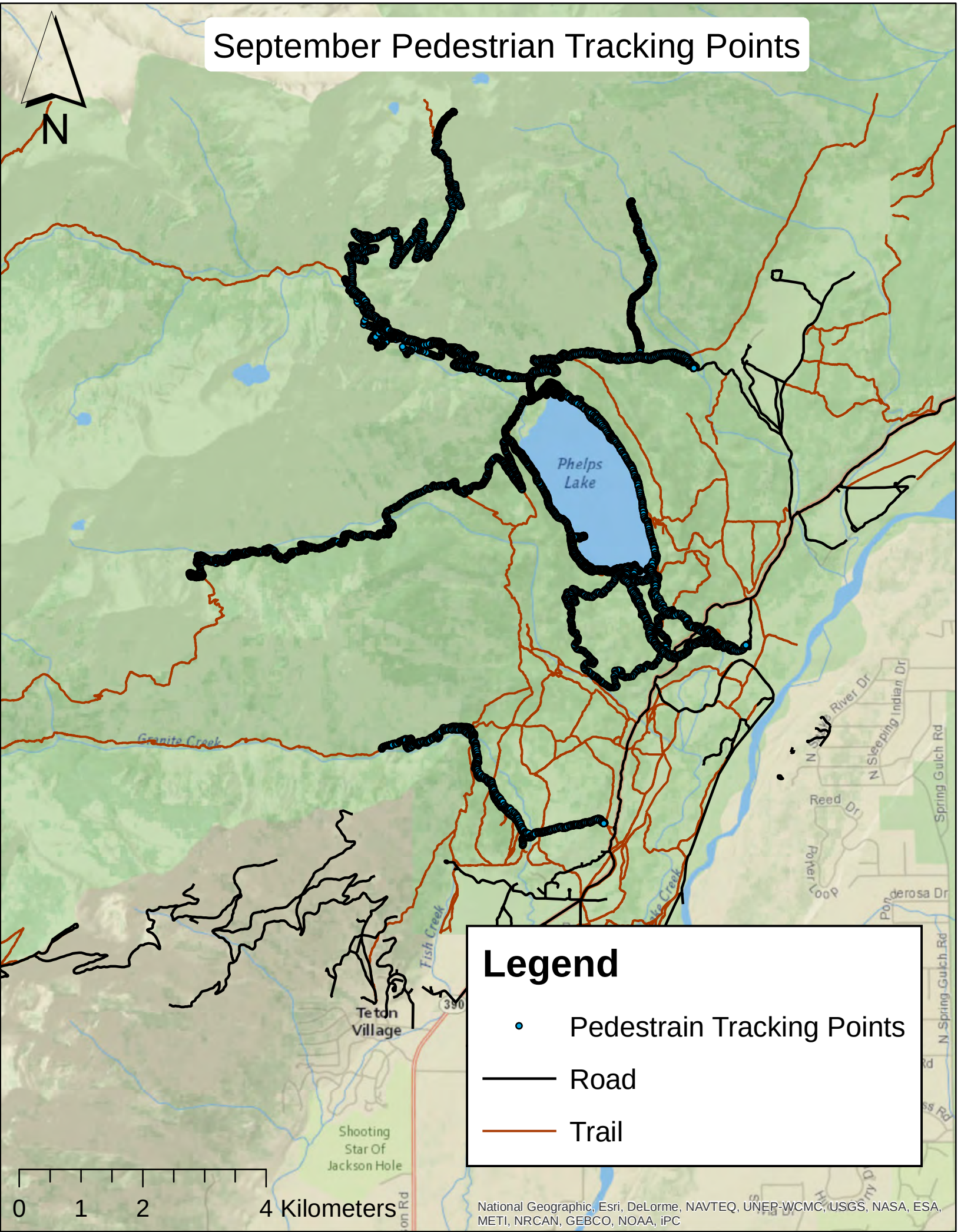

Northbound Bikes
Bike Density
Bike Density
Low
Medium
High
Park Roads
Park Trails
N
0
0.5
1
2 Kilometers

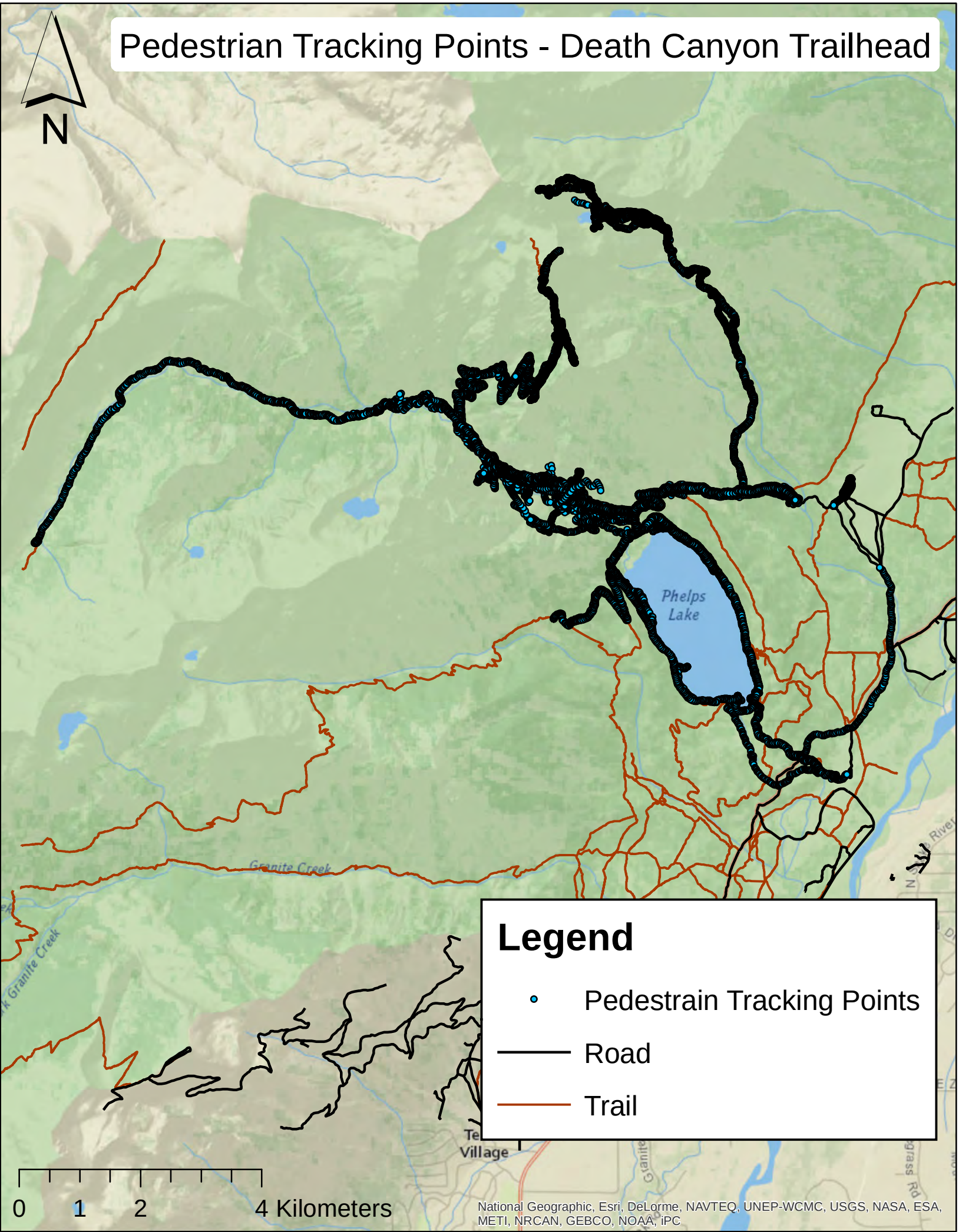

All Summer Pedestrian Tracking Points
N
Phelps Lake
North Fork Granite Creek
South Fork Granite Creek
Granite Creek
Fish Creek
Granite Creek Rd
Yodler Rd
Village
380
River Dr
N Sleeping Indian Dr
Spring Gulch Rd
Reed Dr
Rover Loop
Ponderosa Dr
E Zenith Dr
W Zenith Dr
N Spring Gulch Rd
Ryegrass
Mountain Loop Rd
Legend
Pedestrian Tracking Points
Road
Trail
0
1.25
2.5
5 Kilometers

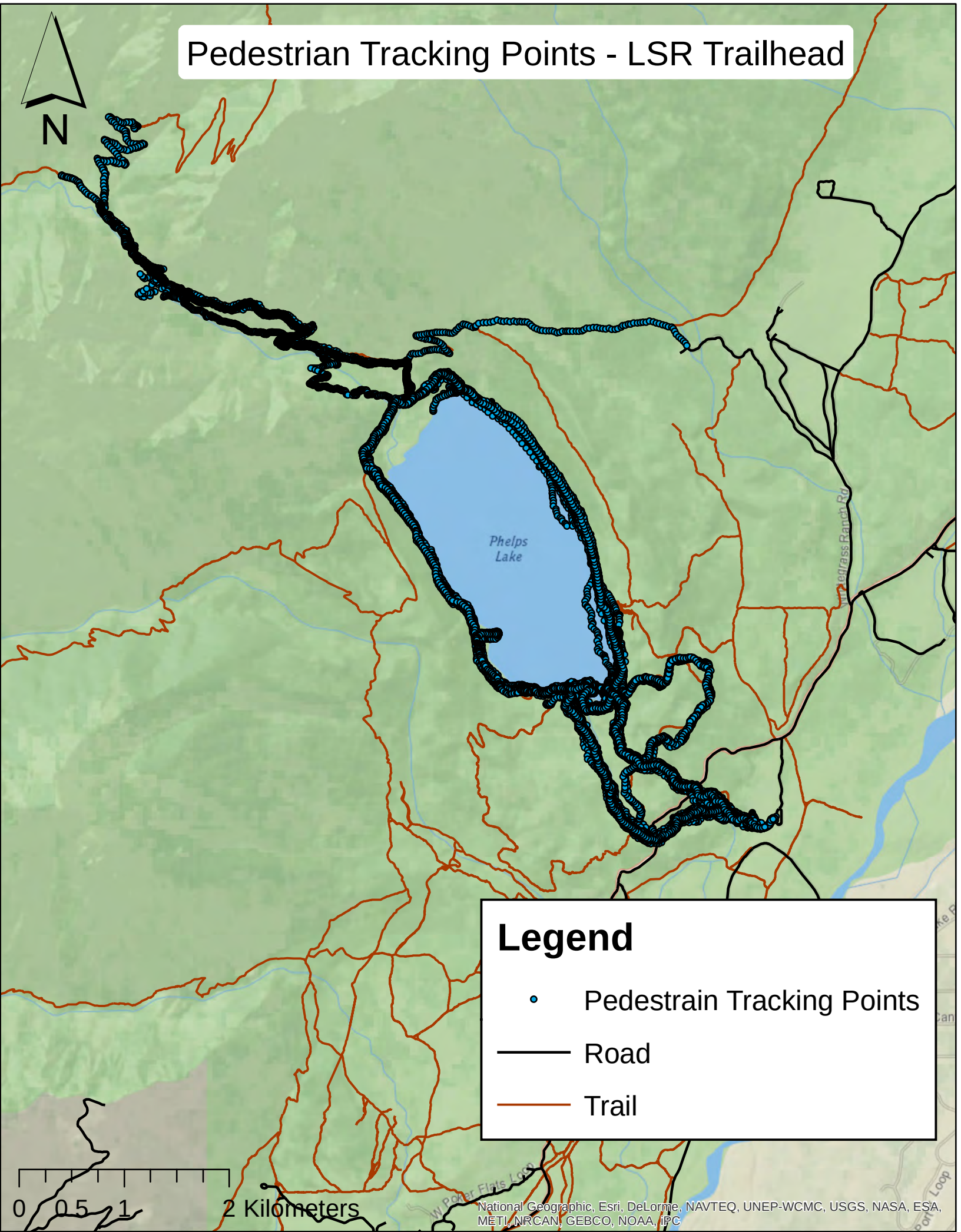

July Pedestrian Tracking Points
N
Phelps Lake
North Fork Granite Creek
South Fork Granite Creek
Granite Creek
Fish Creek
Village
390
Yodler Rd
Granite Creek Rd
Reed Dr
Poker Loop
Ponderosa Dr
E Zenith Dr
W Zenith Dr
N Sleeping Indian Dr
Spring Gulch Rd
N Spring Gulch Rd
Legend
Pedestrian Tracking Points
Road
Trail
0
1.25
2.5
5 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

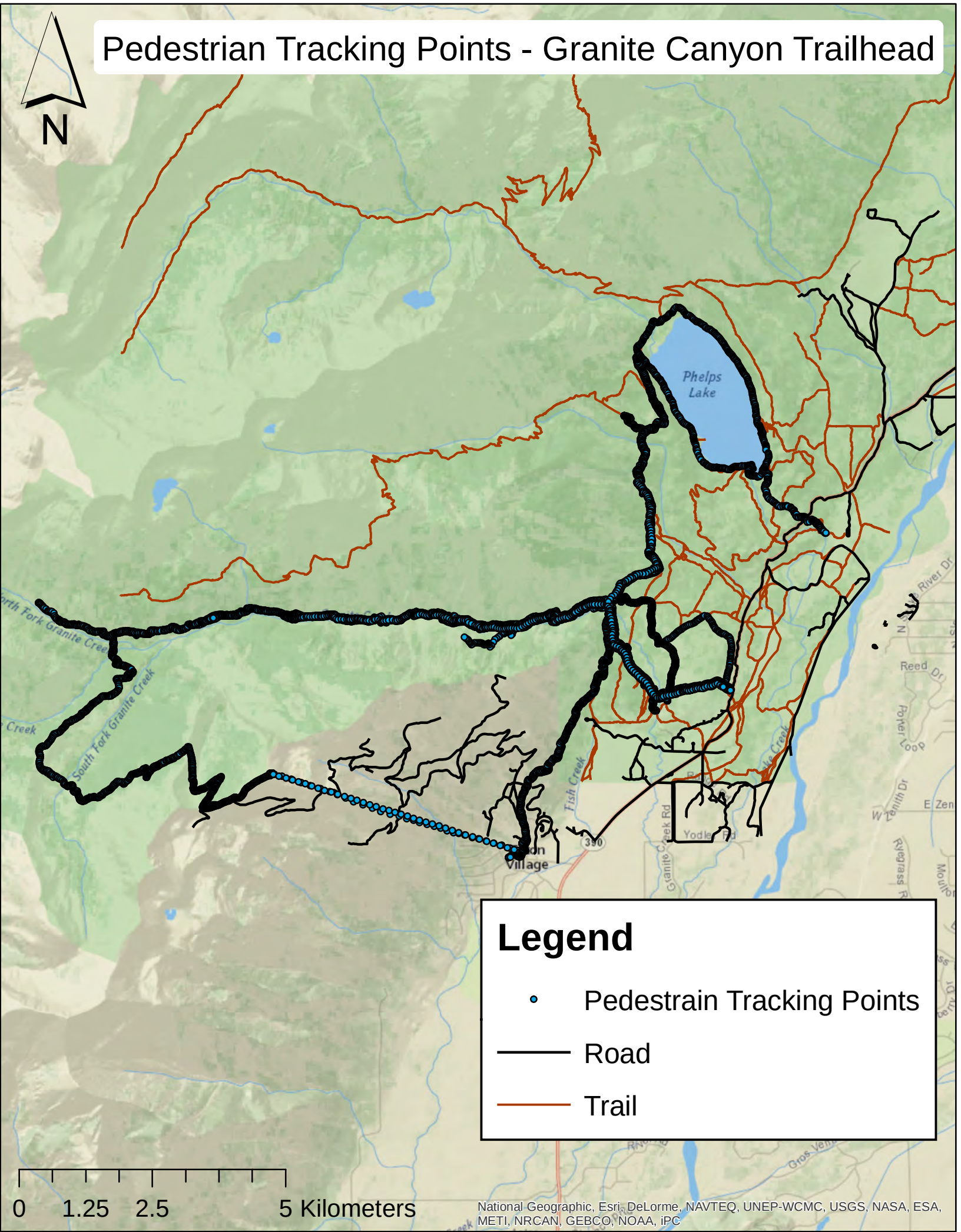

August 1 - 15 Pedestrian Tracking Points
N
Phelps Lake
North Fork Granite Creek
South Fork Granite Creek
Granite Creek
Fish Creek
Village
390
Yodler Rd
Granite Creek Rd
N Sleeping Indian Dr
Spring Gulch Rd
Reed Dr
Poker Loop
Ponderosa Dr
E Zenith Dr
W Zenith Dr
Ryegrass Rd
Moulton Loop Rd
Legend
Pedestrian Tracking Points
Road
Trail
0
1.25
2.5
5 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

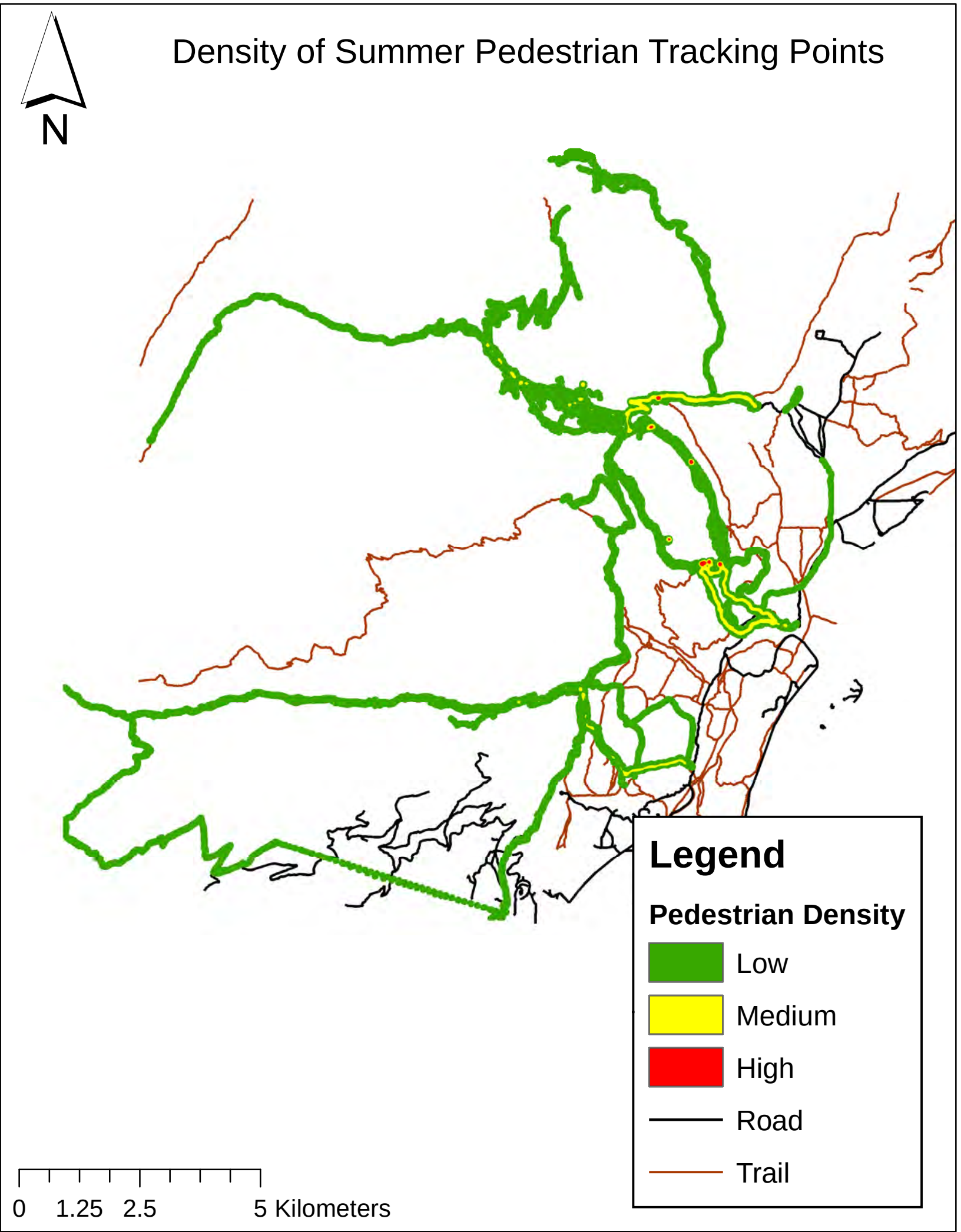

August 16 - 31 Pedestrian Tracking Points
N
Phelps Lake
North Fork Granite Creek
South Fork Granite Creek
Granite Creek
Fish Creek
Village
390
Granite Creek Rd
Yodler Rd
N Sleeping Indian Dr
Spring Gulch Rd
Reed Dr
Poker Loop
Ponderosa Dr
E Zenith Dr
W Zenith Dr
Ryegrass Rd
Moulton Loop Rd
N Spring Gulch Rd
Legend
Pedestrian Tracking Points
Road
Trail
0
1.25
2.5
5 Kilometers
METI, NRCAN, GEBCO, NOAA, iPC
, ESA,

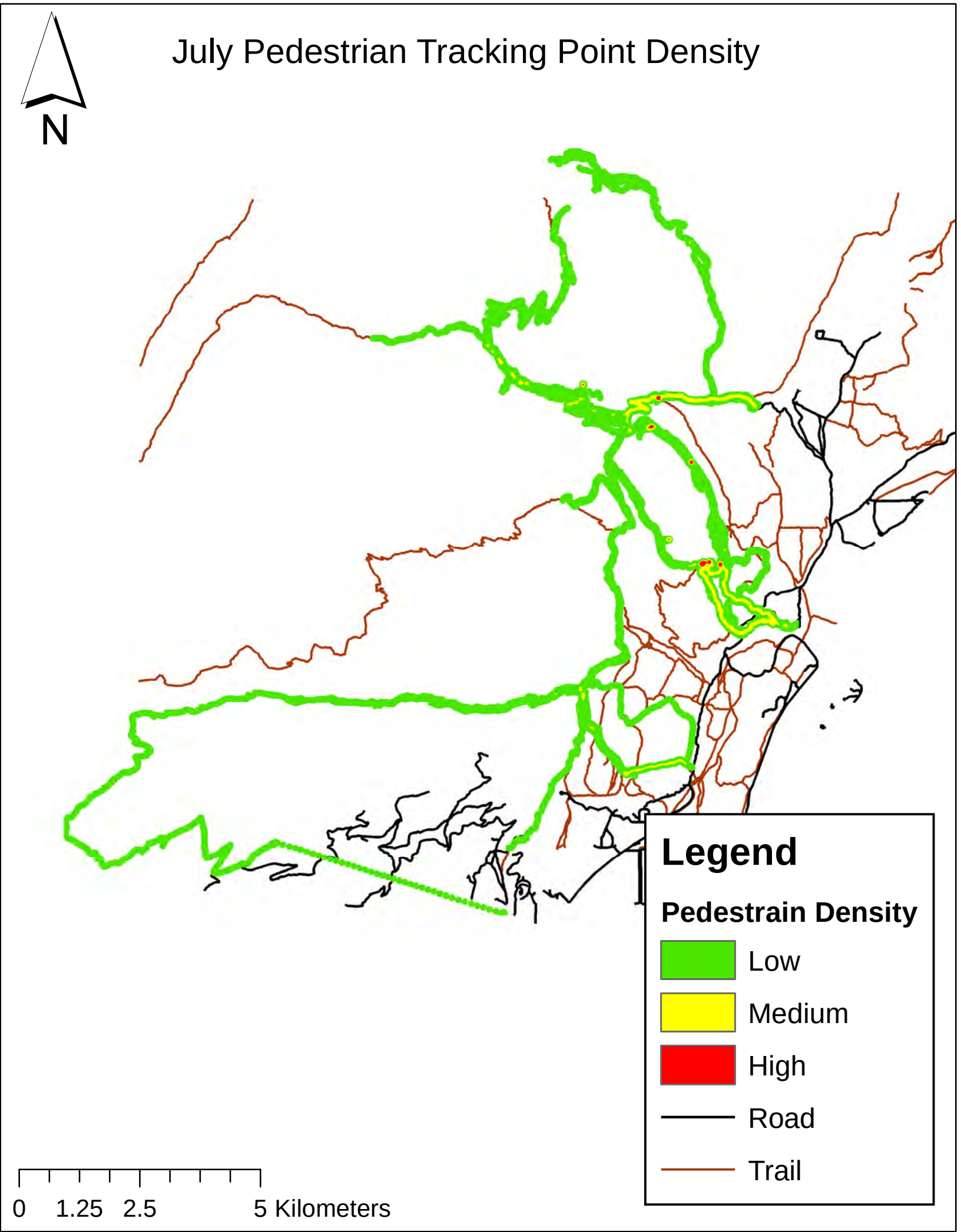

September Pedestrian Tracking Points
N
Phelps Lake
Granite Creek
Fish Creek
Teton Village
390
Shooting Star Of Jackson Hole
N Sleeping Indian Dr
Spring Gulch Rd
Reed Dr
Porter Loop
Legend
Pedestrain Tracking Points
Road
Trail
0 1 2 4 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

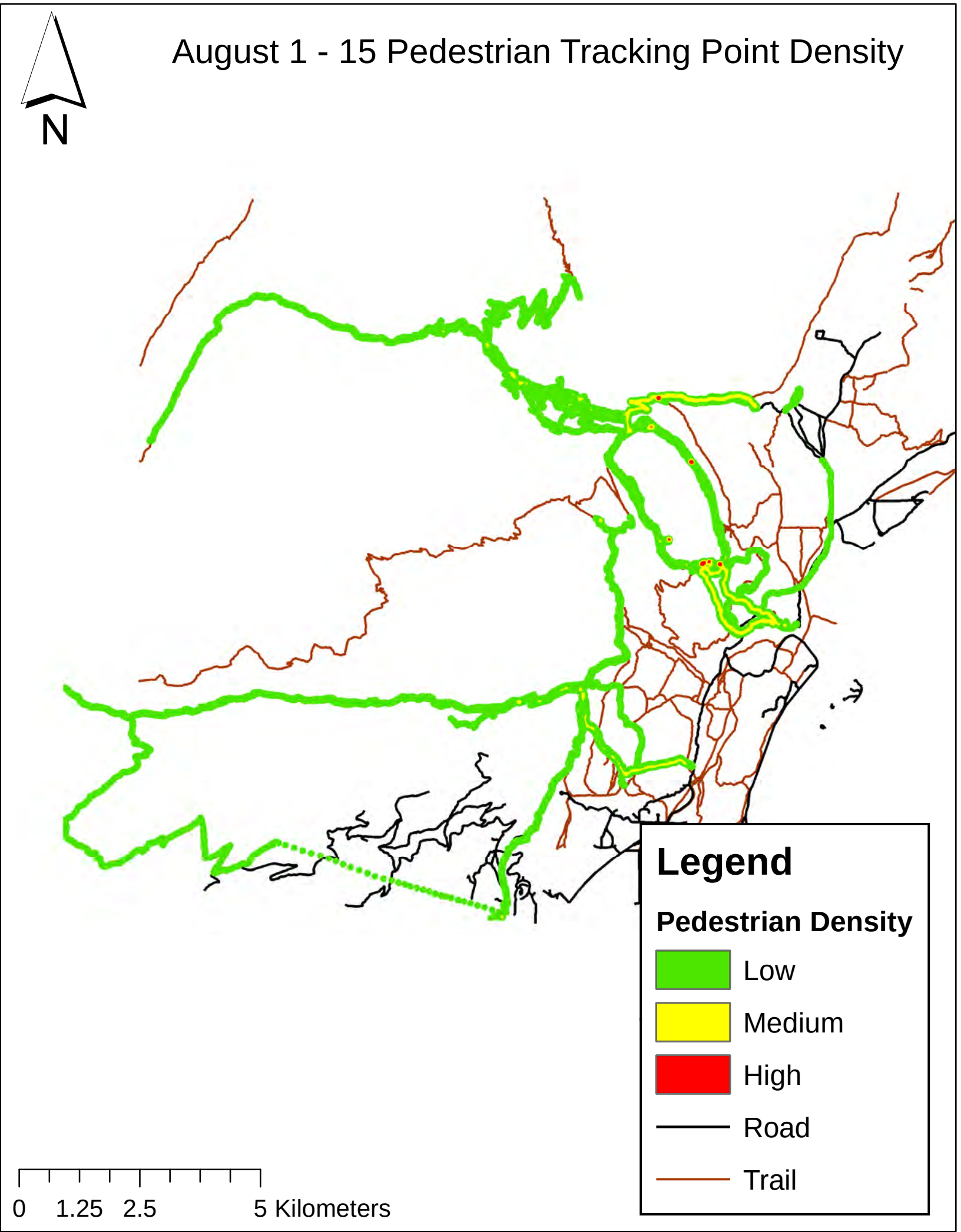

Pedestrian Tracking Points - Death Canyon Trailhead
N
Phelps Lake
Granite Creek
Legend
Pedestrain Tracking Points
Road
Trail
0 1 2 4 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

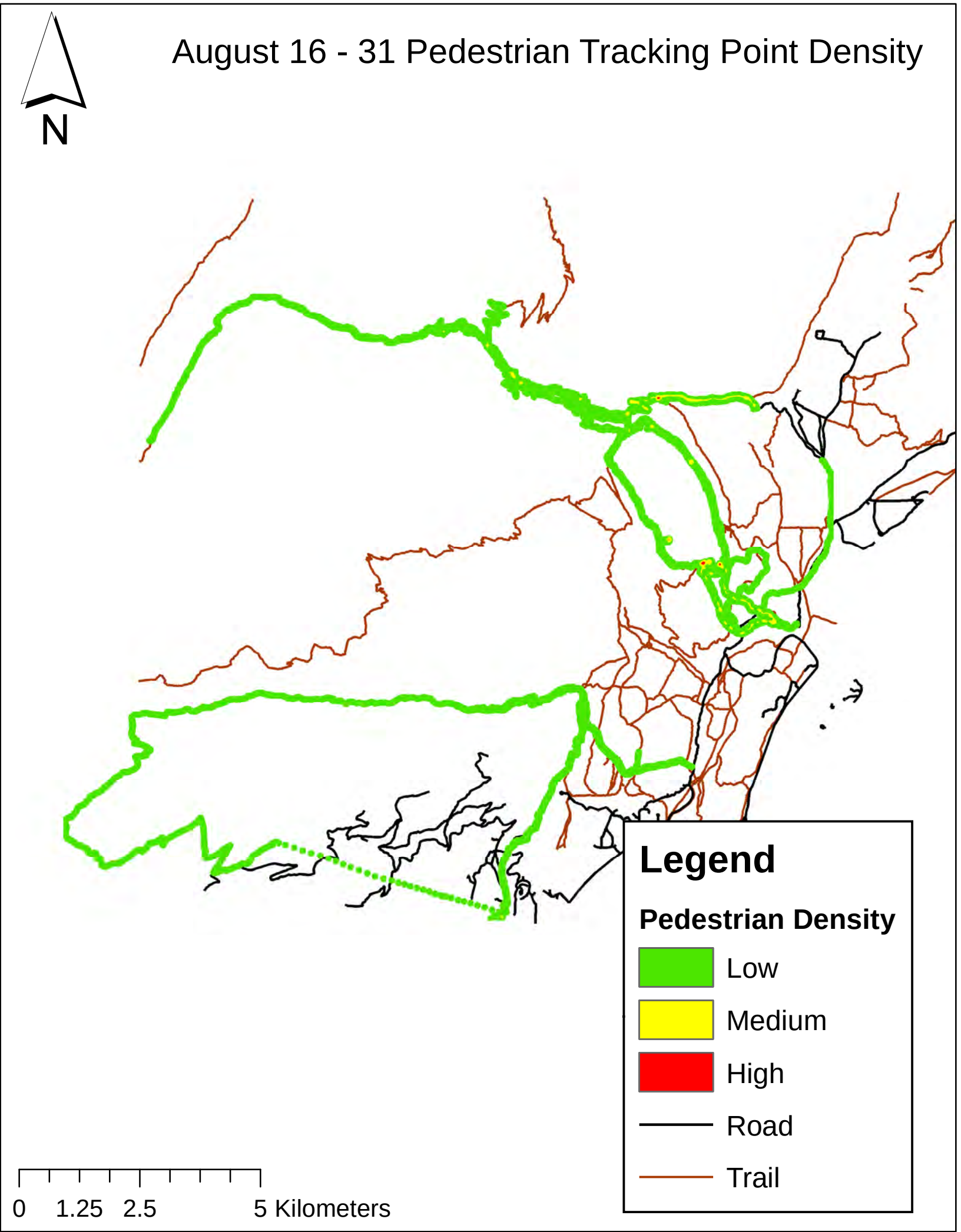

Pedestrian Tracking Points - LSR Trailhead
N
Phelps Lake
Legend
Pedestrain Tracking Points
Road
Trail
0 0.5 1 2 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

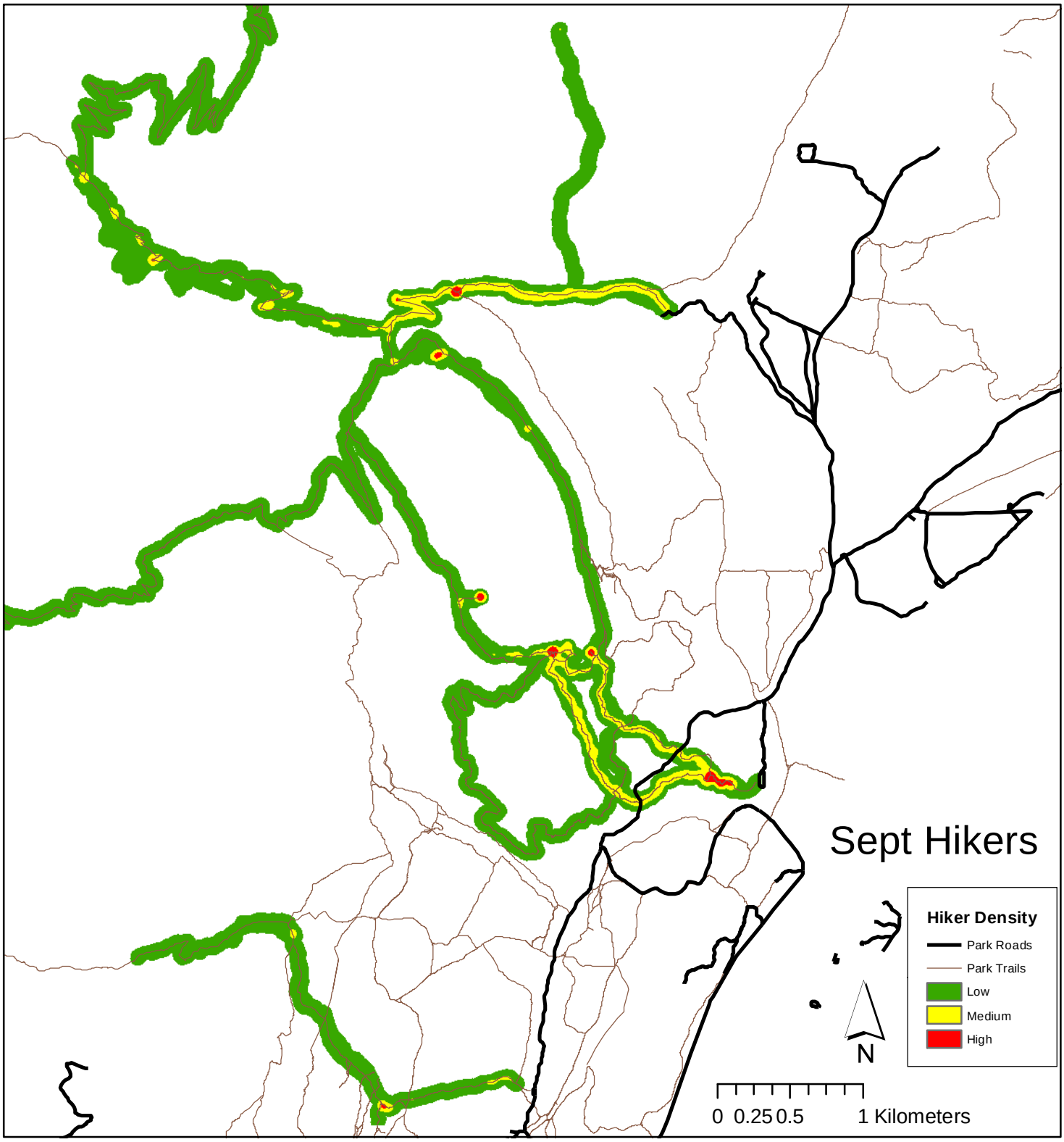

Pedestrian Tracking Points - Granite Canyon Trailhead
N
Phelps Lake
South Fork Granite Creek
Fish Creek
Granite Creek Rd
Yodle Rd
Village
390
Reed Dr
Porter Loop
W Zenith Dr
Legend
Pedestrain Tracking Points
Road
Trail
0
1.25
2.5
5 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

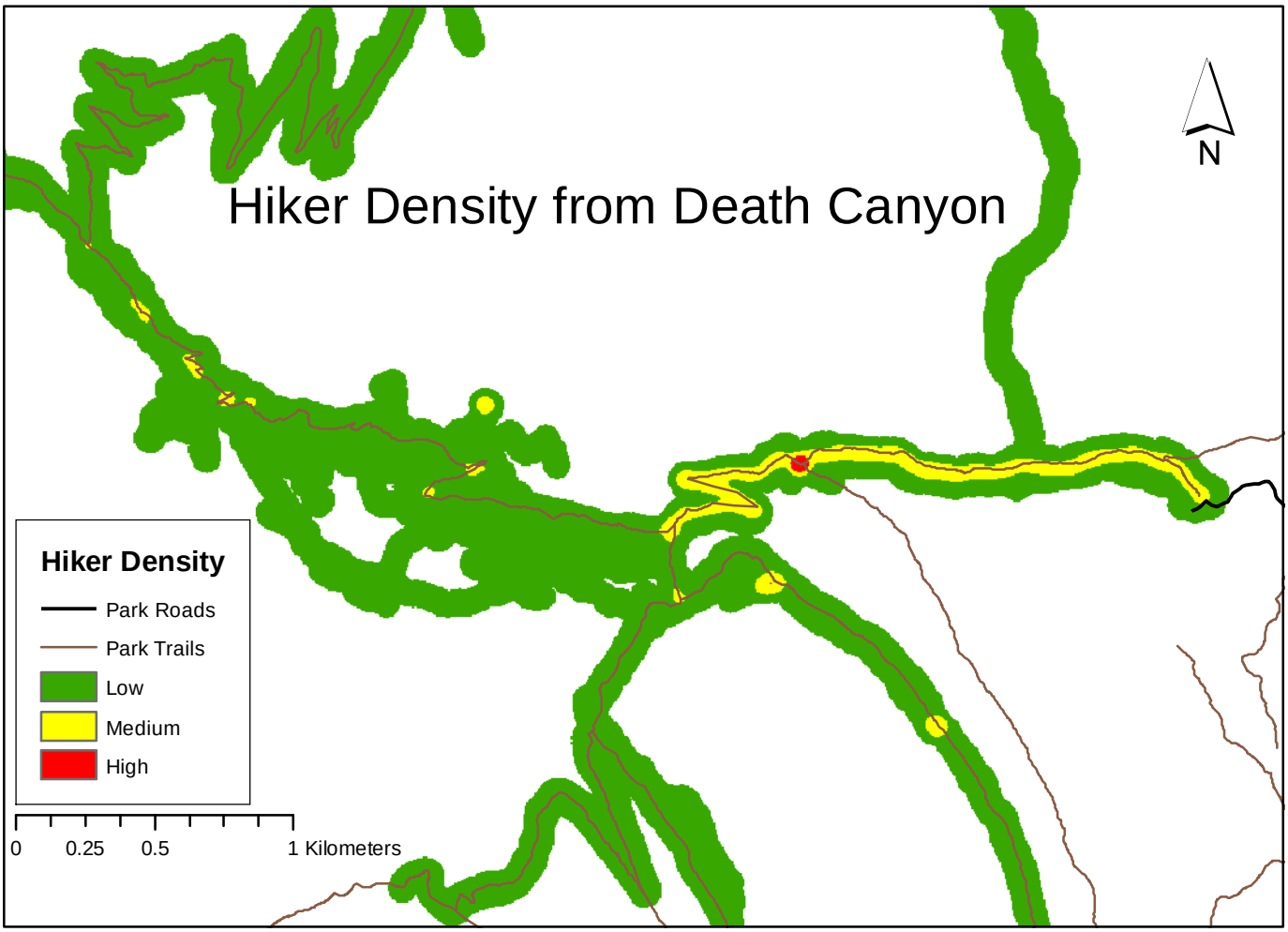

Density of Summer Pedestrian Tracking Points
N
Legend
Pedestrian Density
Low
Medium
High
Road
Trail
0
1.25
2.5
5 Kilometers

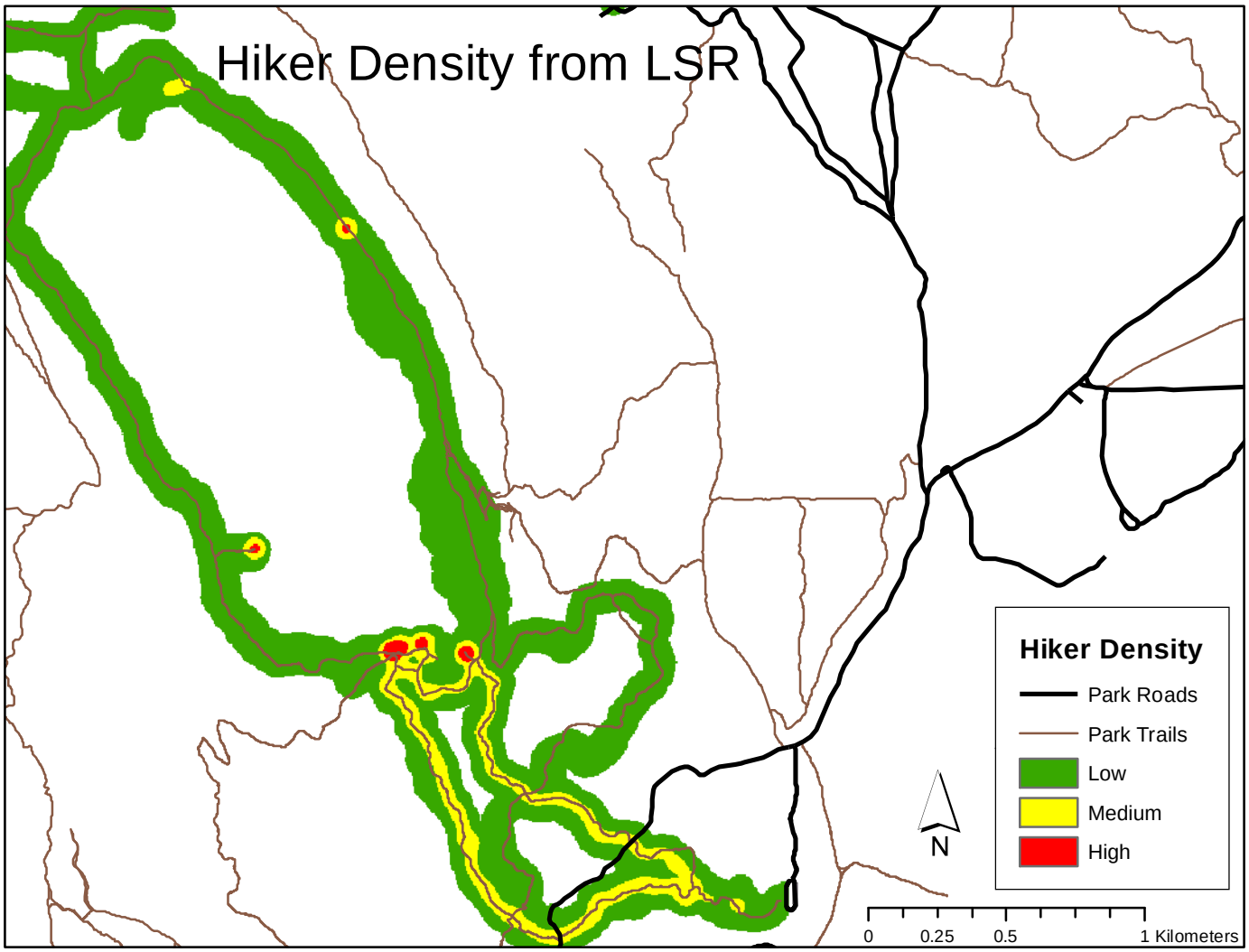

July Pedestrian Tracking Point Density
N
Legend
Pedestrain Density
Low
Medium
High
Road
Trail
0
1.25
2.5
5 Kilometers

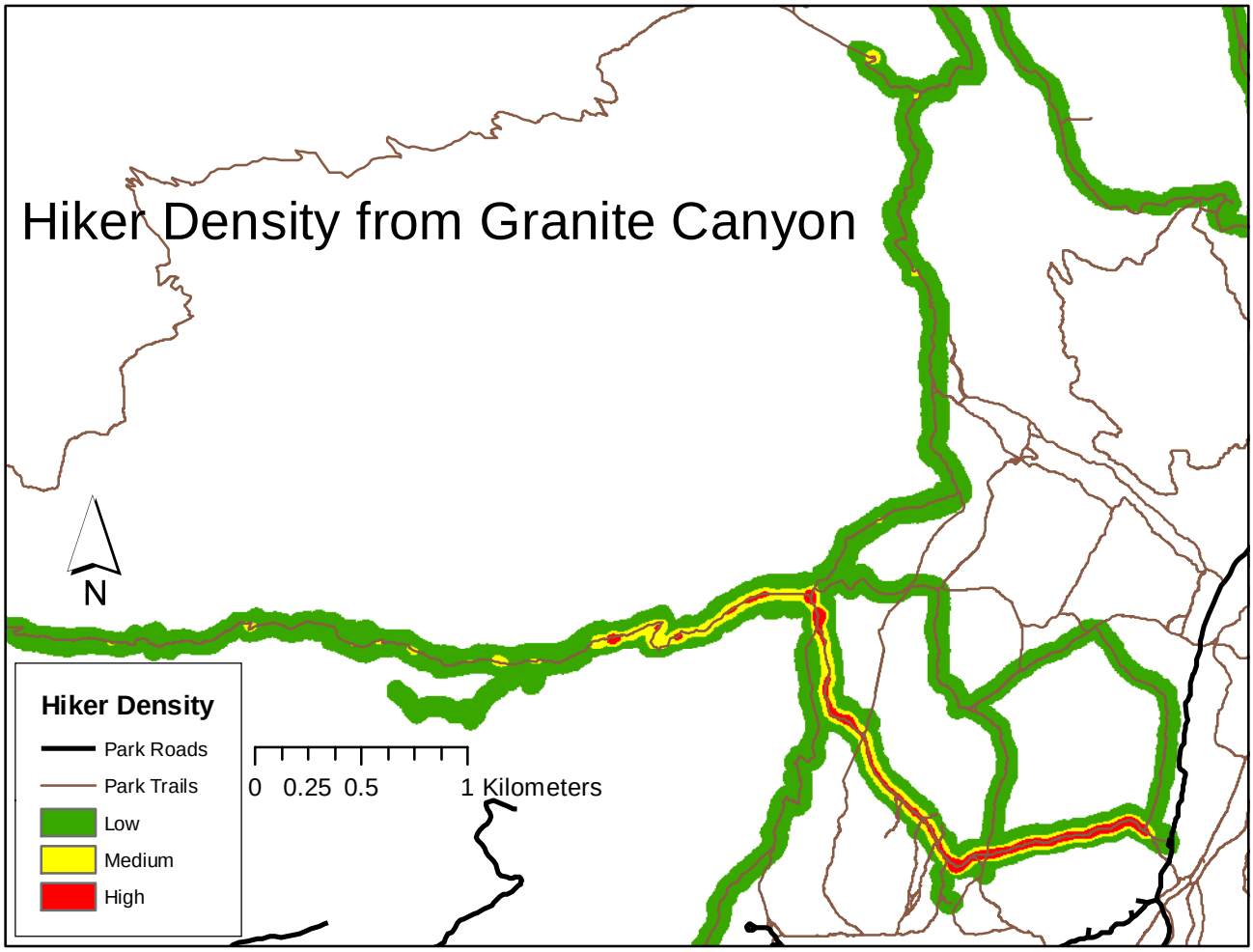

August 1 - 15 Pedestrian Tracking Point Density
N
Legend
Pedestrian Density
Low
Medium
High
Road
Trail
0
1.25
2.5
5 Kilometers


August 16 - 31 Pedestrian Tracking Point Density
N
Legend
Pedestrian Density
Low
Medium
High
Road
Trail
0
1.25
2.5
5 Kilometers


Sept Hikers
Hiker Density
Park Roads
Park Trails
Low
Medium
High
N
0 0.25 0.5 1 Kilometers


Hiker Density from Death Canyon
N
Hiker Density
Park Roads
Park Trails
Low
Medium
High
0
0.25
0.5
1 Kilometers


Hiker Density from LSR
Hiker Density
Park Roads
Park Trails
Low
Medium
High
N
0
0.25
0.5
1 Kilometers


Hiker Density from Granite Canyon
N
Hiker Density
Park Roads
Park Trails
Low
Medium
High
0 0.25 0.5 1 Kilometers

Appendix G – Averages & Standard Deviations from Parking Lot Graphs in Section 9 of Technical Report

Sawmill Ponds-Designated	8:00 Am	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
July	3 (+/-2)	4 (+/-3)	5 (+/-3)	6 (+/-7)	3 (+/-2)	4 (+/-3)	4 (+/-2)	3 (+/-2)	7 (+/-4)	2	0
Aug 1-15	N/A	N/A	N/A	0	4 (+/-2)	1 (+/-1)	5 (+/-3)	3 (+/-1)	3 (+/-2)	4 (+/-1)	0
Aug 16-31	5 (+/-1)	3 (+/-1)	7 (+/-2)	9 (+/-8)	4 (+/-1)	5 (+/-2)	8 (+/-5)	12 (+/-12)	11 (+/-11)	4 (+/-0)	9 (+/-11)
Sept	4	2	4	3	6 (+/-1)	11 (+/-6)	4	4	2	3	N/A

Death Canyon-Designated	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
July	8 (+/-3)	12 (+/-5)	14 (+/-6)	16 (+/-4)	18 (+/-5)	18 (+/-5)	19 (+/-6)	17 (+/-6)	13 (+/-5)	9 (+/-4)	7 (+/-6)
Aug 1-15	9	10	13	17 (+/-3)	24 (+/-4)	25 (+/-5)	23 (+/-5)	23 (+/-6)	20 (+/-3)	18 (+/-2)	14 (+/-4)
Aug 16-31	6 (+/-0)	8 (+/-1)	11 (+/-3)	12 (+/-1)	16 (+/-5)	16 (+/-4)	16 (+/-4)	14 (+/-6)	12 (+/-8)	13 (+/-10)	9 (+/-9)
Sept	6 (+/-2)	8 (+/-0)	13 (+/-1)	17 (+/-1)	19 (+/-1)	14 (+/-3)	14 (+/-5)	16	10	13	10

LSR-Designated	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
July	19 (+/7)	40 (+/7)	49 (+/-5)	50 (+/-3)	50 (+/-2)	49 (+/-4)	46 (+/-6)	43 (+/-5)
Aug 1-15	23 (+/-10)	44 (+/-9)	50 (+/-3)	48 (+/-10)	51 (+/-2)	51 (+/-2)	50 (+/-3)	48 (+/-5)
Aug 16-31	16 (+/-8)	33 (+/-8)	46 (+/-5)	50 (+/-2)	51 (+/-2)	48 (+/-4)	45 (+/-8)	41 (+/-14)
Sept	15 (+/-7)	32 (+/-6)	45 (+/-5)	48 (+/-4)	46 (+/-6)	45 (+/-6)	43 (+/-8)	36 (+/-9)

Granite Canyon-Designated	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
July	8 (+/-2)	9 (+/-4)	12 (+/-3)	16 (+/-5)	17 (+/-3)	16 (+/-4)	16 (+/-2)	16 (+/-1)	12 (+/-2)	12 (+/-1)	10 (+/-2)
Aug 1-15	6 (+/-1)	12 (+/-1)	15 (+/-1)	18 (+/-1)	14 (+/-4)	14 (+/-3)	14 (+/-4)	14 (+/-4)	11 (+/-3)	9 (+/-2)	8 (+/-1)
Aug 16-31	7 (+/-1)	10 (+/-4)	12 (+/-4)	16 (+/-6)	15 (+/-3)	14 (+/-4)	13 (+/-3)	12 (+/-3)	12 (+/-6)	8 (+/-0)	6 (+/-1)
Sept	2	2	4	2	7 (+/-4)	8 (+/-3)	8 (+/-2)	10	4	4	3

Poker Flats-Designated	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
July	1	1 (+/-0)	2 (+/-1)	3 (+/-1)	3 (+/-1)	3 (+/-1)	2 (+/-1)	2 (+/-1)	1 (+/-1)	1 (+/-1)	2 (+/-1)
Aug 1-15	1	1	1	N/A	3 (+/-1)	3 (+/-1)	3 (+/-1)	3 (+/-1)	3 (+/-2)	3 (+/-3)	2 (+/-1)
Aug 16-31	1	1	1	1	3 (+/-3)	3 (+/-1)	4 (+/-2)	4	4	2	1
Sept	1	1	1	2	3 (+/-2)	4 (+/-1)	2 (+/-1)	1	1	1	2

Death Canyon-Overflow	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
July	10 (+/-6)	15 (+/-7)	23 (+/-12)	27 (+/-10)	40 (+/-17)	42 (+/-18)	39 (+/-9)	38 (+/-5)	31 (+/-7)	27 (+/-3)	17 (+/-1)
Aug 1-15	16	15	20	36	60 (+/-14)	62 (+/-15)	61 (+/-20)	60 (+/-10	53 (+/-9)	39 (+/-10)	24 (+/-8)
Aug 16-31	14 (+/-1)	15 (+/-1)	19 (+/-2)	36 (+/-7)	37 (+/-6)	36 (+/-6)	33 (+/-6)	25 (+/-6)	22 (+/-13)	19 (+/-11	16 (+/-6)
Sept	4 (+/-2)	4 (+/-3)	6 (+/-0)	9 (+/-5)	13 (+/-9)	20 (+/-5)	22 (+/-11)	10	7	6	7

Poker Flats- Horse Counts	**July**	**Aug 1-15**	**Aug 16-31**	**Sept**
Average Horse Number	7 (+/-4)	2 (+/-4)	7 (+/-5)	5 (+/-4)
Average from East	2 (+/-3)	5 (+/-8)	2 (+/-3)	1 (+/-1)
Average from West	2 (+/-4)	2 (+/-4)	5 (+/-3)	3 (+/-2)

Sawmill Ponds- People Counts	**Stayed**	**Wandered**	**Hiked**	**Other**	**Cars**
July	87 (+/-39)	89 (+/-75)	20 (+/-25)	3 (+/-3)	76 (+/-6)
Aug 1-15	96 (+/-25)	22 (+/-3)	8 (+/-6)	3 (+/-1)	67 (+/-9)
Aug 16-31	84 (+/-20)	45 (+/-42)	7 (+/-3)	3 (+/-3)	51 (+/-28)
Sept	117 (+/-6)	18 (+/-6)	14 (+/-1)	3 (+/-3)	88 (+/-6)

Appendix H – Table & Maps for Overflow/Visitor-Created Parking

Table: Summary of all overflow and visitor-created parking areas mapped within the Moose-Wilson Road corridor

Location	Roadway and Side	Total Size (Sq Meters)	Barrier Type	Primary Condition	Social Trails Present	Vegetation Cover Loss
1	MWR-East	69.1	N/A	3	1	51-75%
3	MWR-East	55.2	N/A	3	1	51-75%
4	MWR-East	51.9	N/A	4	1	76-95%
6	MWR-East	12.8	N/A	3	1	76-95%
8	MWR-East	14.9	N/A	3	1	76-95%
21	MWR-East	10.7	log	3	1	76-95%
24	MWR-East	13.9	log	2	1	51-75%
25	MWR-West	7.9	log	3	1	76-95%
29	MWR-East	35.5	log	2	1	51-75%
32	MWR-East	48.6	log	2	1	76-95%
43	MWR-East	8.3	N/A	1	2	6-25%
48	MWR-East	13.8	N/A	3	1	6-25%
52	MWR-East	15.6	log	4	2	96-100%
60	MWR-East	92.3	log	N/A	1	6-25%
62	MWR-East	13.9	N/A	3	1	51-75%
63	MWR-East	26.6	N/A	4	1	6-25%
66	MWR-East	8.7	N/A	3	1	51-75%
71	MWR-East	22.3	log	3	1	0-5%
79	MWR-West	5.8	log	2	1	51-75%
82	MWR-West	9.3	N/A	3	1	0-5%
85	MWR-West	0.8	N/A	2	1	6-25%
86	MWR-West	5.7	N/A	3	1	51-75%
88	MWR-West	4.2	N/A	2	1	51-75%
93	MWR-West	1.2	N/A	3	2	96-100%
110	MWR-West	7.3	N/A	4	1	76-95%
113	MWR-West	7.4	N/A	4	1	76-95%
116	MWR-West	37.4	N/A	4	1	76-95%
118	MWR-West	36.8	log	4	1	76-95%
2 inner	MWR-East	25.4	log	4	0	76-95%
2 outer	MWR-East	81.2	log	2	0	26-50%
5	MWR-East	-77.7	N/A	4	1	96-100%
7	MWR-East	98.8	N/A	4	1	96-100%
9	MWR-East	277.7	N/A	3	1	76-95%
10	MWR-East	47.1	N/A	3	0	96-100%
11	MWR-East	56.9	N/A	4	0	76-95%
12	MWR-East	-73.9	N/A	4	0	96-100%
13	MWR-East	45.7	log	3	0	26-50%
14	MWR-East	66.4	log	4	0	96-100%
15	MWR-East	1	N/A	4	0	96-100%
16	MWR-East	30.4	N/A	4	0	96-100%
17	MWR-East	46.5	N/A	4	0	76-95%
18	MWR-East	-28.9	log	4	0	96-100%
19	MWR-East	48.5	N/A	4	0	96-100%
22	MWR-East	36.9	N/A	2	0	96-100%
23	MWR-East	9.8	N/A	1	0	76-95%

26	MWR-East	-16.8	N/A	1	0	76-95%
27	MWR-East	-22.7	N/A	1	0	6-25%
37	MWR-East	23.2	N/A	3	0	96-100%
38 outer	MWR-East	82.5	N/A	3	0	76-95%
38 outer	MWR-East	35.1	N/A	4	0	96-100%
39	MWR-East	50.6	N/A	2	0	76-95%
40	MWR-East	171.4	log	3	0	51-75%
41	MWR-East	45.6	log	4	0	96-100%
42	MWR-West	19.9	N/A	4	0	76-95%
44	MWR-East	-35.6	log	4	0	96-100%
45	MWR-East	15.8	N/A	4	1	96-100%
46	MWR-East	8.7	N/A	3	0	96-100%
47	MWR-East	37.8	N/A	4	0	76-95%
49	MWR-East	34.8	rock	3	0	76-95%
50	MWR-East	46.3	rock	4	0	96-100%
51	MWR-East	132.6	N/A	4	4	76-95%
53	MWR-East	123.1	log	4	1	96-100%
54	MWR-East	88.9	N/A	3	0	76-95%
55	MWR-East	47.2	N/A	3	0	51-75%
56	MWR-East	36.1	N/A	3	0	51-75%
57	MWR-East	-119.3	N/A	4	1	96-100%
58	MWR-East	56.4	N/A	3	0	0-5%
59	MWR-East	80.9	log	4	1	76-95%
61	MWR-East	36.2	N/A	3	0	76-95%
64	MWR-East	60.4	N/A	4	0	96-100%
65	MWR-East	97.1	N/A	4	0	96-100%
67	MWR-East	32.32	N/A	4	0	76-95%
68	MWR-East	132.4	log	4	0	51-75%
69	MWR-East	68.5	N/A	4	0	96-100%
70	MWR-East	104.6	N/A	4	0	96-100%
72	MWR-West	109.5	log	4	0	96-100%
73	MWR-West	69.4	log	4	0	96-100%
74	MWR-West	32	N/A	4	0	96-100%
75	MWR-West	35.6	N/A	4	0	96-100%
76	MWR-West	101.1	log	4	0	96-100%
77	MWR-West	83.4	N/A	3	0	76-95%
78	MWR-West	58.3	log	3	0	76-95%
80	MWR-West	63.8	N/A	3	0	96-100%
81	MWR-West	43.2	N/A	3	0	96-100%
83	MWR-West	-4.1	N/A	3	1	96-100%
87	MWR-West	32.1	log	3	0	96-100%
89	MWR-West	70.7	N/A	4	0	96-100%
90	MWR-West	41.3	rock	4	0	96-100%
91	MWR-West	35.4	log	3	0	51-75%
92	MWR-West	26.2	N/A	3	0	76-95%
94	MWR-West	12.7	N/A	4	0	96-100%
95	MWR-West	16.7	N/A	2	0	51-75%
96	MWR-West	48.4	t-post	3	0	96-100%

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97	MWR-West	335	N/A	4	2	96-100%
98	MWR-West	85.8	log	4		96-100%
99	MWR-West	50.8	log	3	1	76-95%
100	MWR-West	-12.4	log	3	0	76-95%
101	MWR-West	-22.8	rock	4	1	96-100%
102	MWR-West	5.5	log&rock	3	0	96-100%
103	MWR-West	9.5	log	2	0	76-95%
104	MWR-West	-21.2	rock	4	0	96-100%
105	MWR-West	49.2	log	3	0	51-75%
106	MWR-West	-13.2	N/A	3	0	96-100%
107	MWR-West	11.3	log	4	0	96-100%
108	MWR-West	-27.7	N/A	4	0	96-100%
109	MWR-West	15.21	N/A	4	0	96-100%
111	MWR-West	-86.4	N/A	4	1	96-100%
112	MWR-West	16.6	N/A	4	0	96-100%
114	MWR-West	12.2	N/A	4	0	96-100%
115	MWR-West	59.1	N/A	4	0	96-100%
117	MWR-West	45.6	N/A	4	0	96-100%
119	MWR-West	48.6	N/A	2	0	76-95%
401 inner	DC-East	26.3	N/A	3	0	26-50%
401 outer	DC-East	44.9	N/A	2	0	26-50%
402	DC-East	-24.9	N/A	2	0	6-25%
403	DC-East	7.9	log	3	0	26-50%
405	DC-East	12.7	N/A	3	0	51-75%
407	DC-East	54.1	fence	4	0	51-75%
408	DC-East	130.9	log	3	0	51-75%
409	DC-East	28	log	3	0	76-95%
410	DC-East	14.9	log	4	2	76-95%
411	DC-East	19.7	N/A	2	0	26-50%
412	DC-East	-30.7	log	2	0	26-50%
413	DC-East	58.6	log	2	0	26-50%
414	DC-East	247.2	log	3	0	76-95%
415	DC-East	170.1	log	4	0	76-95%
416	DC-East	50.7	log	4	0	76-95%
417	DC-East	76.9	log	4	0	76-95%
418	DC-West	119.8	log	4	1	76-95%
418	DC-West	-36.4	log	4	1	76-95%
419	DC-West	119.7	log	3	0	76-95%
420	DC-West	14.7	log	3	1	26-50%
421	DC-West	26.7	N/A	2	0	26-50%
422	DC-West	11	N/A	2	1	26-50%
424	DC-West	177.5	log	3	0	51-75%
426	DC-West	172	log	4	0	76-95%
427	DC-West	35.7	log	4	0	76-95%
428	DC-West	40.4	N/A	4	0	76-95%
430	DC-West	8.1	log	2	0	76-95%
431	DC-West	28.2	N/A	3	0	76-95%
435	DC-West	26.2	fence	4	0	76-95%

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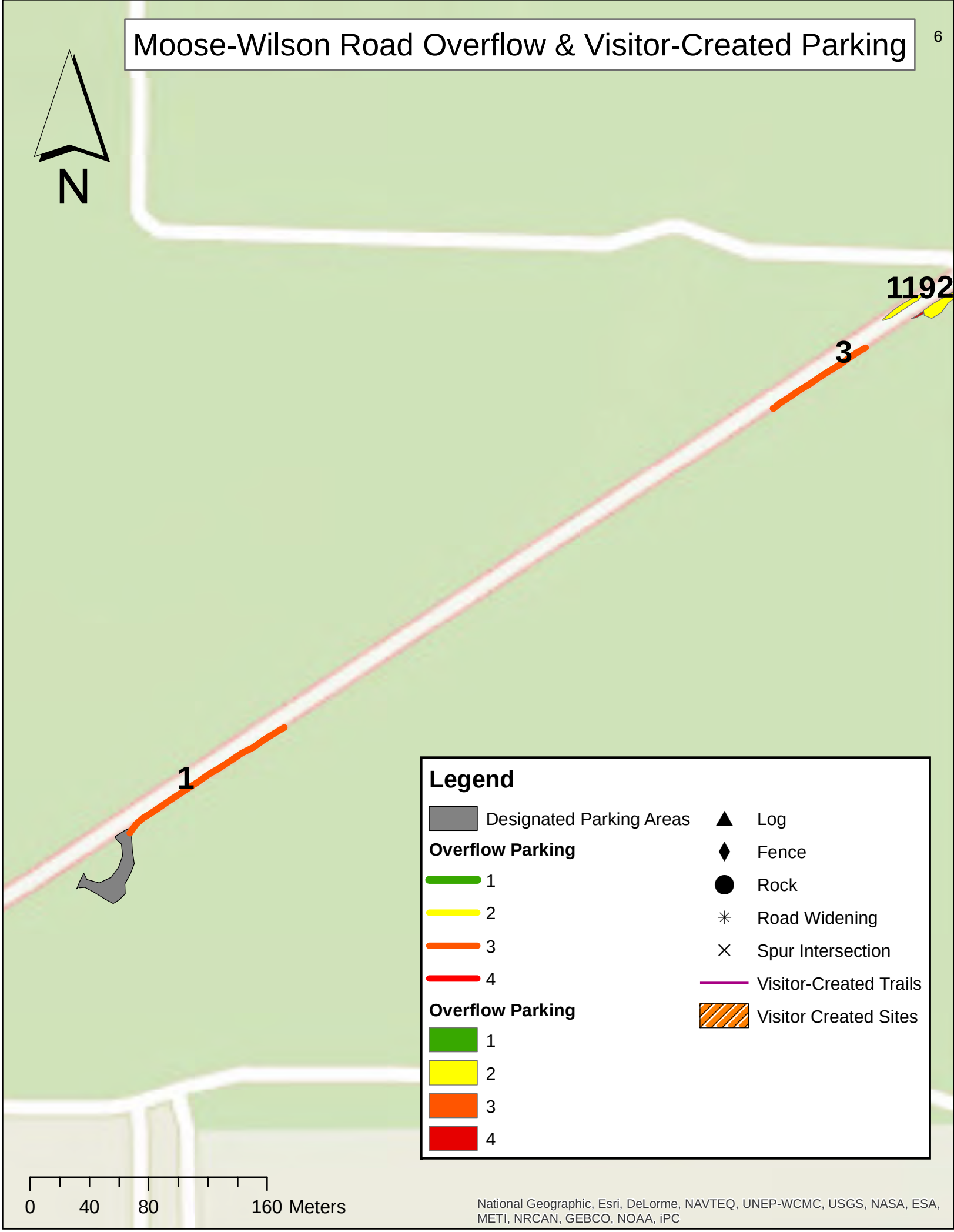
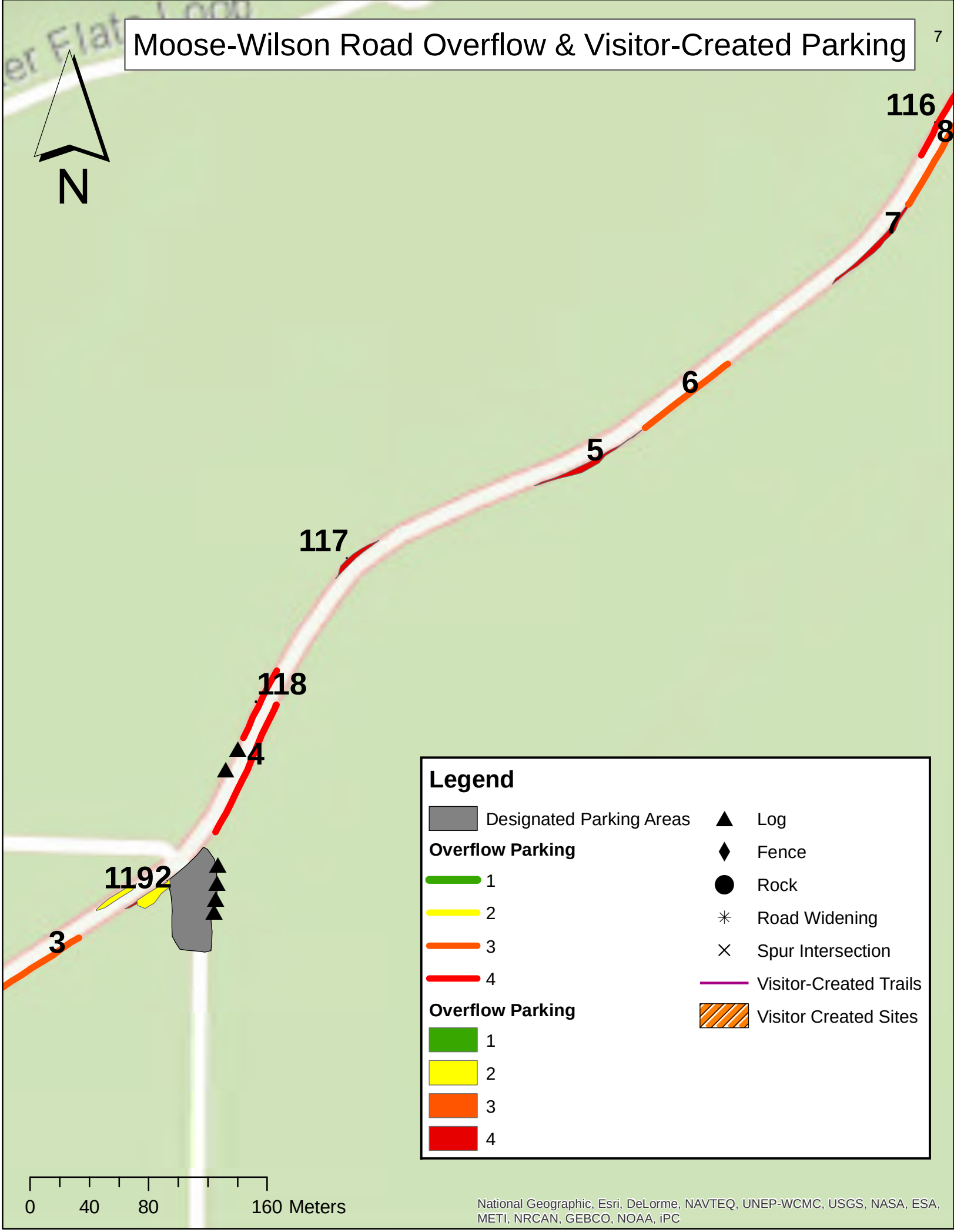
436	DC-West	21.3	N/A	3	0	51-75%
437	DC-West	15.7	N/A	2	0	76-95%
438	DC-West	32	N/A	3	0	76-95%
439	DC-West	9.3	N/A	2	0	26-50%
440	DC-West	34.9	log	3	0	26-50%
441 outer	DC-West	54.9	log	2	0	51-75%
441 inner	DC-West	27.4	log	4	0	51-75%
447 inner	DC-West	18.6	N/A	4	0	76-95%
447 outer	DC-West	30.3	N/A	2	0	51-75%
448	DC-West	24.2	N/A	3	0	76-95%
449	DC-West	74.4	log	4	0	0-5%
450	DC-West	-70.4	log	4	0	76-95%
451	DC-West	52.7	log	4	0	76-95%
452	DC-West	17.6	N/A	2	0	26-50%
453	DC-West	89.5	N/A	4	0	6-25%
454	DC-West	26.7	N/A	2	0	51-75%
404	DC-East	4.3	N/A	3	0	76-95%
406	DC-East	8.1	N/A	2	0	51-75%
421	DC-West	11.5	log	2	0	51-75%
423	DC-West	18.8	N/A	2	1	51-75%
425	DC-West	18.8	log	2	1	76-95%
429	DC-West	9.8	log	3	1	6-25%
432	DC-West	9.8	N/A	2	1	51-75%
433	DC-West	4.3	log	2	1	51-75%
434	DC-West	8.6	N/A	3	1	76-95%
442	DC-West	13.6	N/A	4	1	76-95%
443	DC-West	13.5	N/A	4	1	76-95%
444	DC-West	20	N/A	3	1	76-95%
445	DC-West	10.1	N/A	3	1	76-95%

The following maps document all visitor-created and overflow parking along the Moose-Wilson and Death Canyon Road. The parking impacts are color-coded according to condition class ratings (green = lowest level of impacts to red = highest level of impact). Maps also include recreation-related resource impacts (such as visitor-created trails) associated with the parking areas. The location of maintenance features are also documented on the maps. The maps are organized by those impacts located along the Moose-Wilson Road and then those located along the Death Canyon Road. The Moose-Wilson Road maps begin at the Granite Entrance Station and then progress northbound towards the Teton Road intersection. The Death Canyon maps begin at the intersection of Death Canyon Road and the Moose-Wilson Road and progress towards the trailhead parking area. A reference point was taken at each visitor-created or overflow parking location, at all locations that contained maintenance features, and at locations were there was evidence of possible past parking impacts that had since recovered. The maps contain these numbered reference points. Numbering started at the Granite Entrance Station on the east side of the Moose-Wilson Road, proceeded north and then continues heading south along the west side of the Moose-Wilson Road. For Death Canyon Road, number of the overflow and visitor-creating parking areas began with the number 400 to allow researchers to easily distinguish between the parking impacts along the Moose-Wilson Road and the Death Canyon Road. Numbering at Death Canyon Road began on the east side of the road at the Moose-Wilson Road Junction, continued to the designated parking lot, and then continued south along the west side of Death Canyon Road.

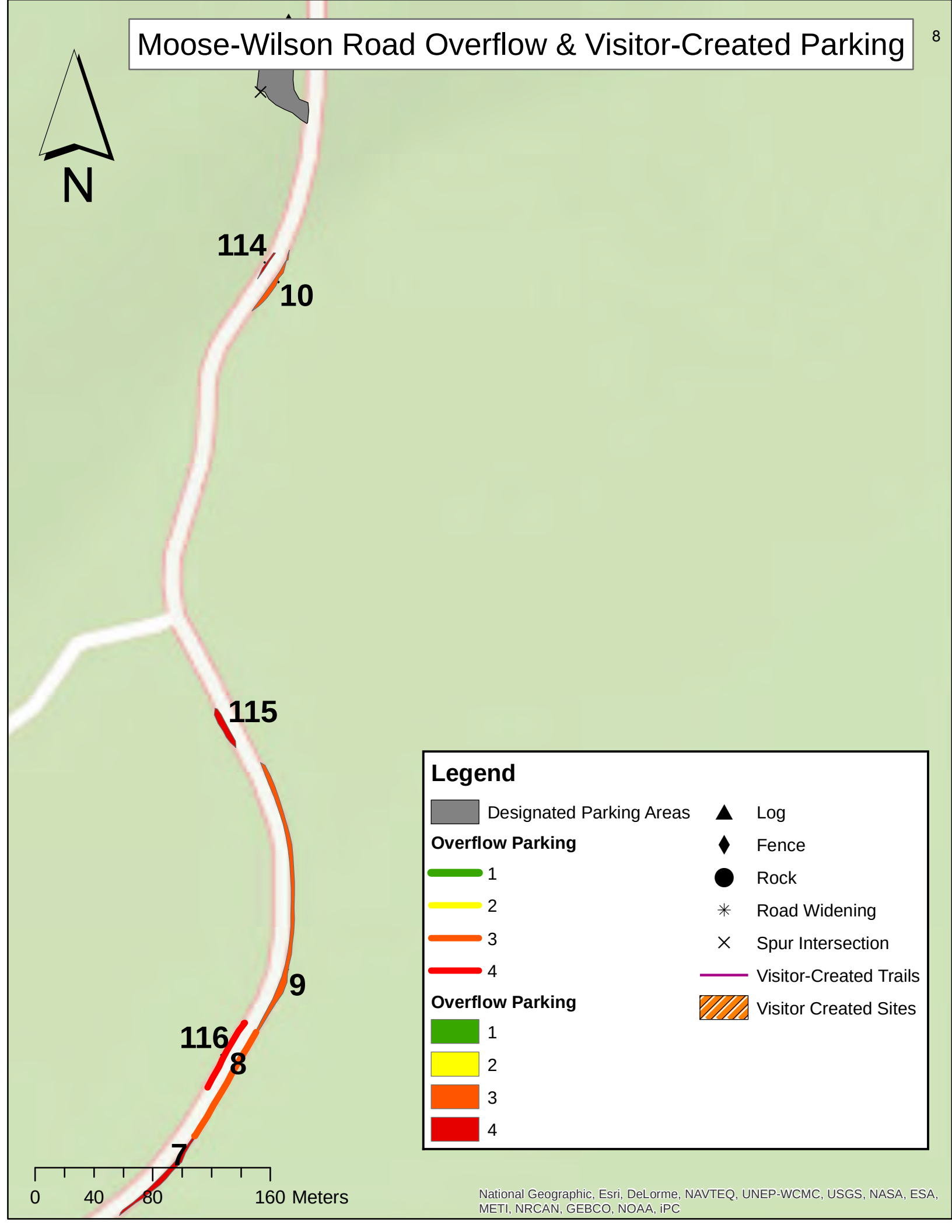
Moose-Wilson Road Overflow & Visitor-Created Parking



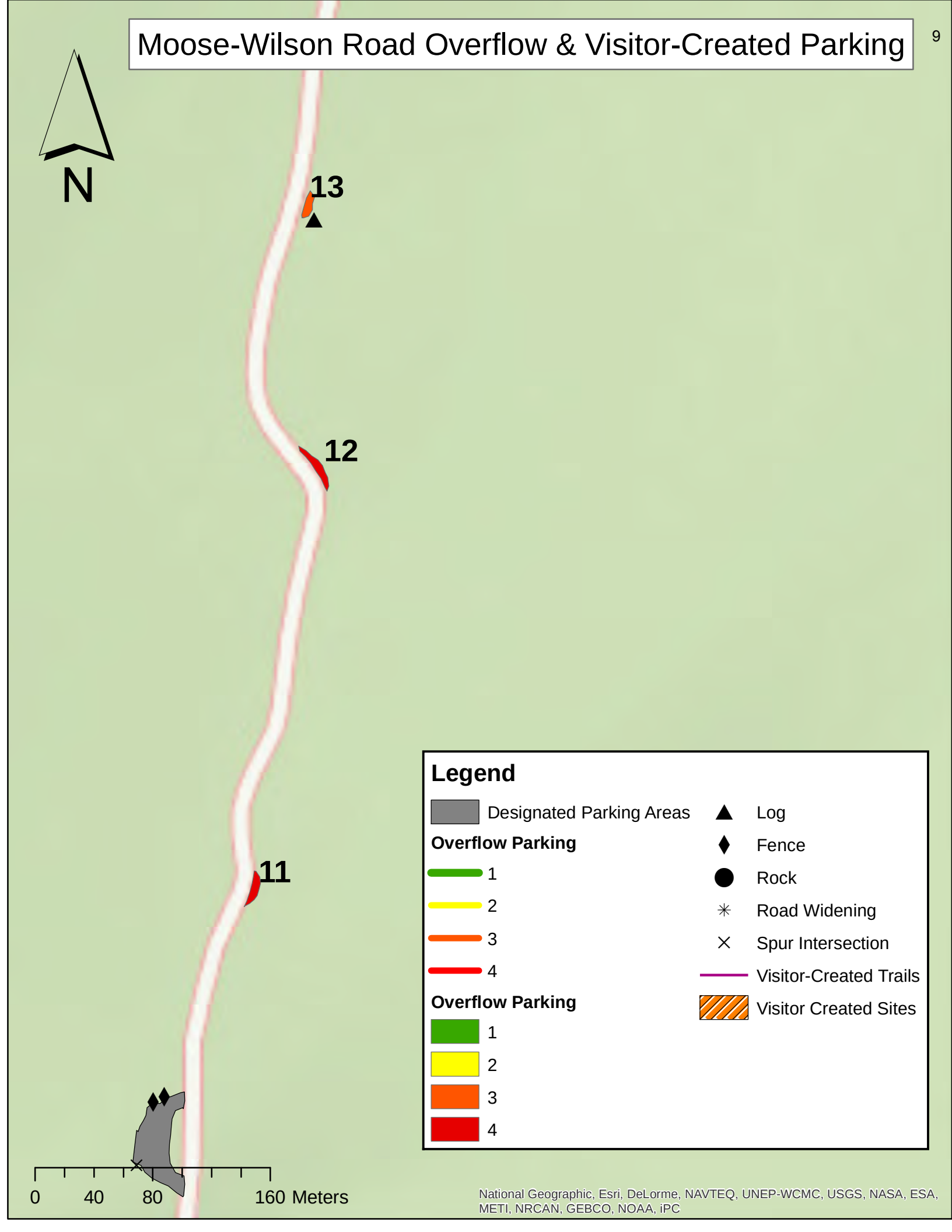
Moose-Wilson Road Overflow & Visitor-Created Parking



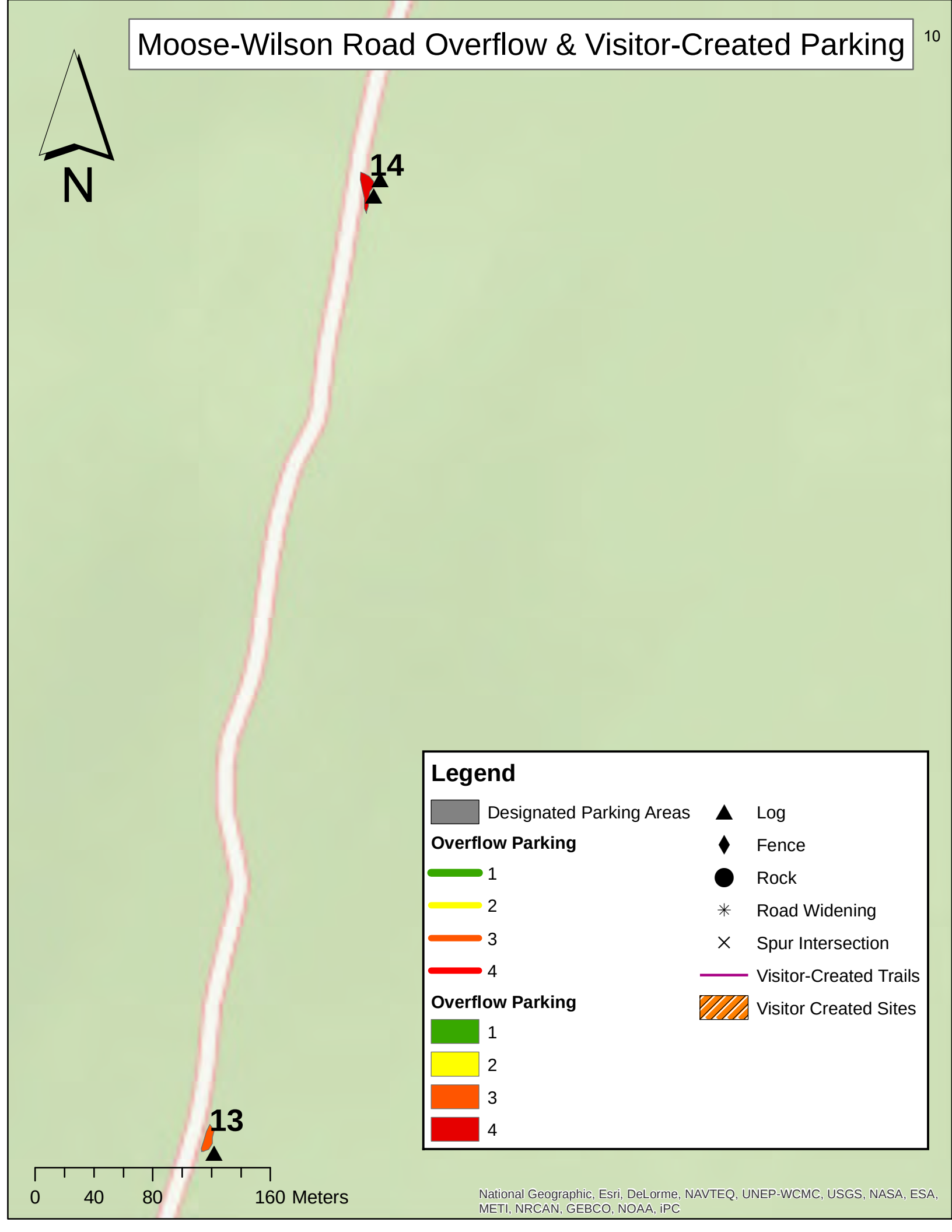
Moose-Wilson Road Overflow & Visitor-Created Parking



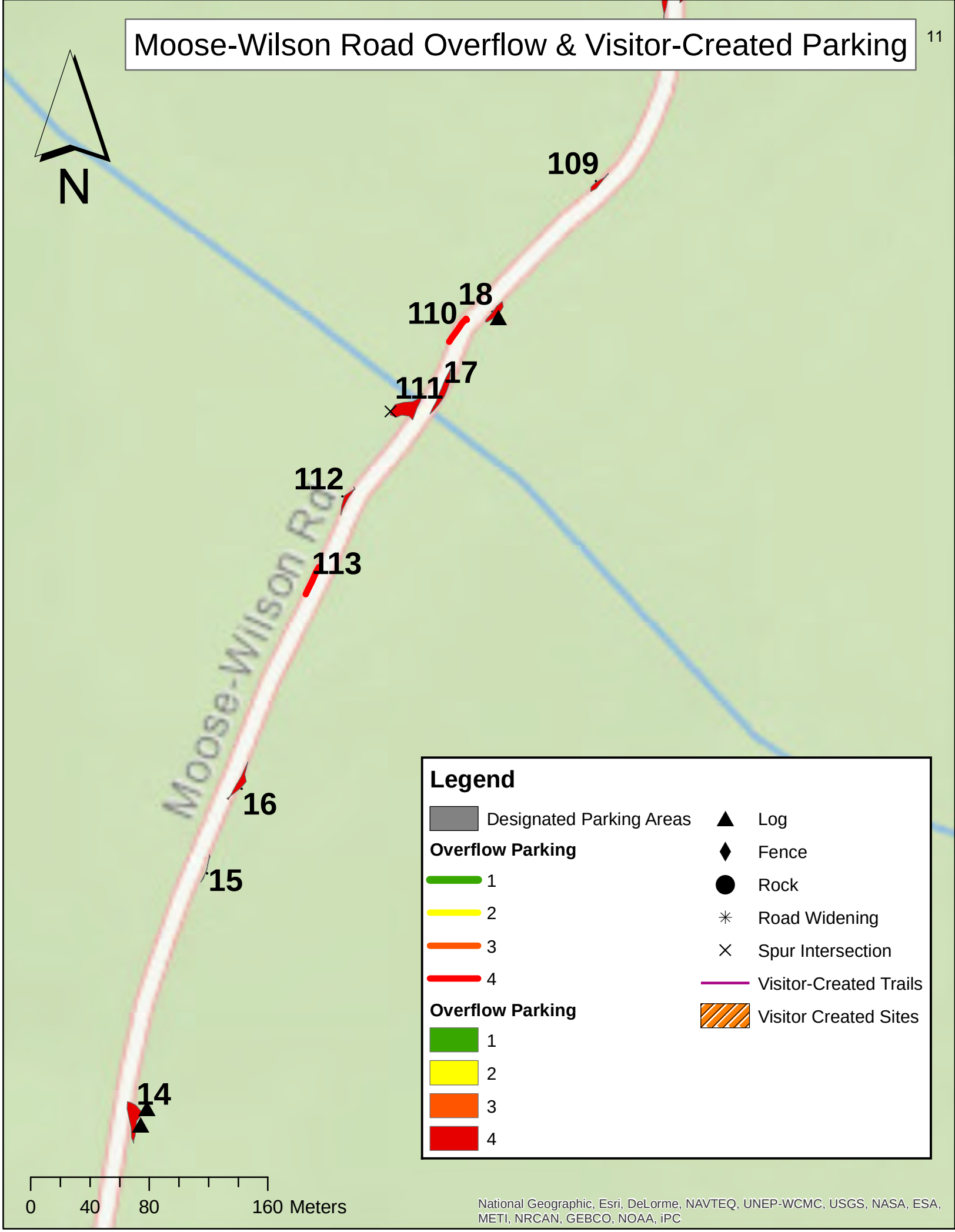
Moose-Wilson Road Overflow & Visitor-Created Parking



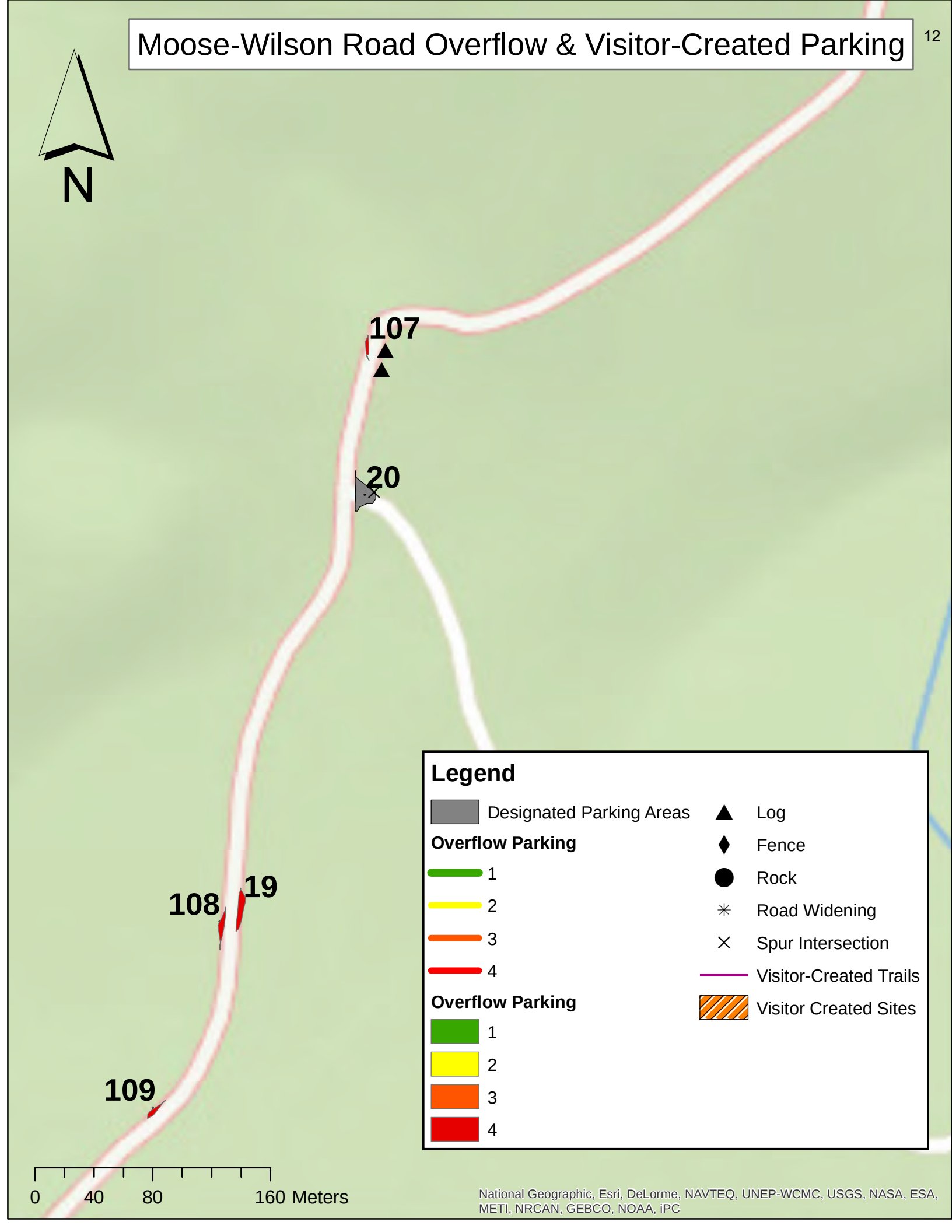
Moose-Wilson Road Overflow & Visitor-Created Parking



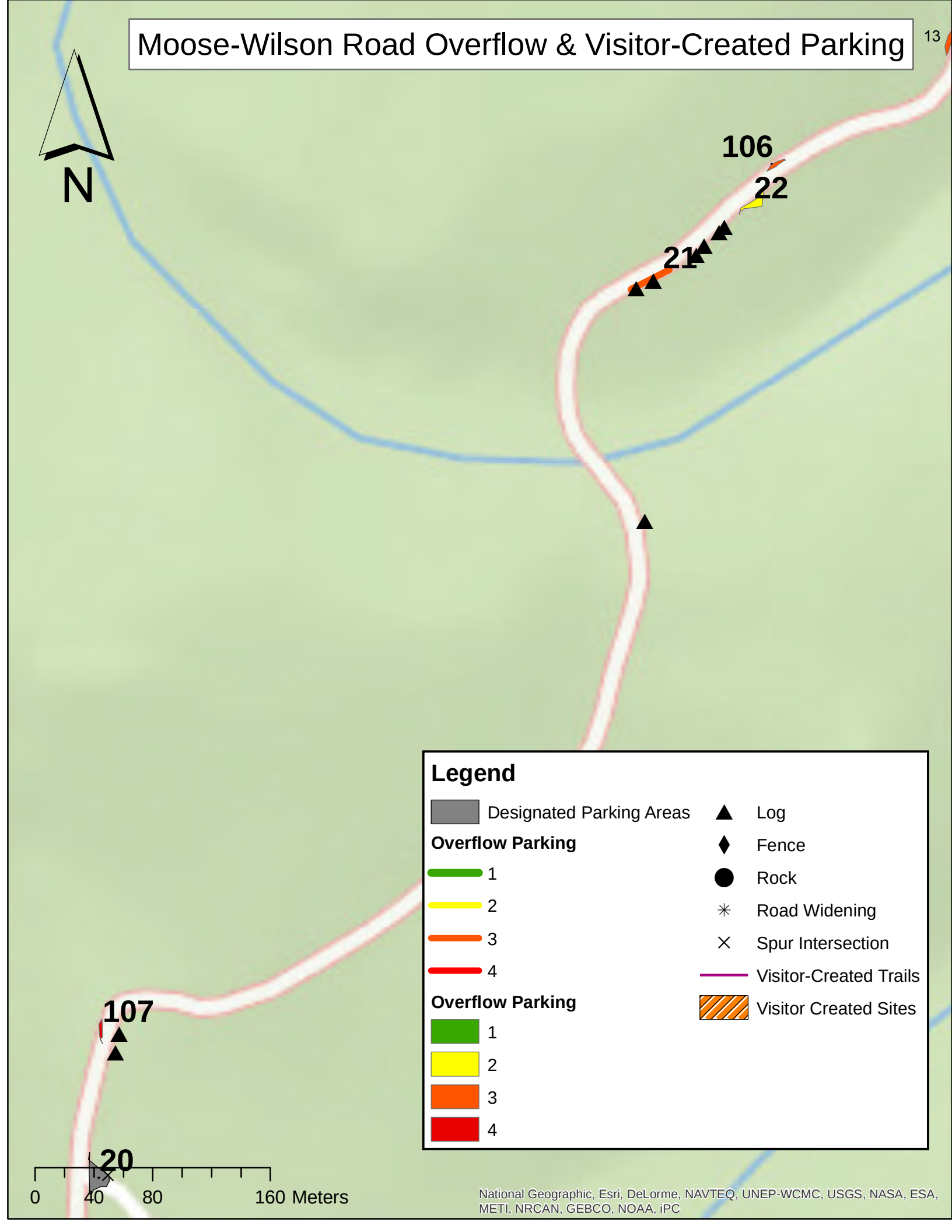
Moose-Wilson Road Overflow & Visitor-Created Parking



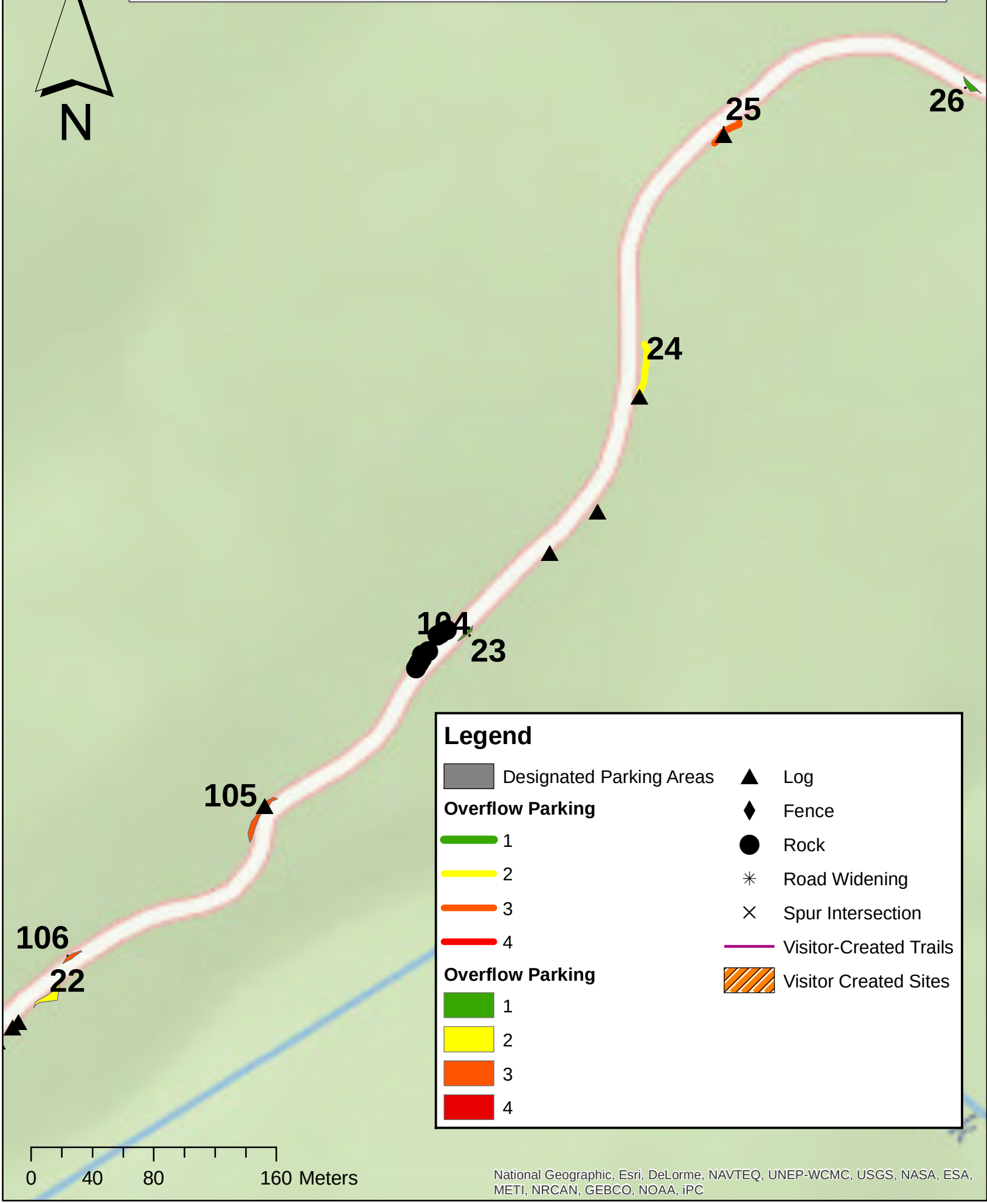
Moose-Wilson Road Overflow & Visitor-Created Parking



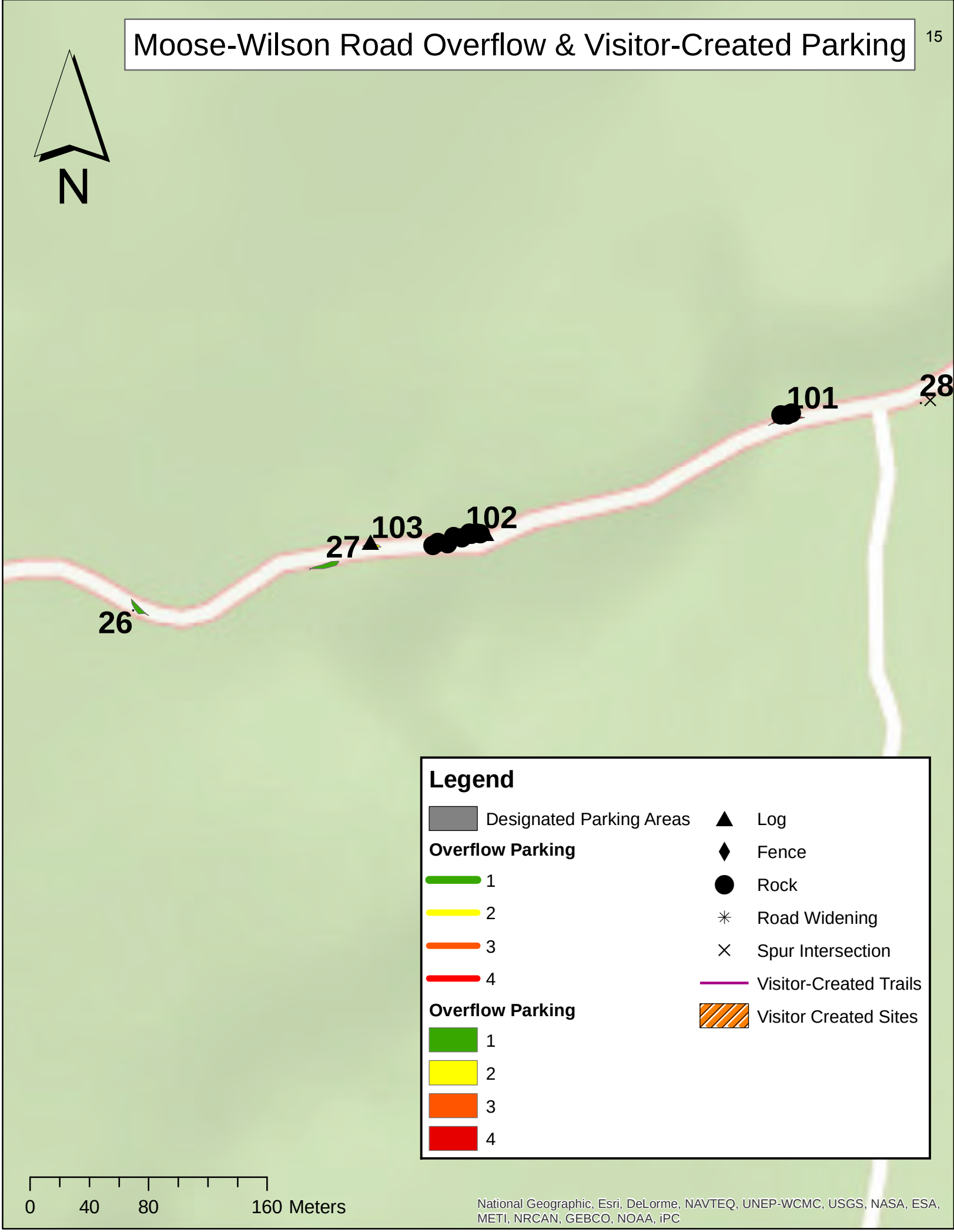
Moose-Wilson Road Overflow & Visitor-Created Parking



Moose-Wilson Road Overflow & Visitor-Created Parking



Moose-Wilson Road Overflow & Visitor-Created Parking



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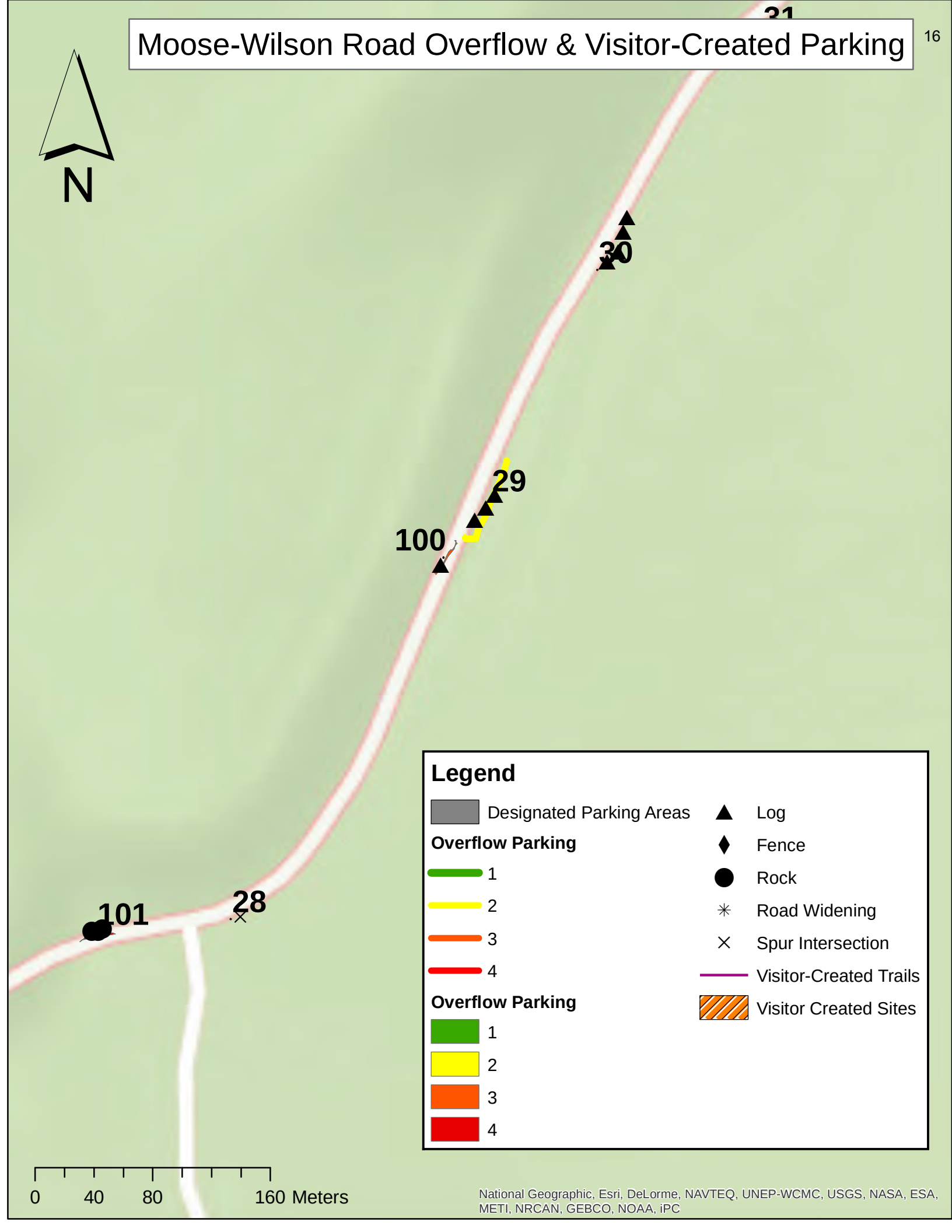
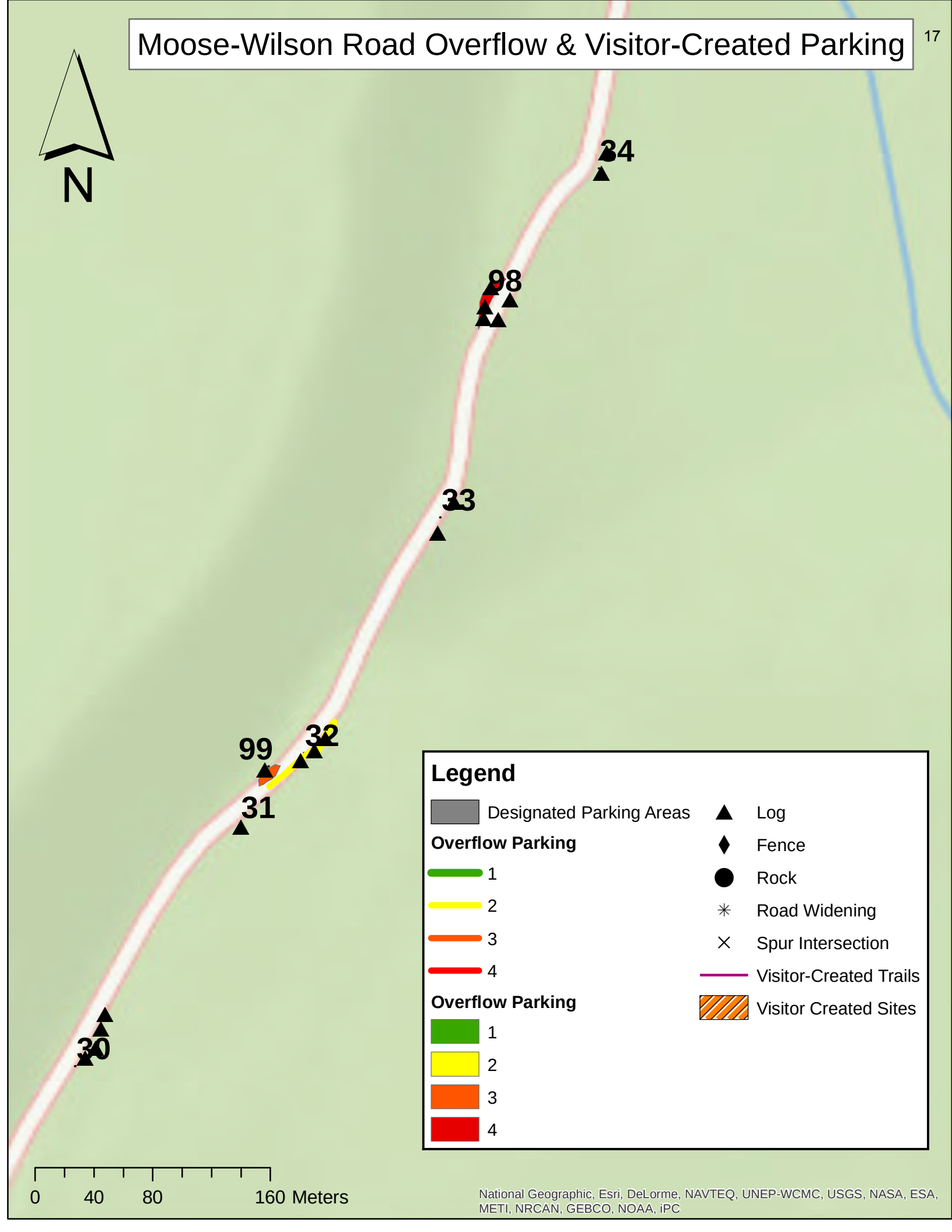
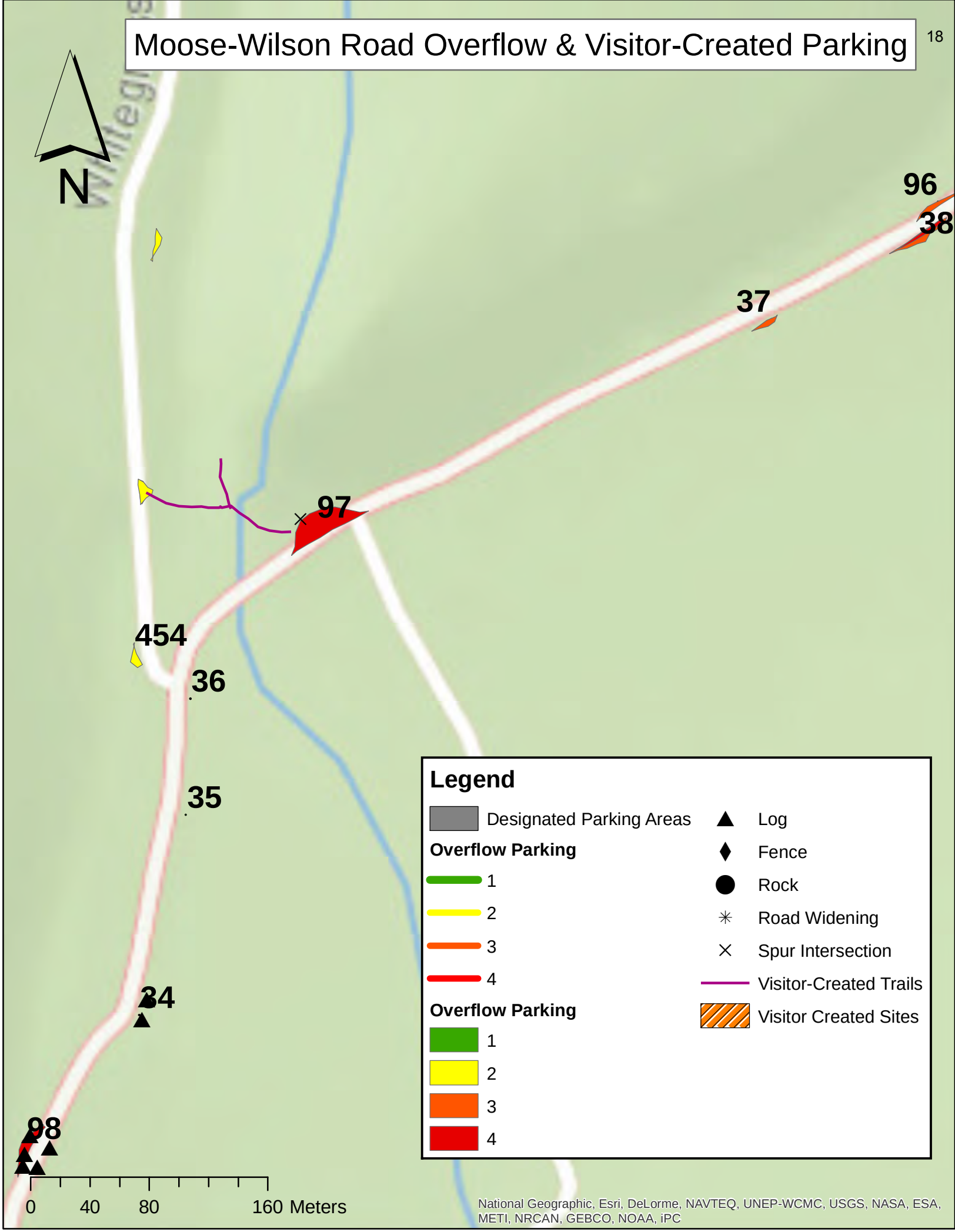


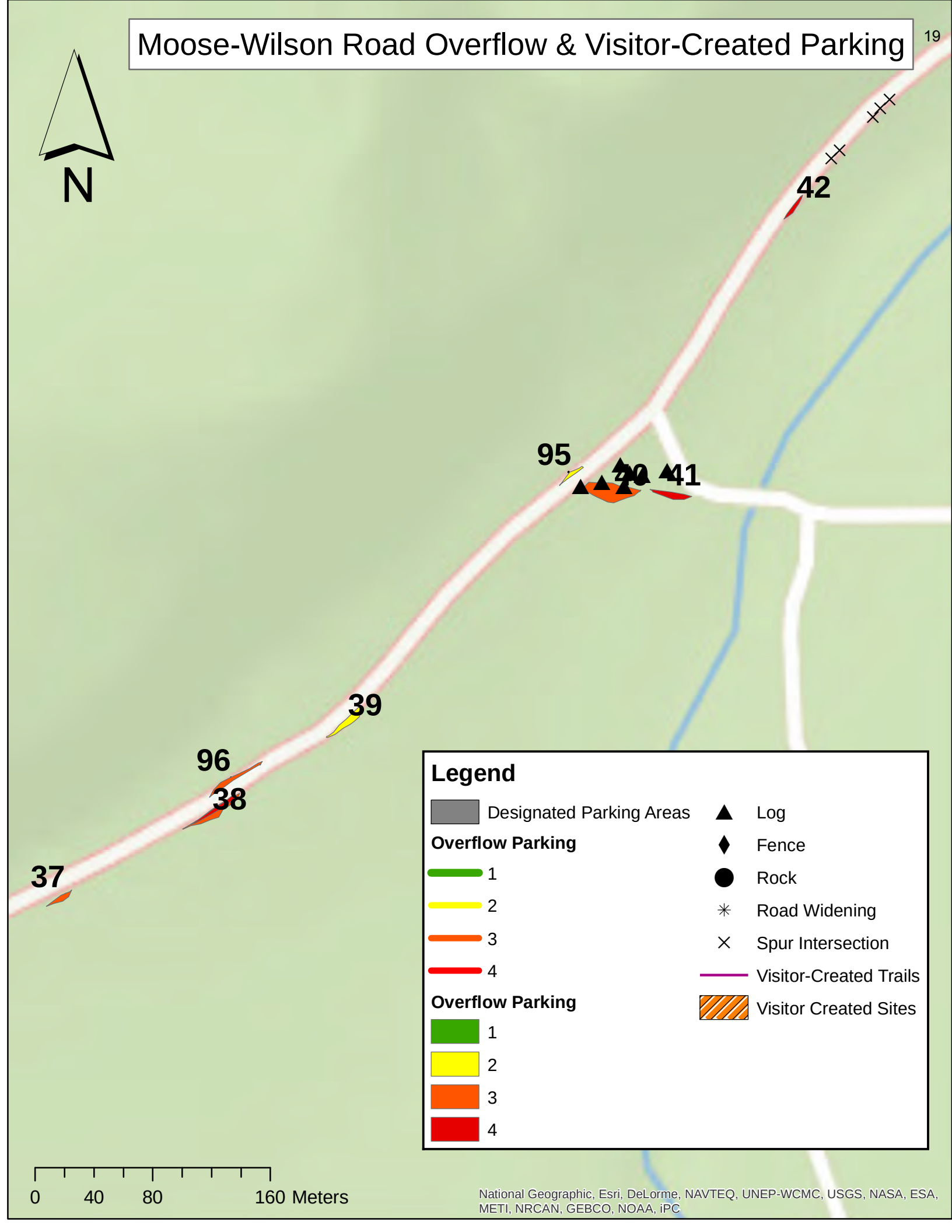
Moose-Wilson Road Overflow & Visitor-Created Parking



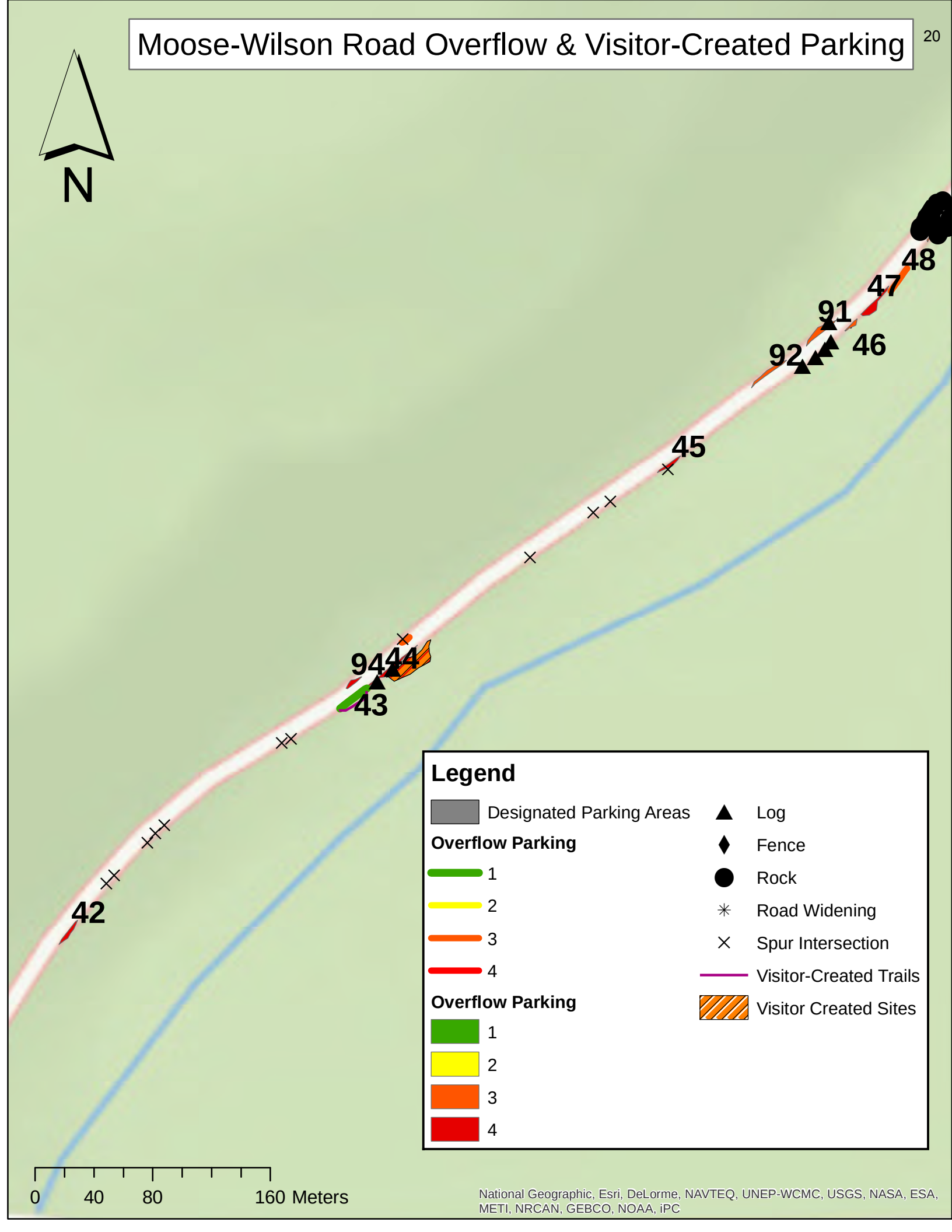
Moose-Wilson Road Overflow & Visitor-Created Parking



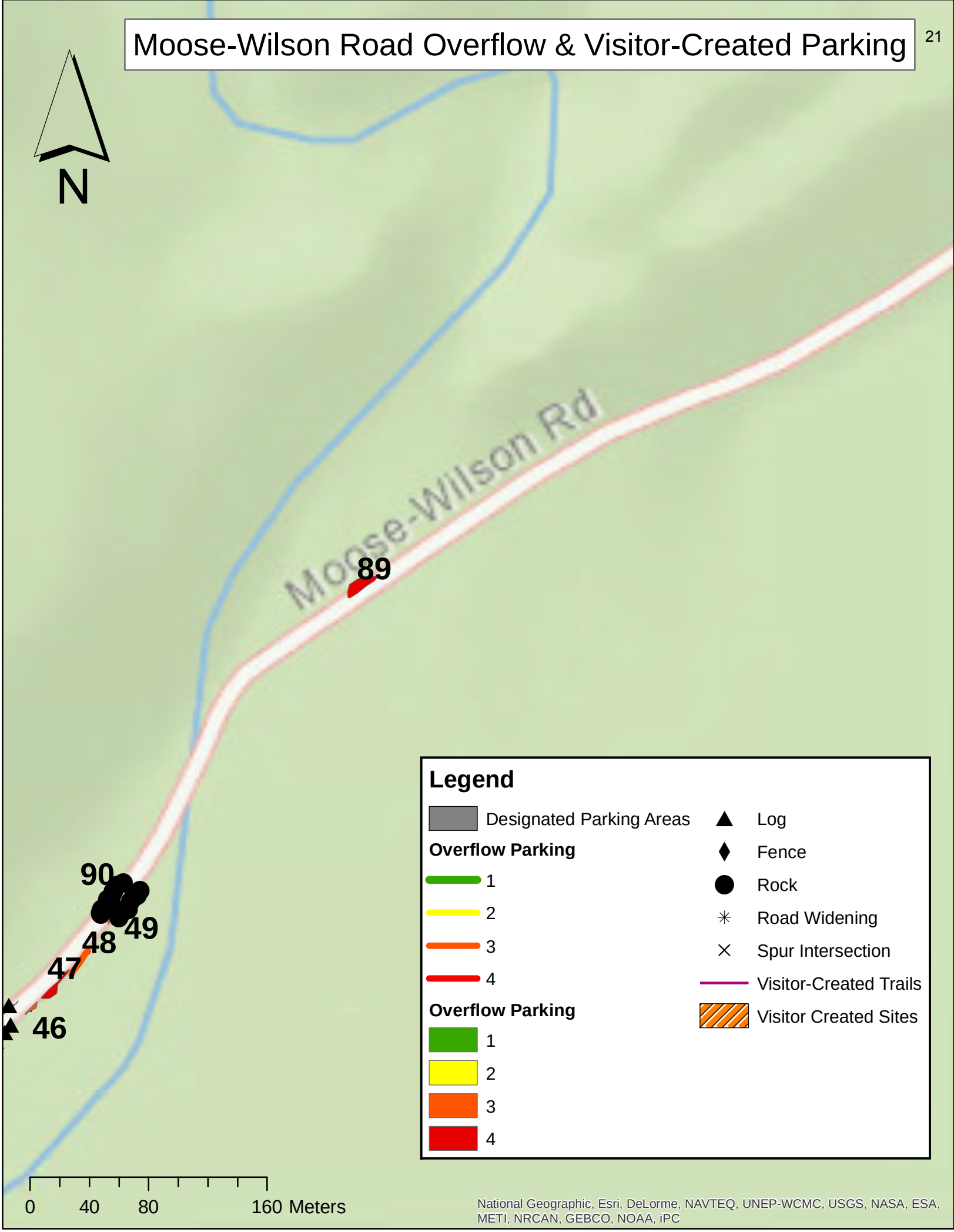
Moose-Wilson Road Overflow & Visitor-Created Parking



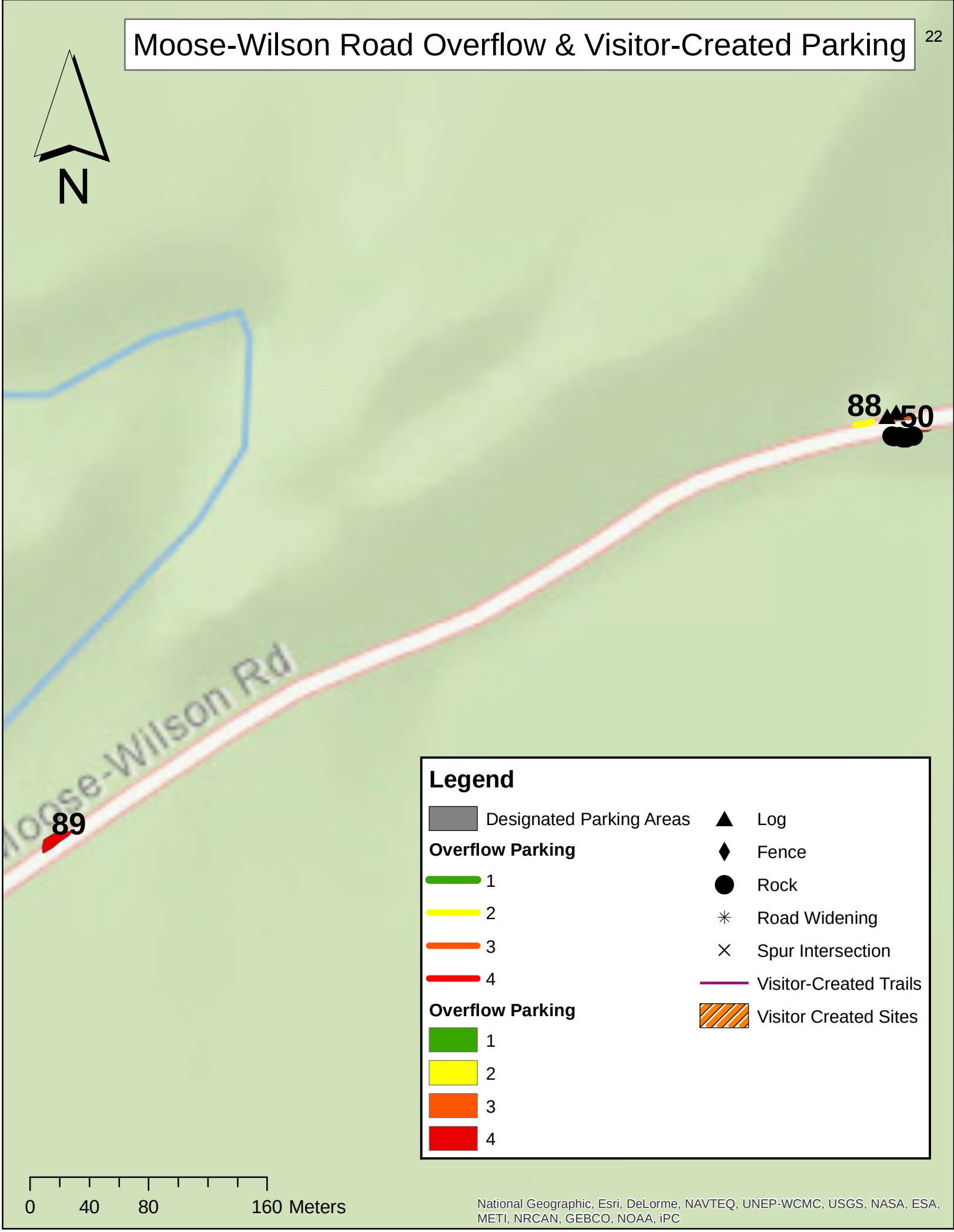
Moose-Wilson Road Overflow & Visitor-Created Parking



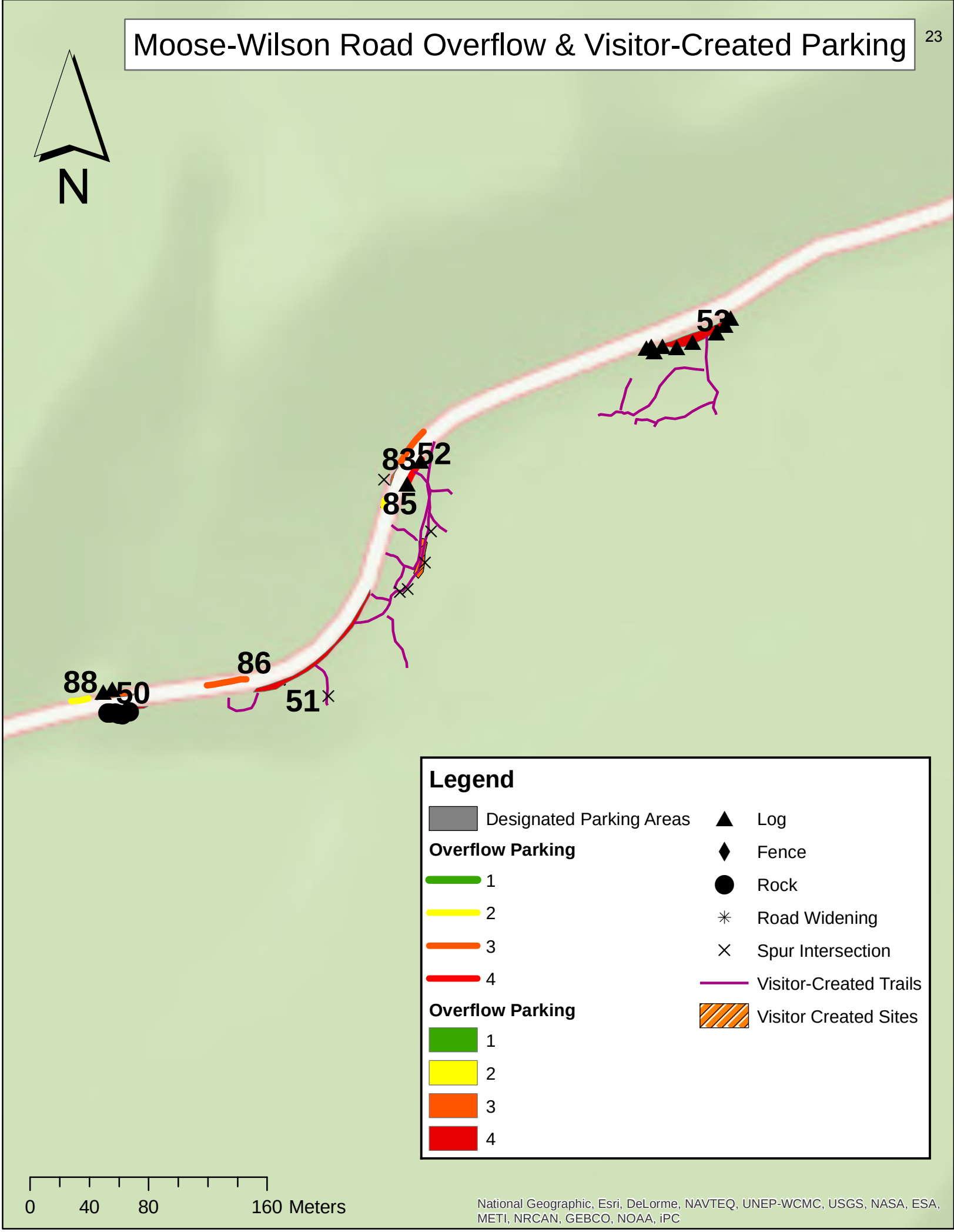
Moose-Wilson Road Overflow & Visitor-Created Parking



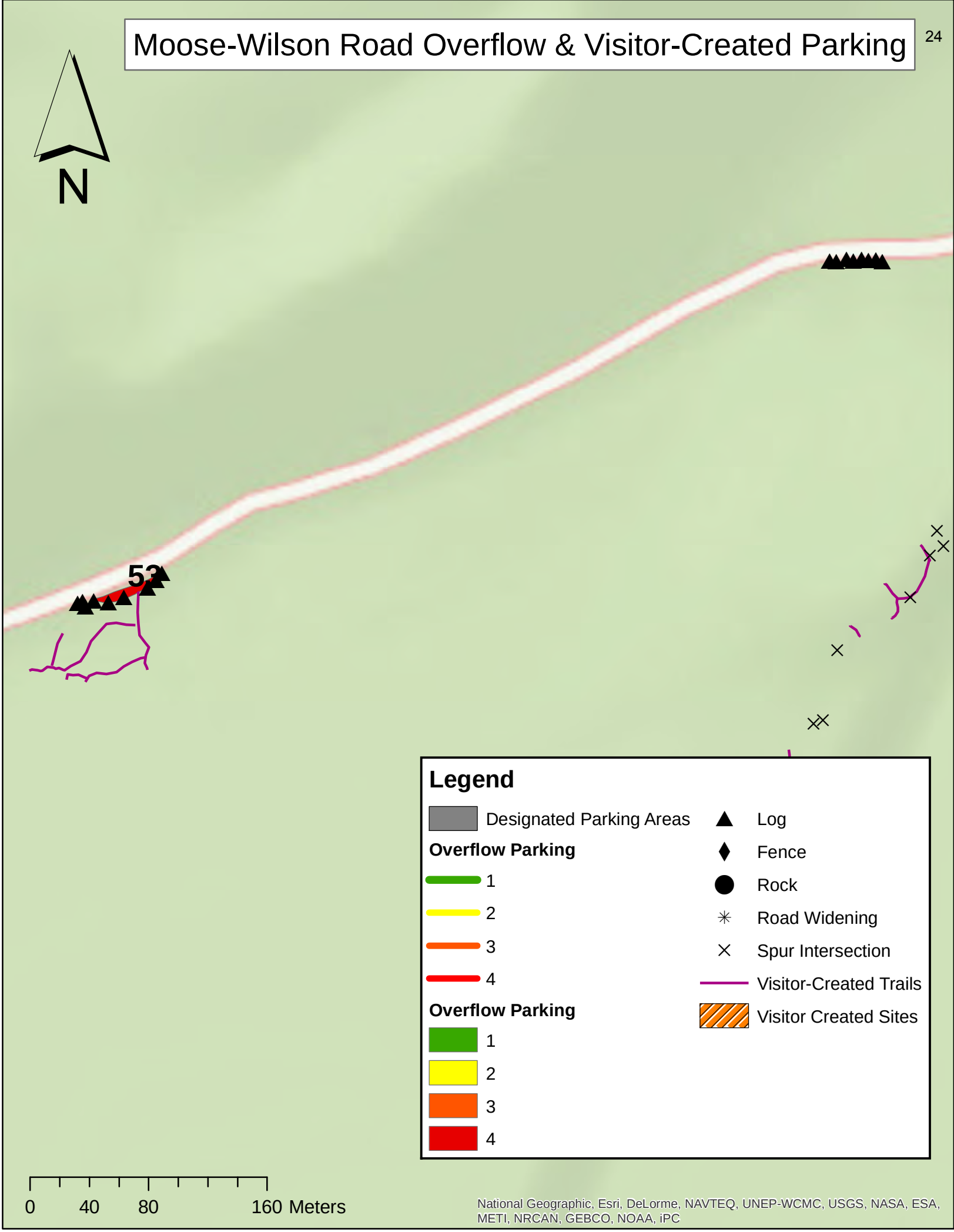
Moose-Wilson Road Overflow & Visitor-Created Parking



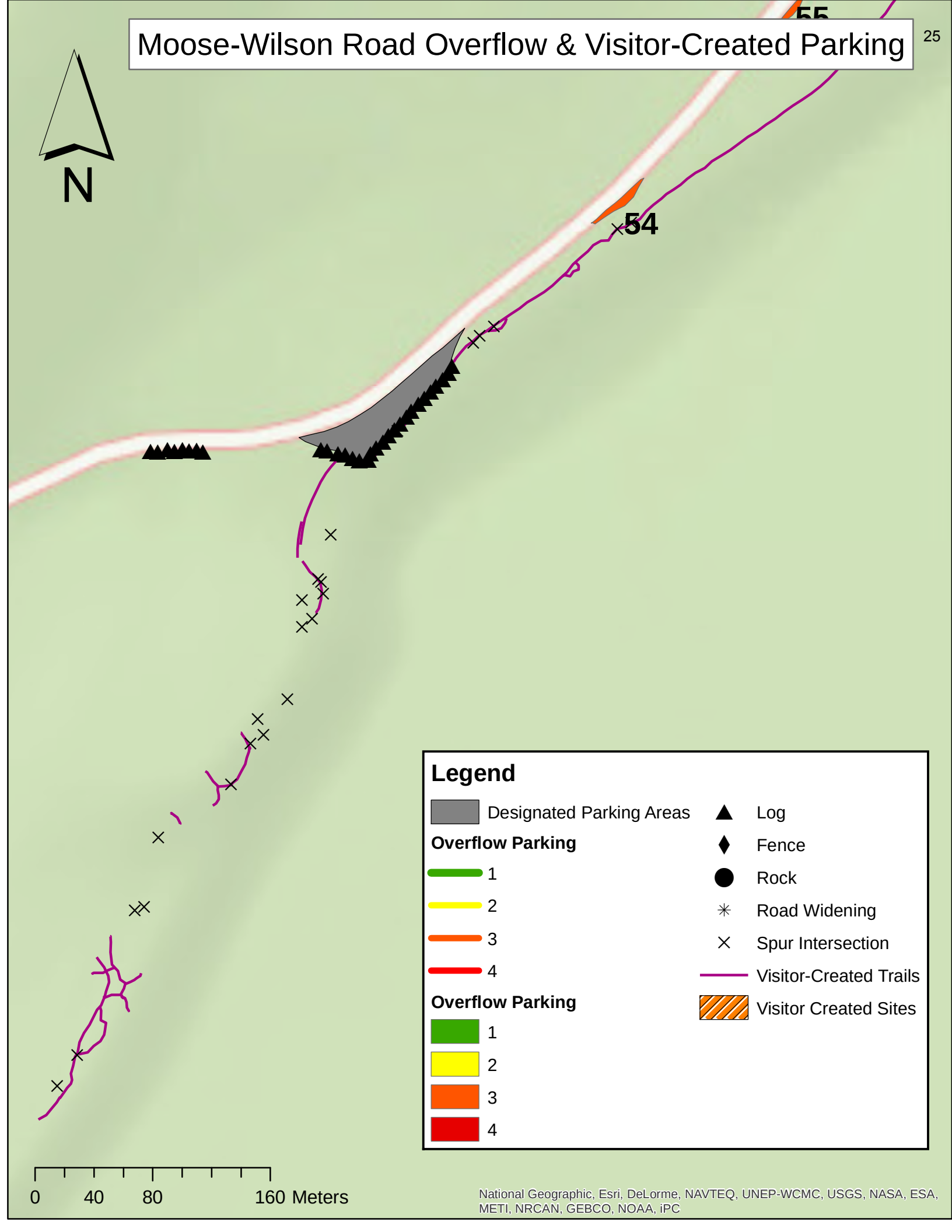
Moose-Wilson Road Overflow & Visitor-Created Parking



Moose-Wilson Road Overflow & Visitor-Created Parking



Moose-Wilson Road Overflow & Visitor-Created Parking



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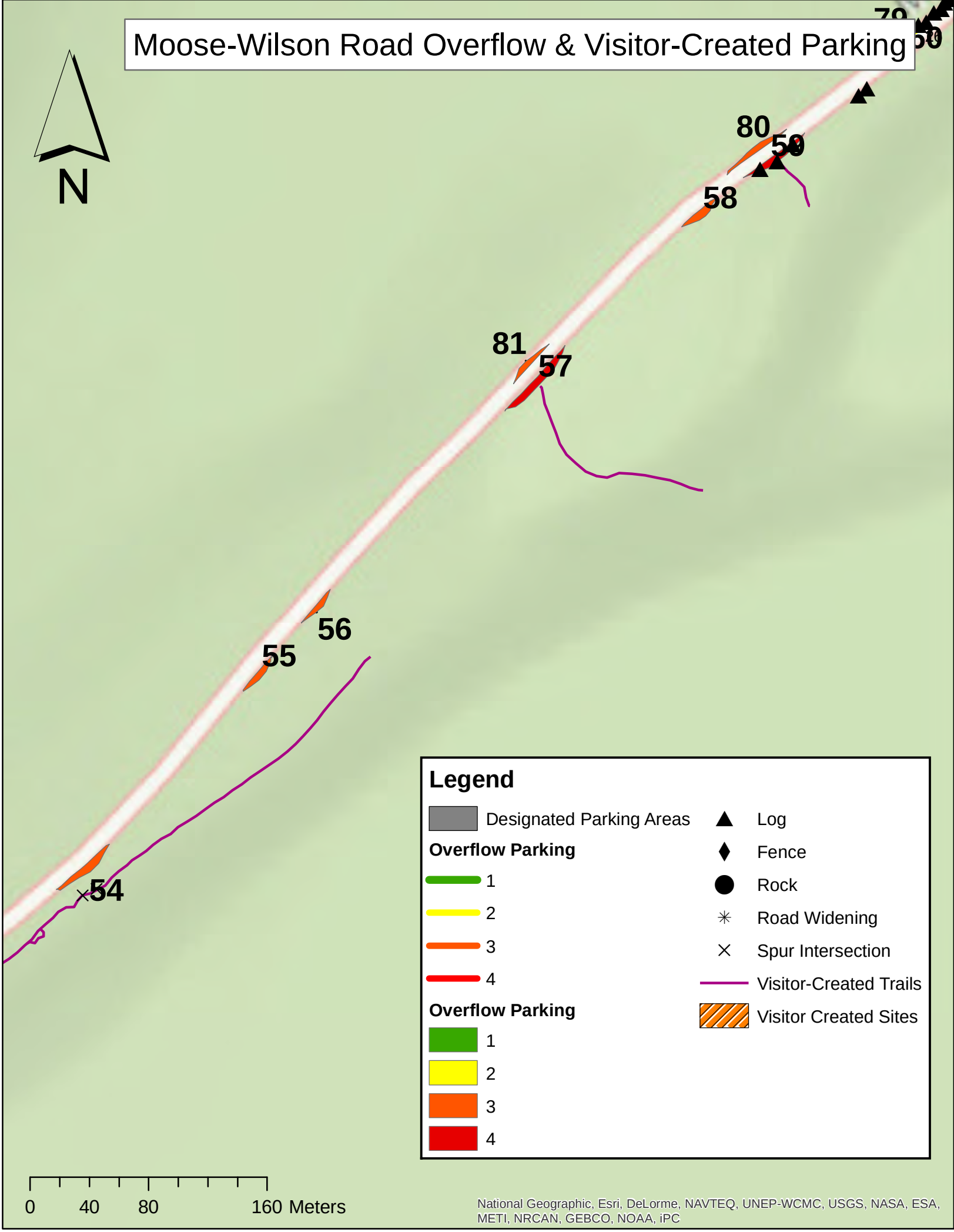
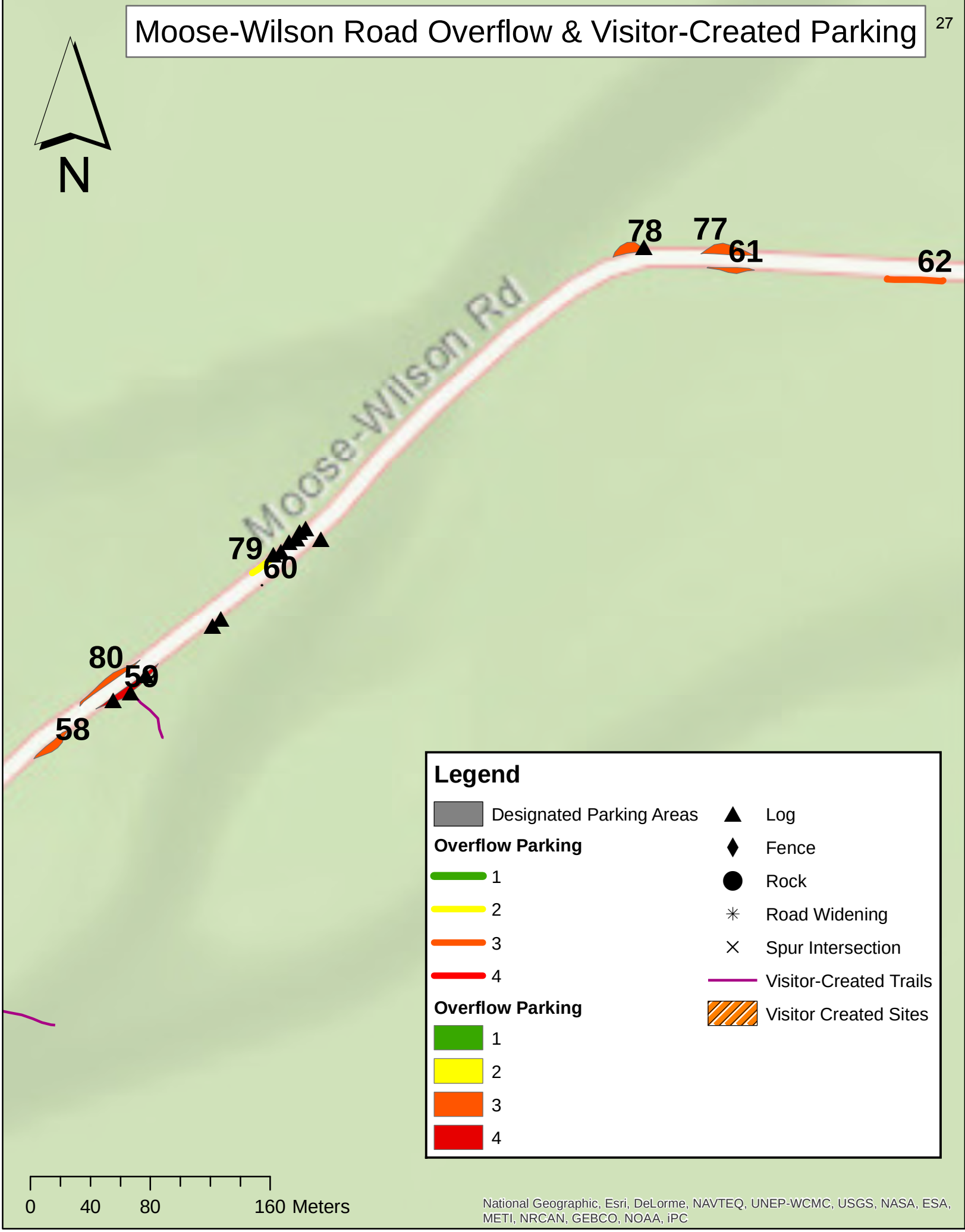
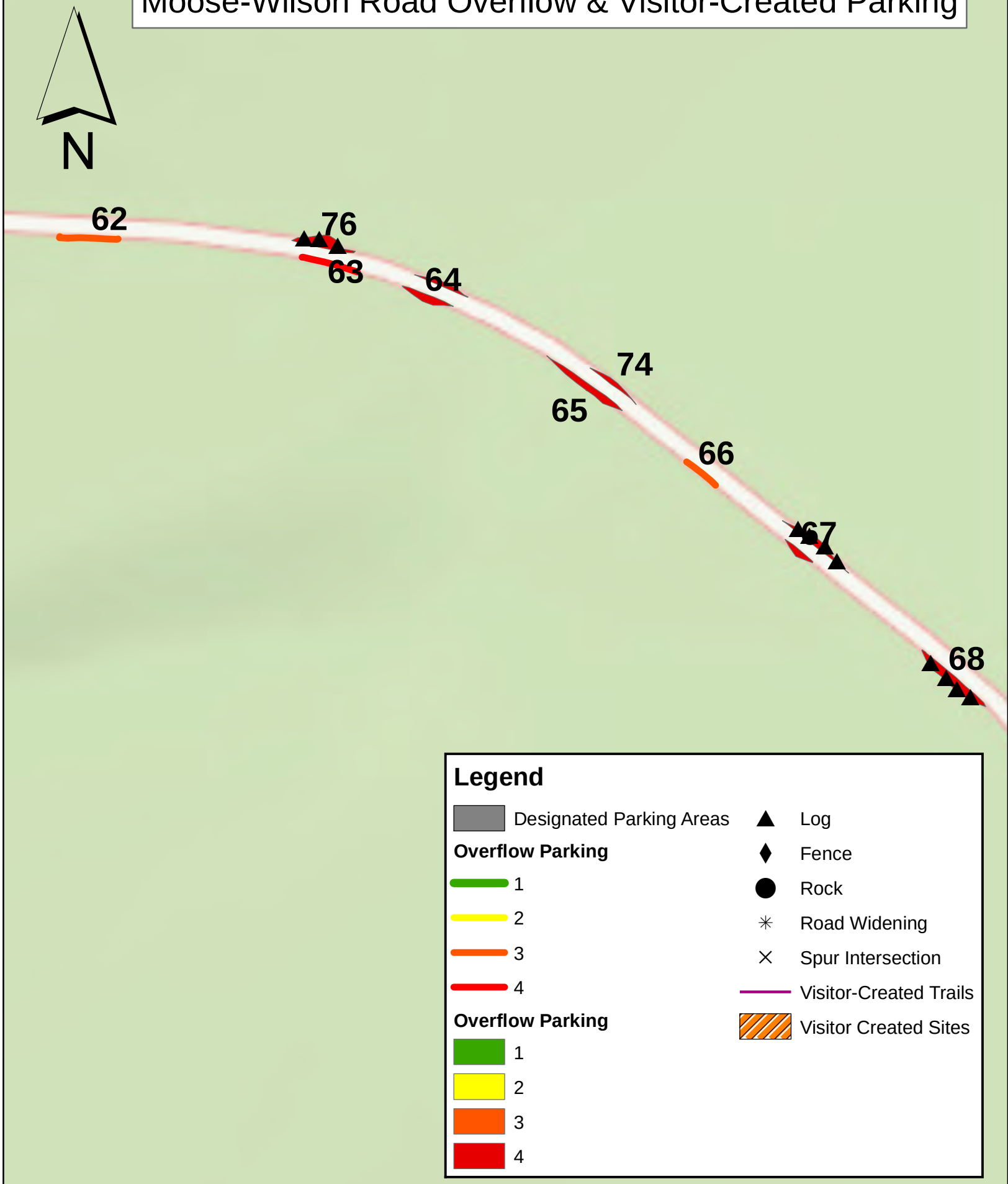


Moose-Wilson Road Overflow & Visitor-Created Parking

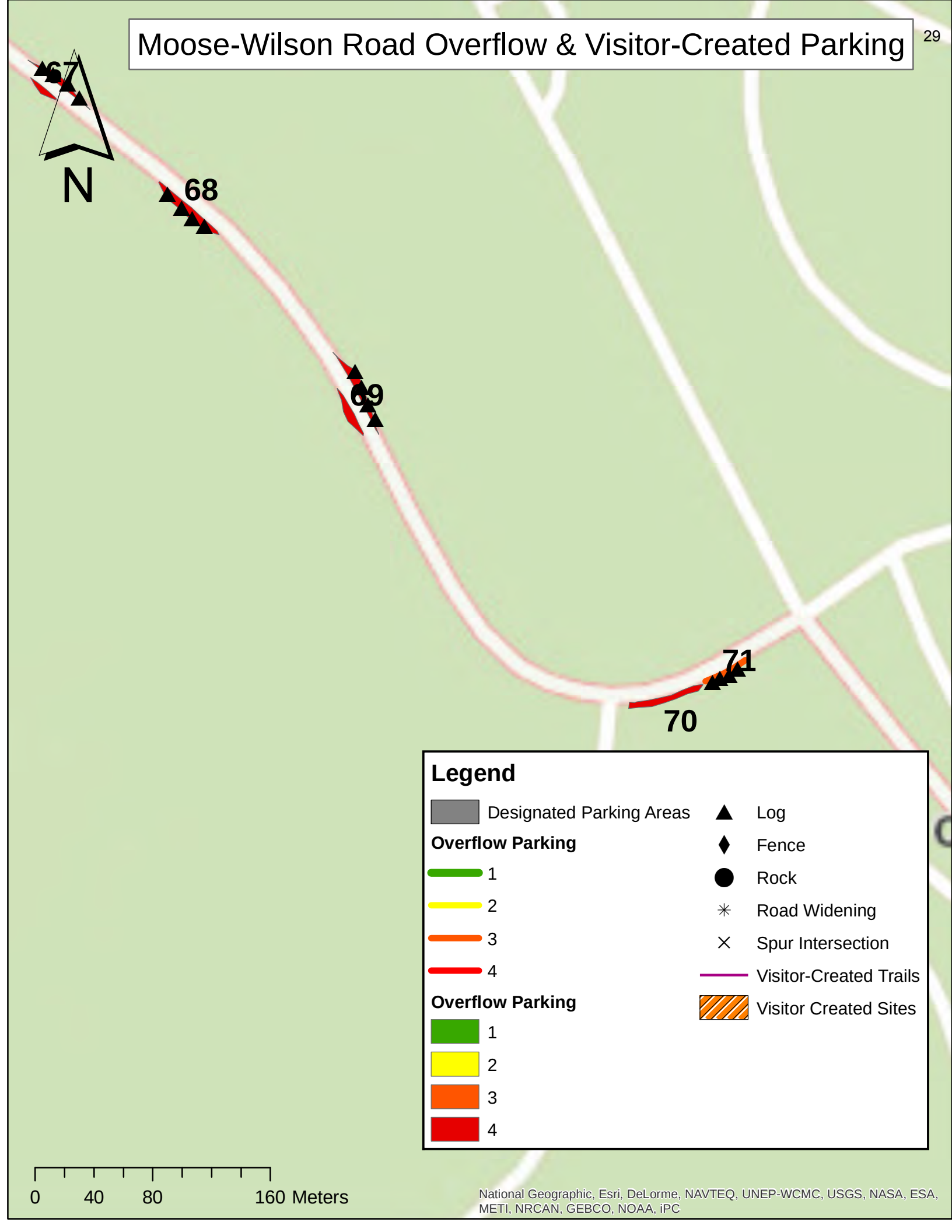


Moose-Wilson Road Overflow & Visitor-Created Parking

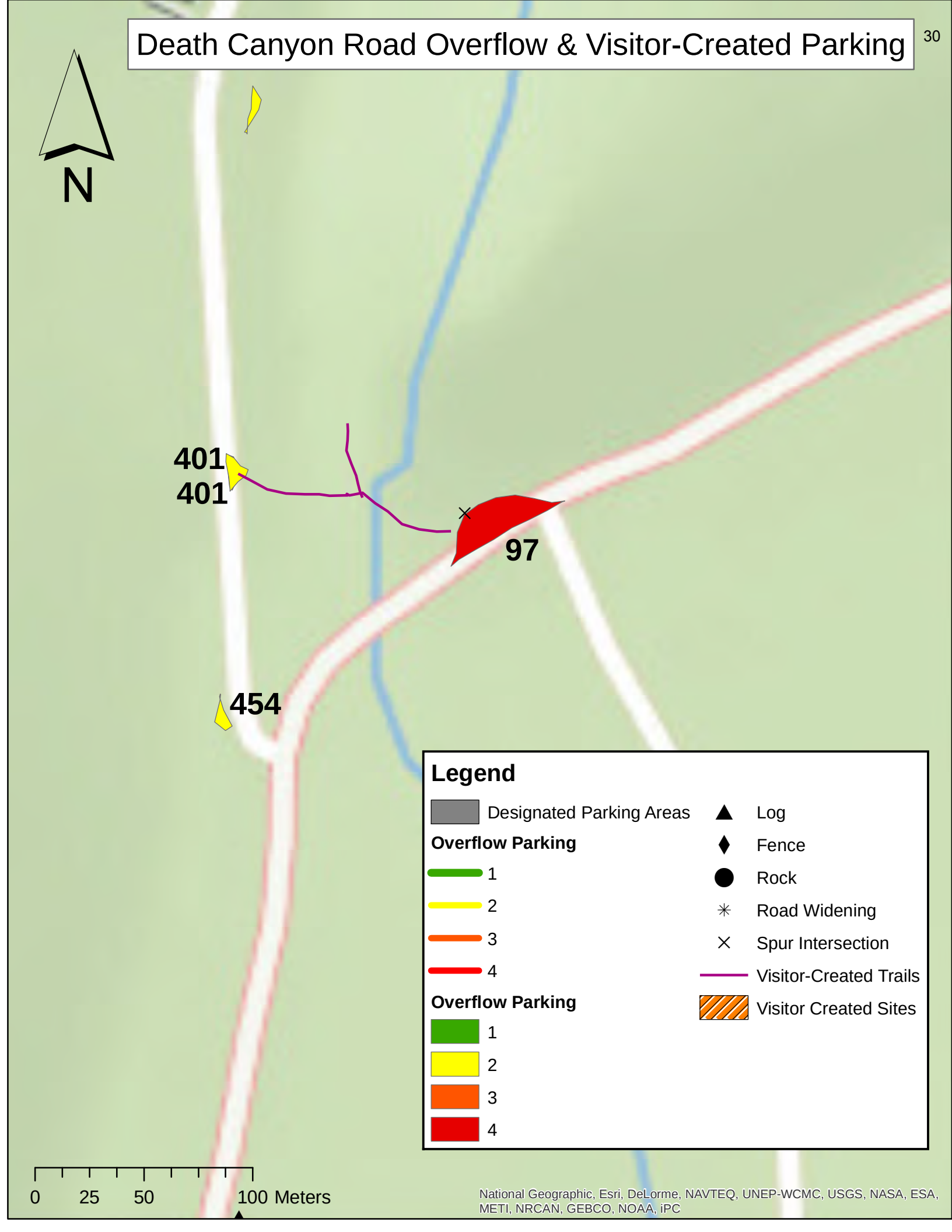


National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

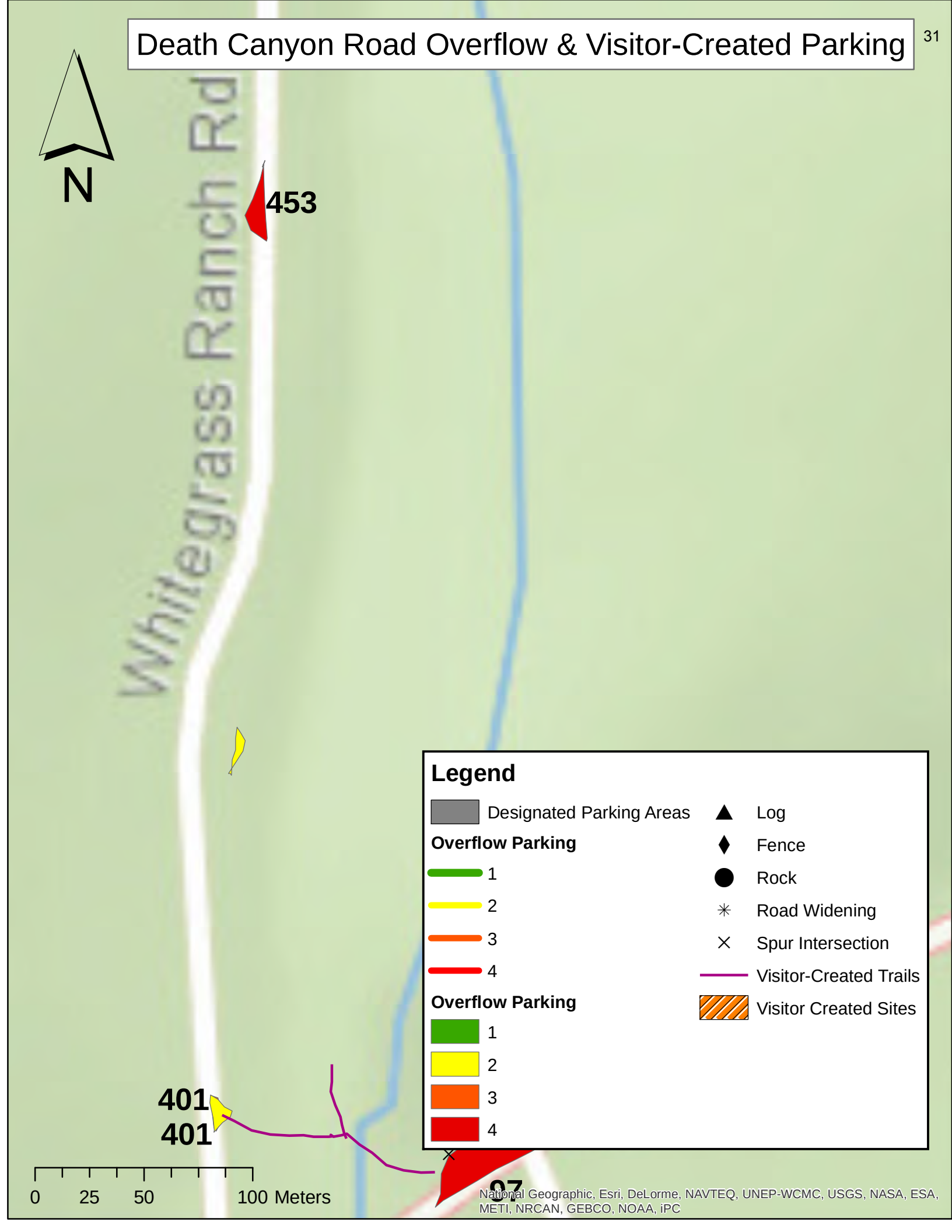
Moose-Wilson Road Overflow & Visitor-Created Parking



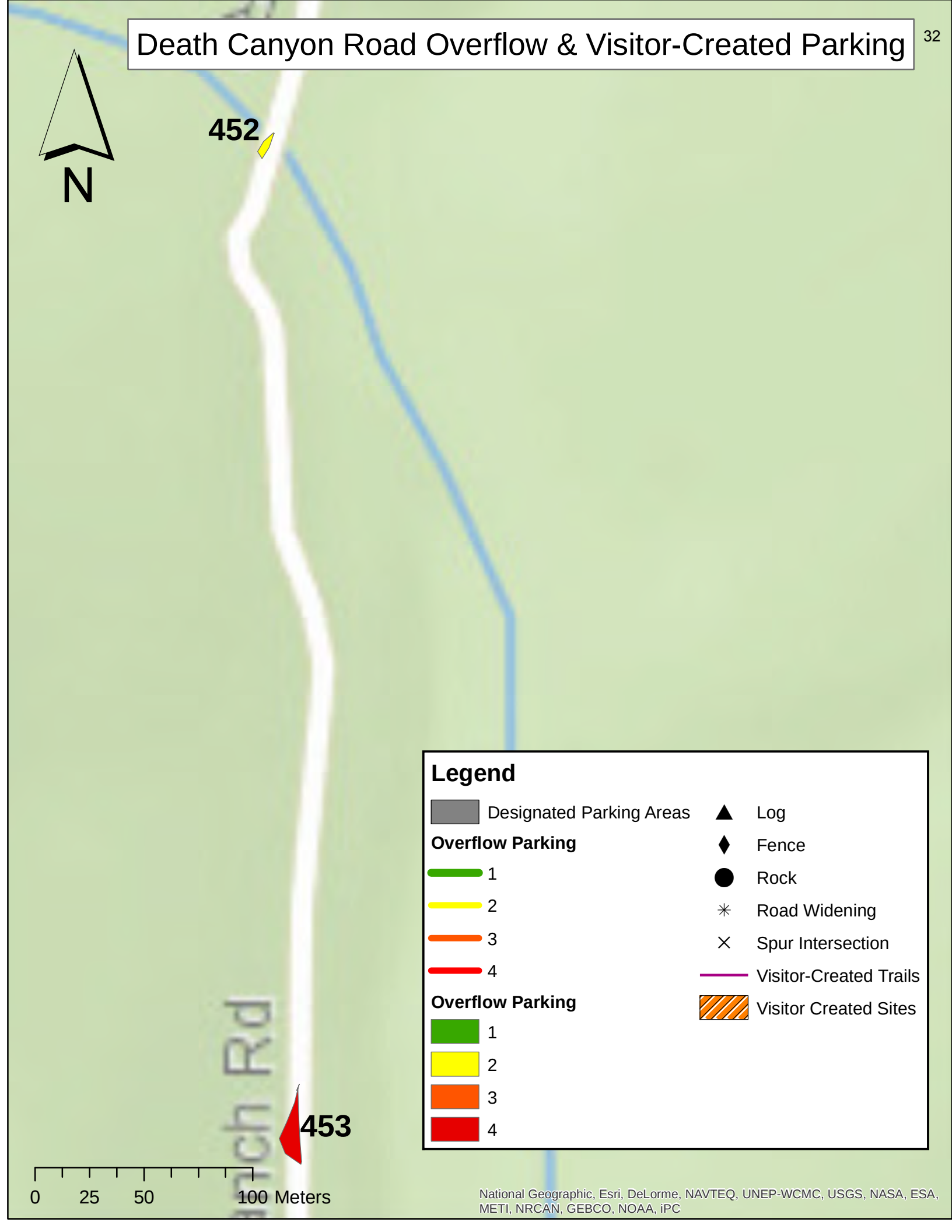
Death Canyon Road Overflow & Visitor-Created Parking



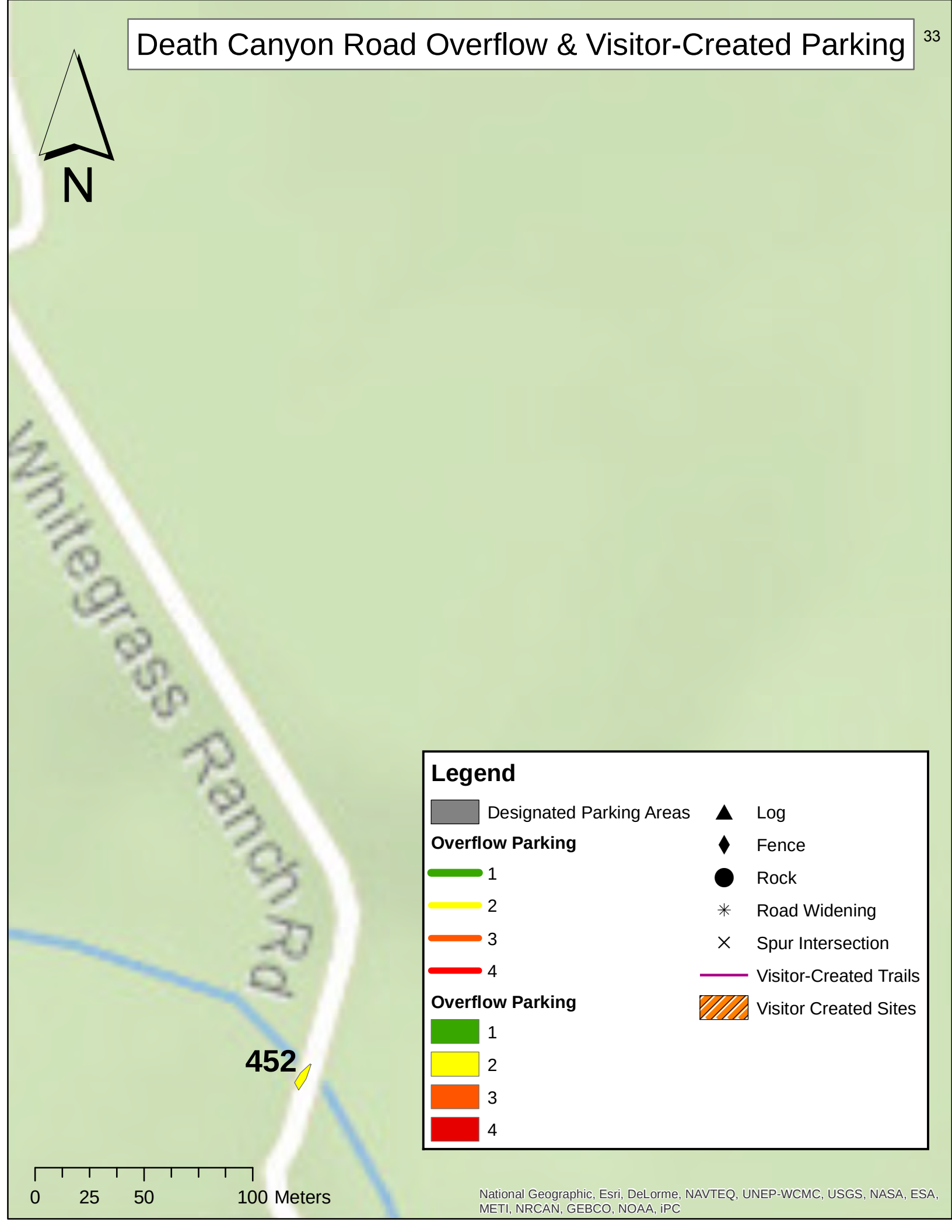
Death Canyon Road Overflow & Visitor-Created Parking



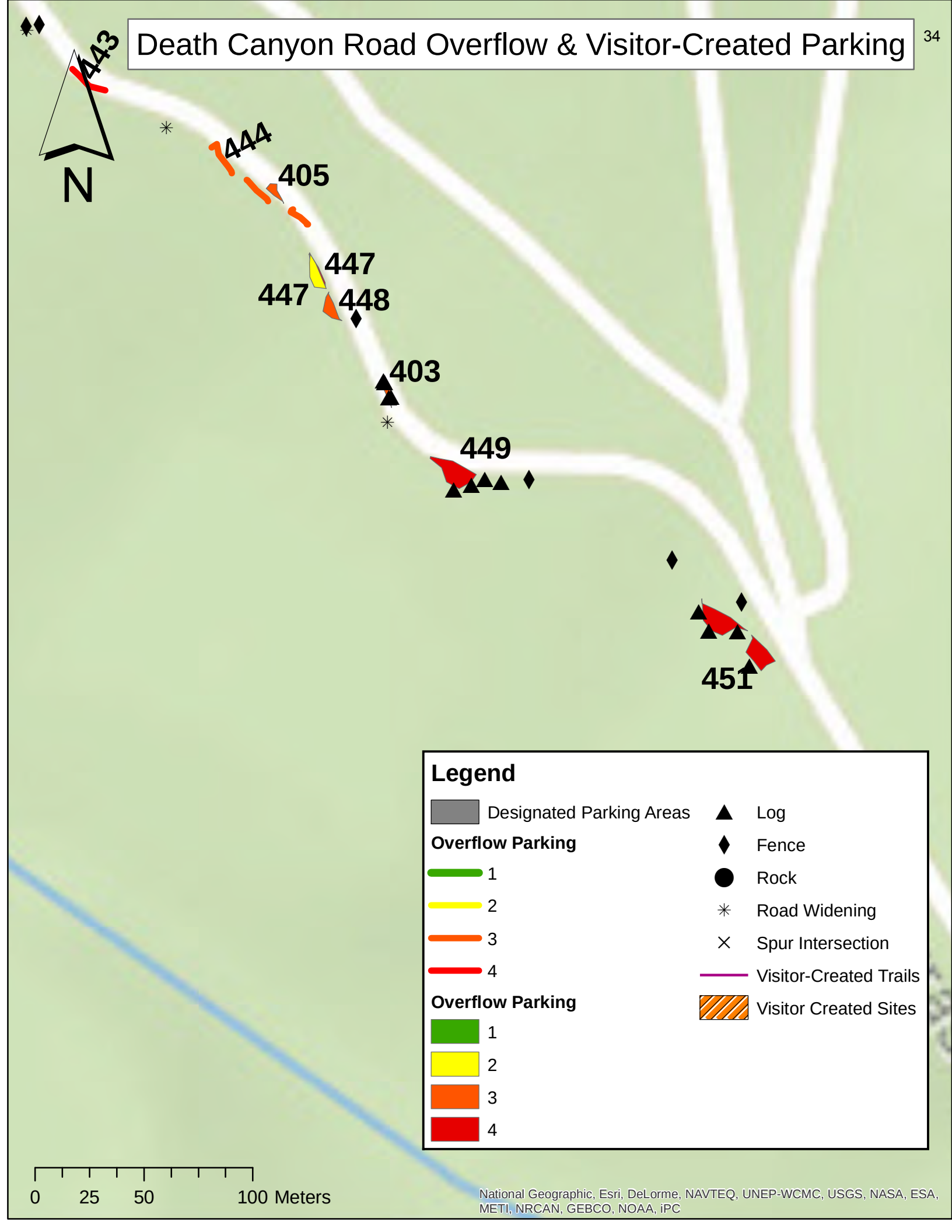
Death Canyon Road Overflow & Visitor-Created Parking



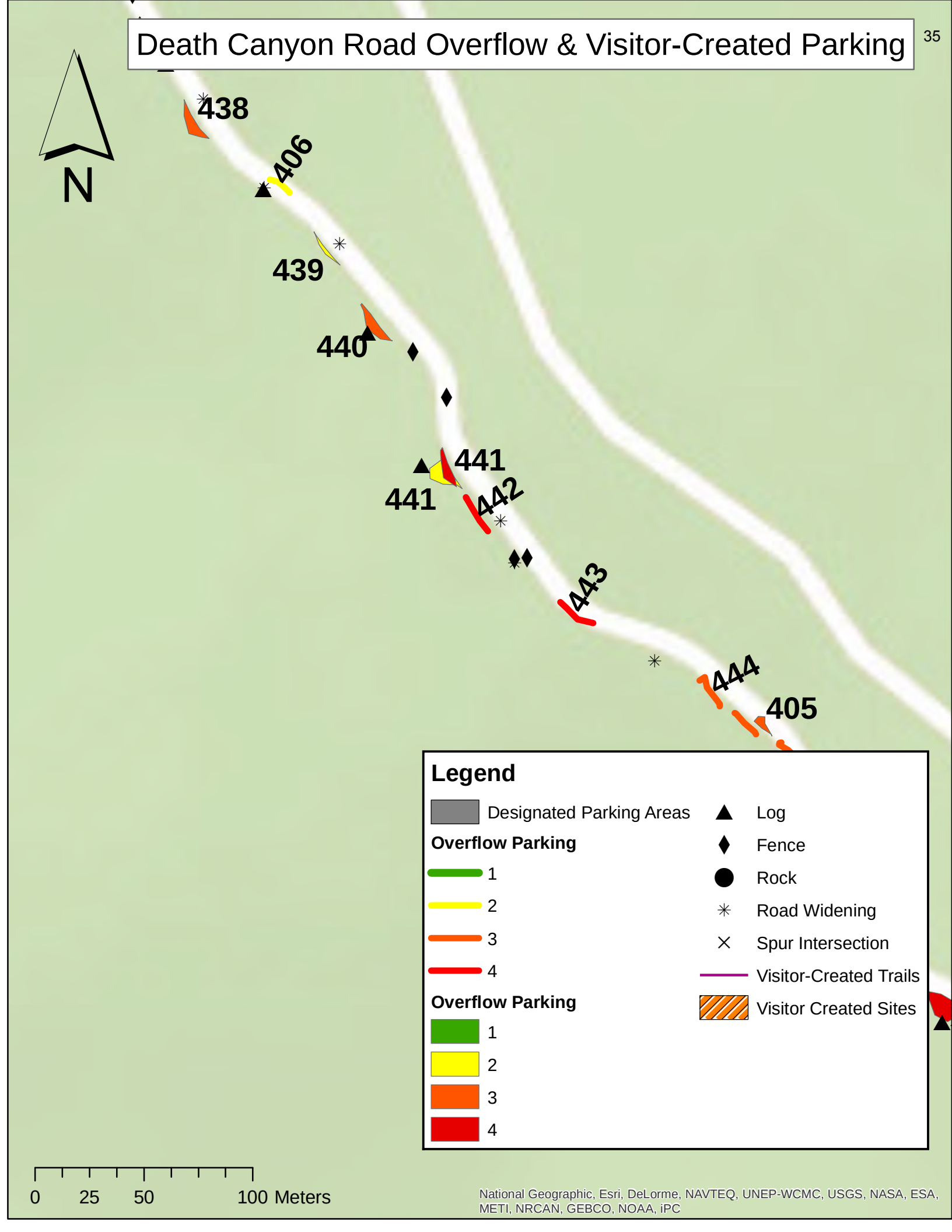
Death Canyon Road Overflow & Visitor-Created Parking



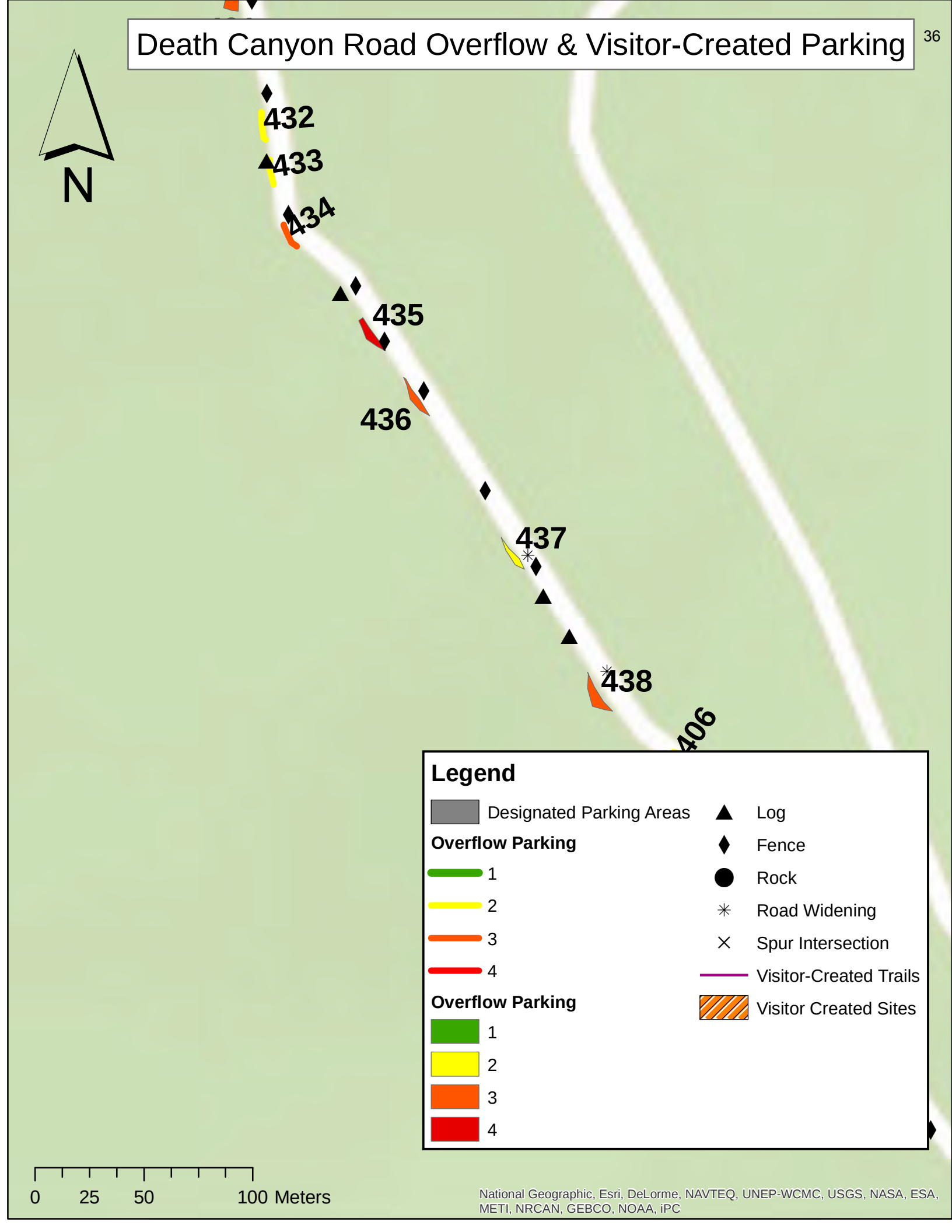
Death Canyon Road Overflow & Visitor-Created Parking



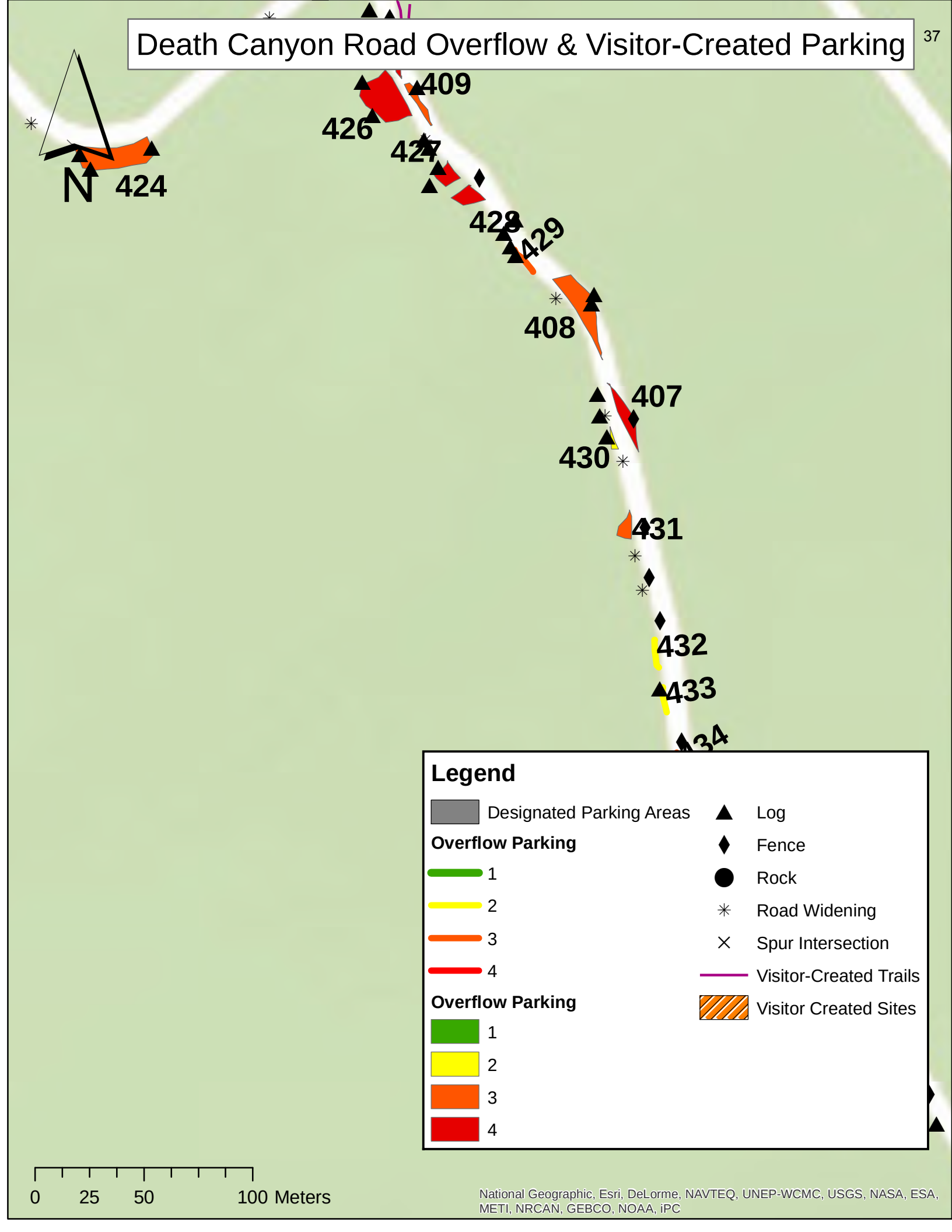
Death Canyon Road Overflow & Visitor-Created Parking



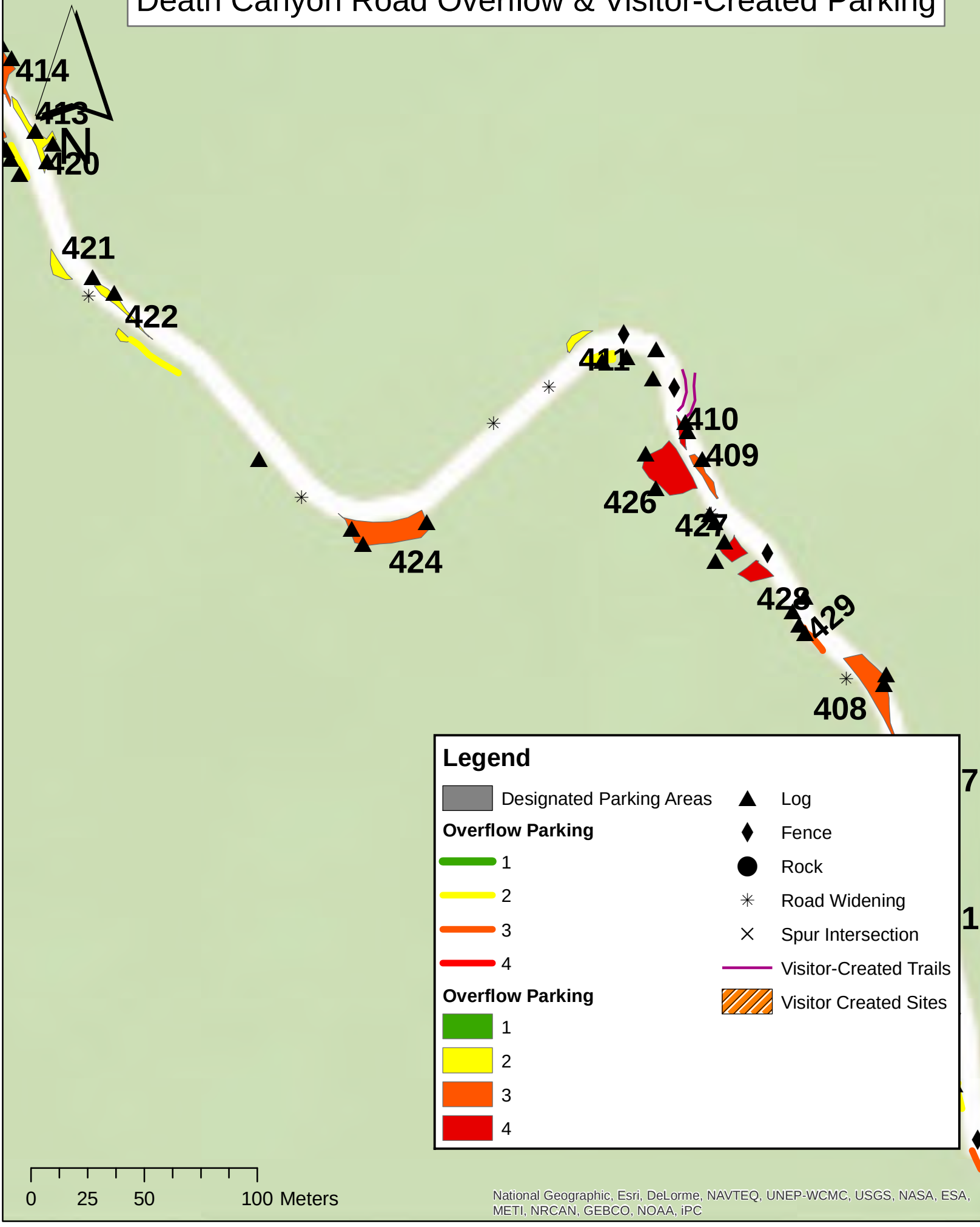
Death Canyon Road Overflow & Visitor-Created Parking



Death Canyon Road Overflow & Visitor-Created Parking

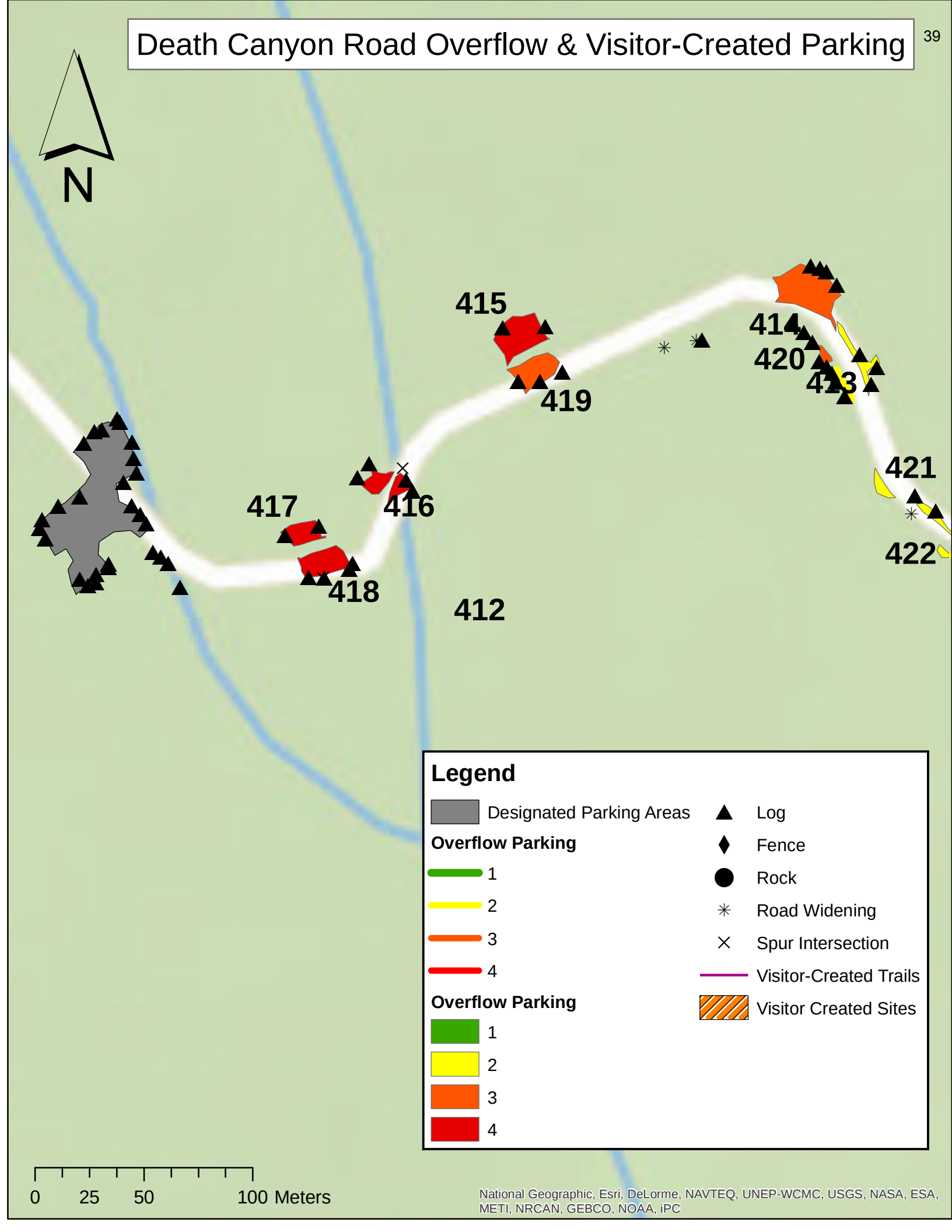


Death Canyon Road Overflow & Visitor-Created Parking



National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

Death Canyon Road Overflow & Visitor-Created Parking



Appendix I: Summary of Counter Calibrations and Raw Values

Table 1: Summary of calibration techniques (observational counts) for all trail counter located in the Moose-Wilson Corridor.

Counter Location	**Total Observed**	**Total from Counter**	**Correction Value**
Murie Ranch Trail	61	62	**0.91**
Sawmill Ponds	102	85	**1.20**
Death Canyon	715	530	**1.57**
LSR Preserve Trail Bridge	903	830	**1.78**
Woodland	615	606	**1.02**
Lake Creek	645	593	**1.09**
Huckleberry Point	189	111	**1.70**
Phelps Lake East	309	222	**1.39**
Granite Trailhead	241	236	**1.02**
Valley Trail	26	19	**1.37**
Totals	**3806**	**3294**	
		Mean Correction Value:	**1.24**

Table 2: Visitor use levels observed on the old road trail near Sawmill Ponds. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
June[1]	136 [160][2]	27 [33]	31 [38]	22 [27]
July	1,693 [2,031]	55 [66]	51 [62]	65 [78]
Aug 1-15	590 [708]	39 [47]	41 [50]	34 [41]
Aug 16-31	571 [684]	36 [44]	37 [45]	33 [40]
September	1,599 [1,919]	53 [64]	50 [60]	60 [72]
October	170 []	6 [8]	5 [6]	8 [10]
November[3]	3 [4]	1 [2]	0 [0]	2 [2]

[1] June sampling period started on the 26th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.20)

[3]November sampling period ended on the 3rd.

Table 3: Visitor use levels observed on the Death Canyon trail. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
July[1]	11,388 [17,879][2]	407 [639]	391 [614]	447 [702]
Aug 1-15	7,735 [12,144]	516 [807]	506 [826]	542 [851]
Aug 16-31	5,114 [8,028]	320 [474]	295 [463]	374 [545]
Sept	5,429 [8,524]	181 [284]	164 [257]	221[347]
October[3]	47 [74]	5 [8]	6 [9]	1 [3]

[1]July sampling period started on the 4th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.57)

[3]October sampling period ended on the 10th.

Table 4: Visitor use levels observed at the parking lot at the LSR Preserve. This counter captures use to the LSR Preserve Center and the LSR Preserve trail system. Data was collected by a trail counter and summarized by sampling period by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
July	26,268	847	858	817
Aug 1-15	13,122	875	861	912
Aug 16-31	11,165	698	656	790
Sept[1]	13,945	634	614	677

[1]September sampling period ended on the 22nd.

Table 5: Visitor use levels observed on the trail, at the bridge, just past the LSR Preserve Center. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
May[1]	2,864 [5,098][2]	179 [317]	167 [298]	216 [385]
June	15,387 [27,389]	513 [914]	497 [885]	545 [970]
July	21,383 [38,062]	690 [1,228]	702 [1,250]	654 [1,164]
Aug 1-15	10,729 [19,098]	715 [1,273]	706 [1,257]	741 [1,318]
Aug 16-31	9,052 [16,113]	566 [1,008]	519 [924]	670 [1,140]
September	12,693 [22,593]	423 [753]	395 [693]	490 [873]
October[3]	471 [839]	47 [84]	59 [105]	0 [2]

[1]May sampling period started on the 16th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.78)

[3]October sampling period ended on the 10th.

Table 6: Visitor use levels observed on the Lake Creek trail after it crossed Moose-Wilson road. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
May[1]	1,230 [1,341][2]	77 [84]	70 [76]	97 [106]
June	7,286 [7,942]	243 [265]	229 [250]	271 [296]
July	9,782 [10,663]	316 [344]	322 [351]	296 [323]
Aug 1-15	4,798 [5,230]	320 [349]	312 [340]	342 [373]
Aug 16-31	4,251 [4,634]	266 [290]	248 [271]	305 [333]
September	5,616 [6,121]	187 [204]	177 [193]	212 [231]
October[3]	14 [16]	1 [2]	2 [3]	0 [1]

[1]May sampling period started on the 16th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.09)

[3]October sampling period ended on the 10th.

Table 7: Visitor use levels observed on the Woodland trail right after the trail crosses the Moose-Wilson Road. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
May[1]	1,124 [1,147][2]	70 [72]	67 [68]	80 [82]
June	6,553 [6.685]	218 [253]	208 [212]	239 [244]
July	10,165 [10,369]	328 [335]	333 [340]	315 [321]
Aug 1-15	5,473 [5,583]	365 [373]	361 [369]	375 [383]
Aug 16-31	4,394 [4,482]	275 [281]	246 [251]	338 [345]
September	5,107 [5,209]	170 [174]	156 [160]	204 [208]
October[3]	12 [13]	1 [1]	1 [1]	1 [1]

[1]May sampling period started on the 16th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.02)

[3]October sampling period ended on the 10th.

Table 8: Visitor use levels observed on the Phelps Lake East trail. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
May[1]	1017 [1,144][2]	60 [84]	57 [79]	68 [95]
June	3002 [4,173]	100 [139]	96 [133]	109 [152]
July	4824 [6,706]	156 [217]	148 [206]	177 [246]
Aug 1-15	1567 [2,178]	105 [146]	104 [145]	105 [146]
Aug 16-31	1193 [1,659]	75 [104]	69 [96]	88 [122]
September	1706 [2,372]	57 [80]	54 [75]	65 [90]
October[3]	328 [456]	21 [29]	22 [31]	17 [24]

[1]May sampling period started on the 15th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.39)

[3]October sampling period ended on the 16th.

Table 9: Visitor use levels observed at the counter on the Huckleberry Point trail. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
May[1]	662 [1,125][2]	41 [70]	38 [65]	53 [90]
June	2,495 [4,241]	83 [141]	71 [121]	107 [182]
July	3,312 [5,630]	107 [182]	110 [187]	97 [165]
Aug 1-15	1,817 [3,089]	121 [206]	121 [206]	122 [208]
Aug 16-31	1,522 [2,588]	95 [162]	85 [145]	119 [202]
September	2,157 [3,667]	72 [123]	67 [114]	84 [143]
October[3]	62 [106]	4 [7]	4 [7]	3 [5]

[1]May sampling period started on the 16th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.70)

[3]October sampling period ended on the 16th.

Table 10: Visitor use levels observed at Granite Trailhead. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
May[1]	280 [286][2]	17 [18]	18 [19]	13 [14]
June	1633 [1,666]	54 [55]	54 [55]	55 [56]
July	2514 [5,078]	81 [83]	81 [83]	80 [82]
Aug 1-15	1475 [1,505]	98 [100]	103 [105]	85 [87]
Aug 16-31	1188 [1,212]	74 [76]	77 [79]	69 [70]
September	1415 [1,454]	47 [48]	48 [49]	45 [46]
October[3]	37 [38]	4 [4]	4 [4]	3 [3]

[1]May sampling period started on the 15th.

[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.02)

[3]October sampling period ended on the 10th.

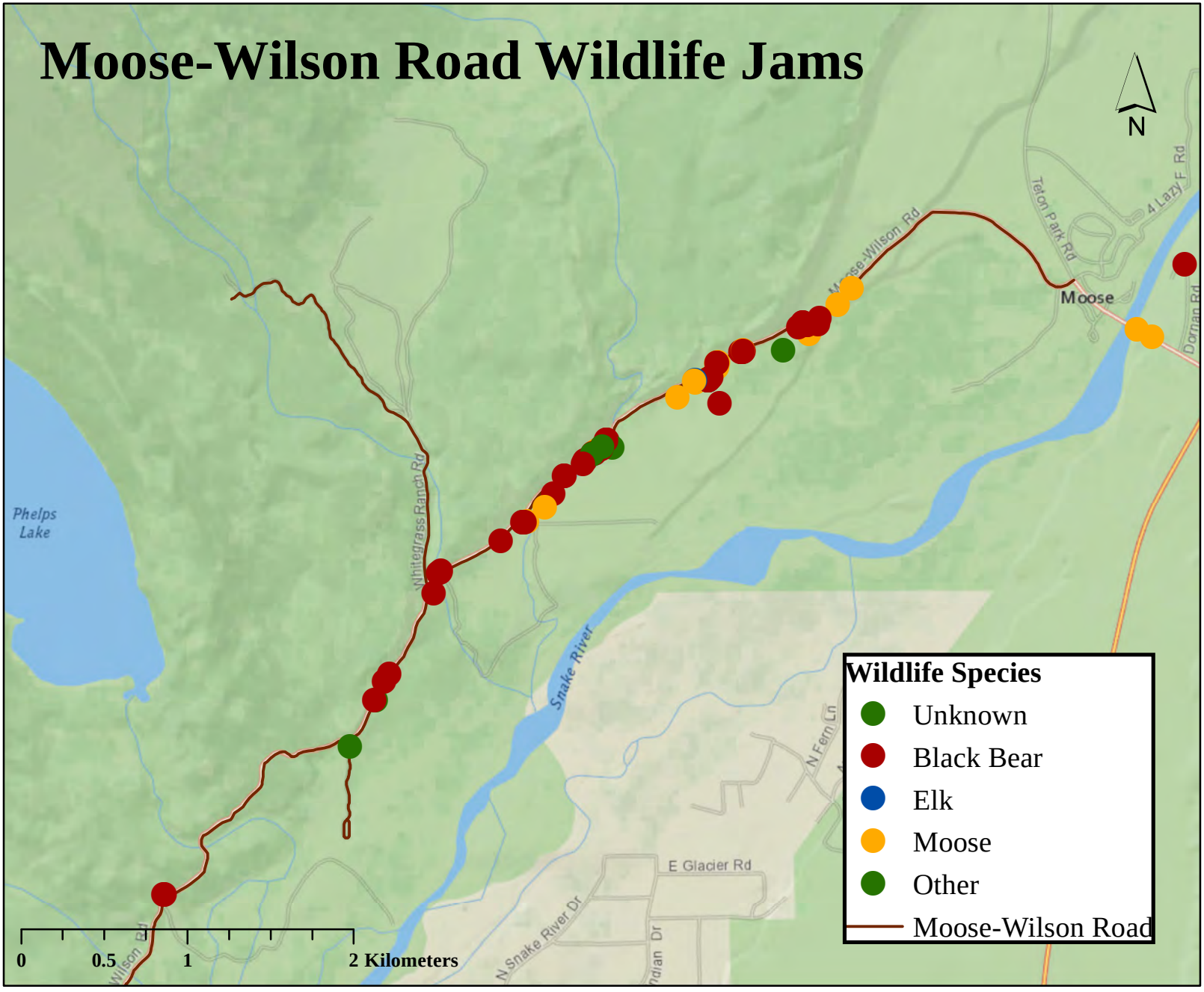
Table 11: Visitor use levels observed on the Valley Trail heading towards Teton Village. Data was collected by a trail counter, summarized by sampling period, calibrated by Utah State University and raw data was provided by the park.

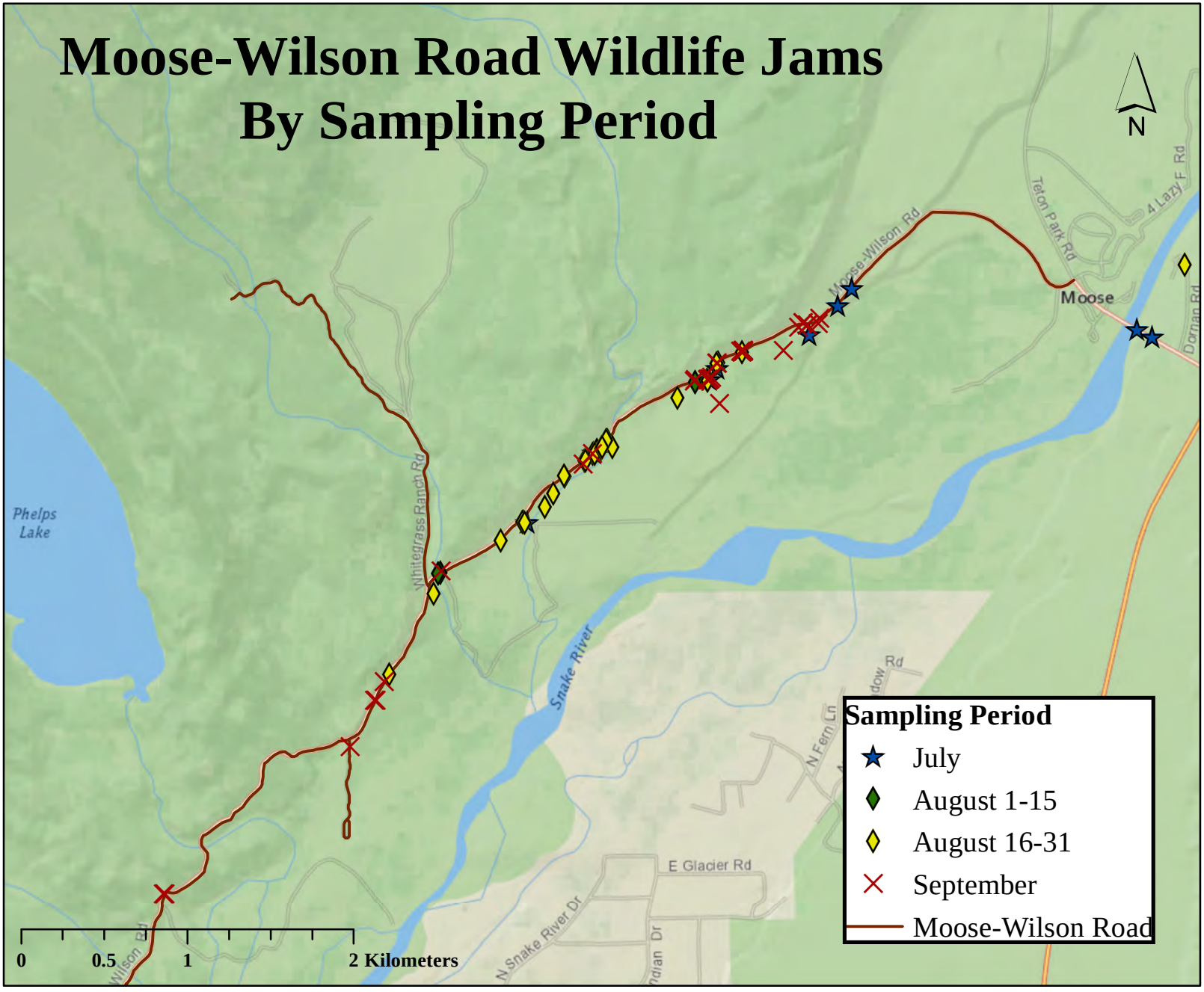
Month	Total Use (# of visitors)	Overall Average (visitors/day)	Weekday Average (visitors/day)	Weekend Average (visitors/day)
June[1]	68 [93][2]	11 [15]	11 [15]	13 [19]
July	581 [796]	19 [26]	17 [23]	24 [33]
Aug 1-15	190 [261]	13 [18]	12 [17]	14 [20]
Aug 16-31	242 [332]	15 [21]	17 [24]	12 [17]
September	365 [500]	12 [17]	11 [17]	15 [21]
October	276 [515]	9 [12]	8 [19]	13 [18]
November[3]	1 [2]	1 [2]	0 [1]	1 [2]

[1]June sampling period started on the 26th.

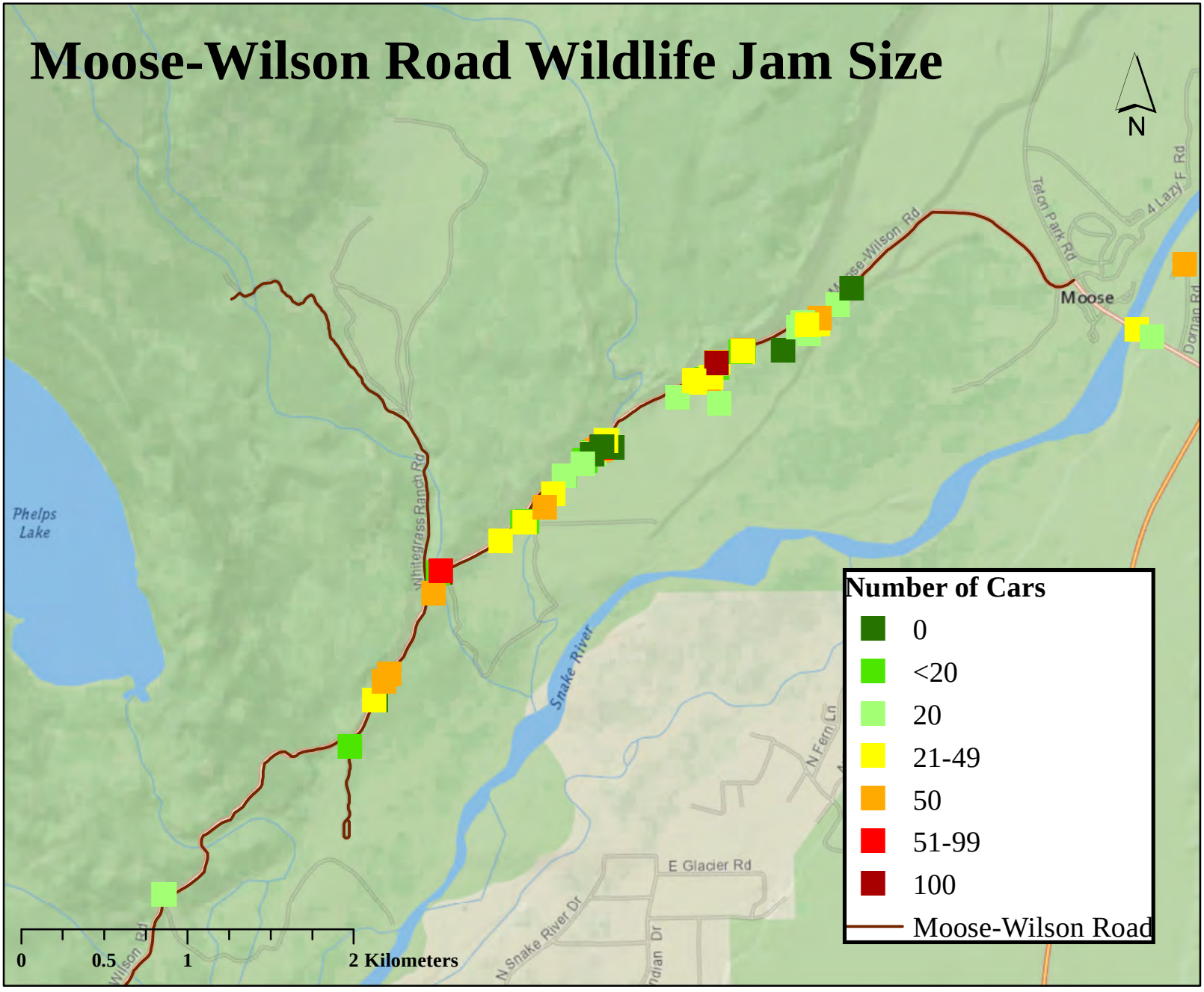
[2]Numbers in the brackets are corrected estimates using the calibration correction value (1.37)

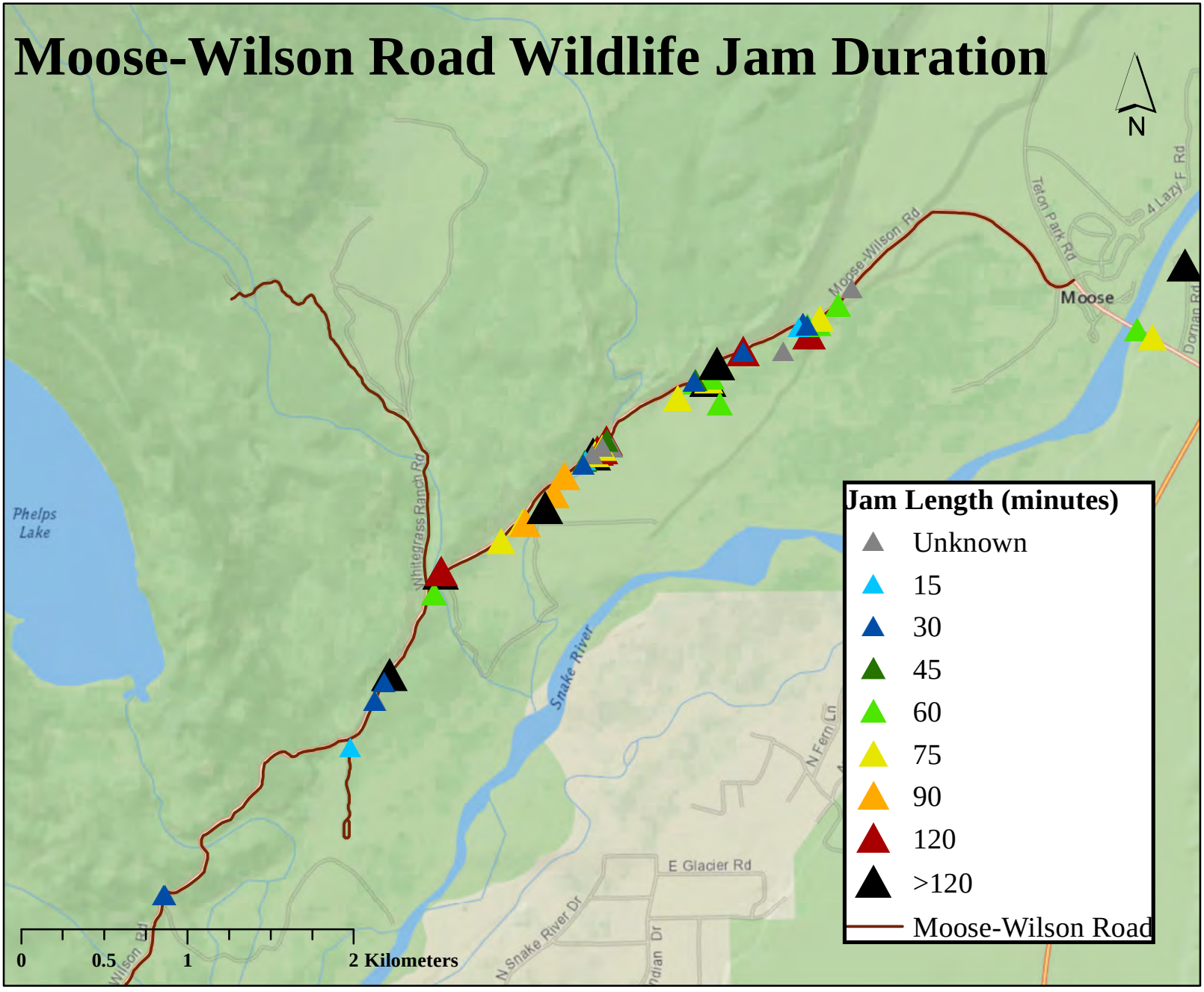
[3]November sampling period ended on the 3rd.

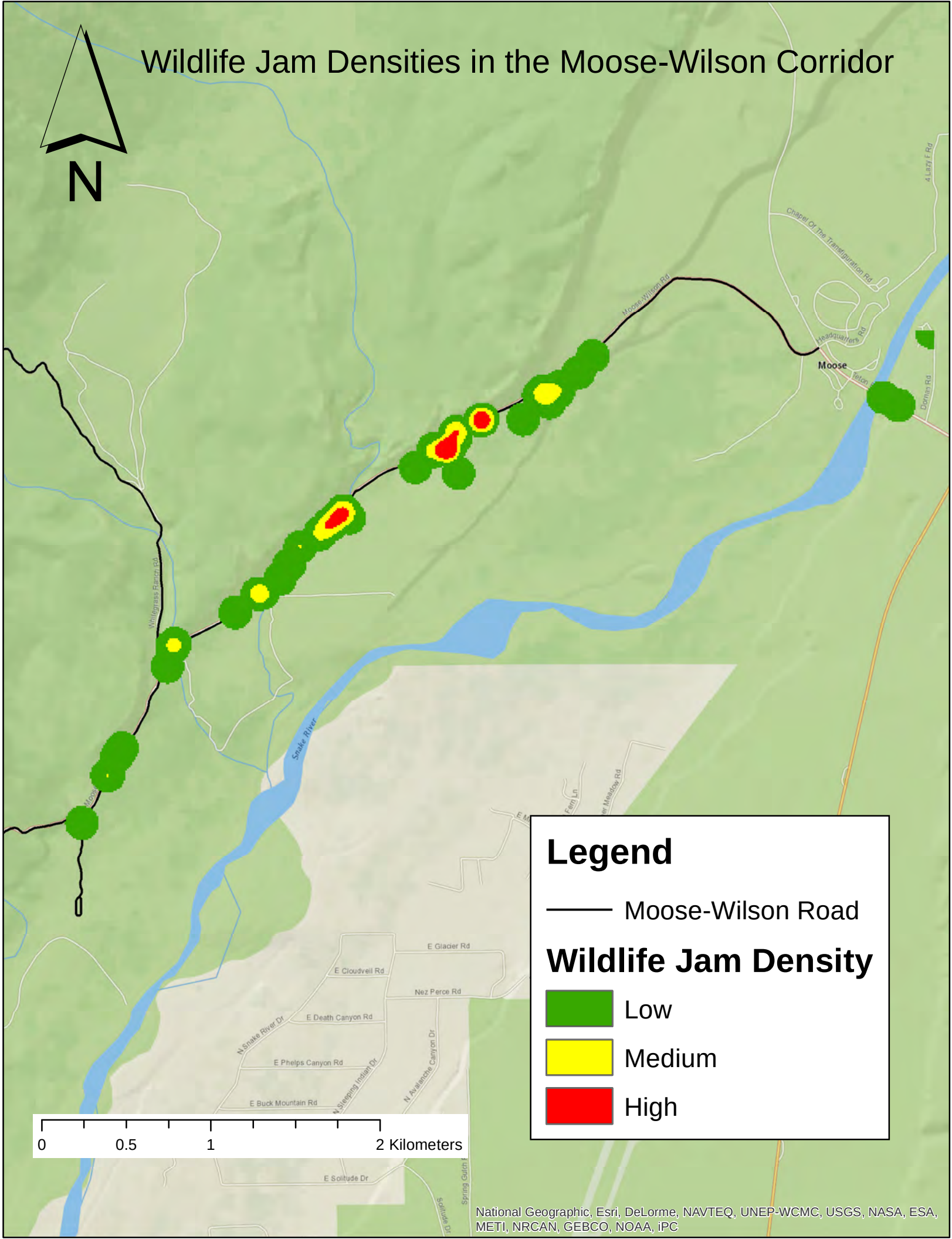

Moose-Wilson Road Wildlife Jams
N
Wildlife Species
Unknown
Black Bear
Elk
Moose
Other
Moose-Wilson Road
0
0.5
1
2 Kilometers
Phelps Lake
Snake River
Moose
Teton Park Rd
4 Lazy F Rd
Dornan Rd
Whitegrass Ranch Rd
N Fern Ln
E Glacier Rd
N Snake River Dr


Moose-Wilson Road Wildlife Jams
By Sampling Period
N
Moose-Wilson Rd
Teton Park Rd
4 Lazy F Rd
Moose
Dornan Rd
Phelps Lake
Whitegrass Ranch Rd
Snake River
N Fern Ln
E Glacier Rd
N Snake River Dr
Sampling Period
July
August 1-15
August 16-31
September
Moose-Wilson Road
0
0.5
1
2 Kilometers

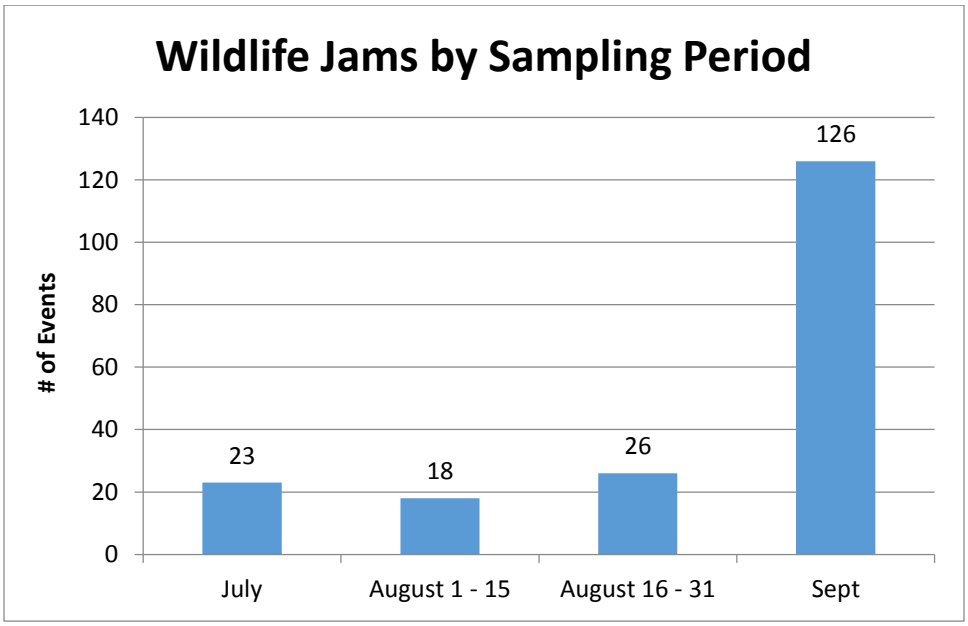
Moose-Wilson Road Wildlife Jam Size

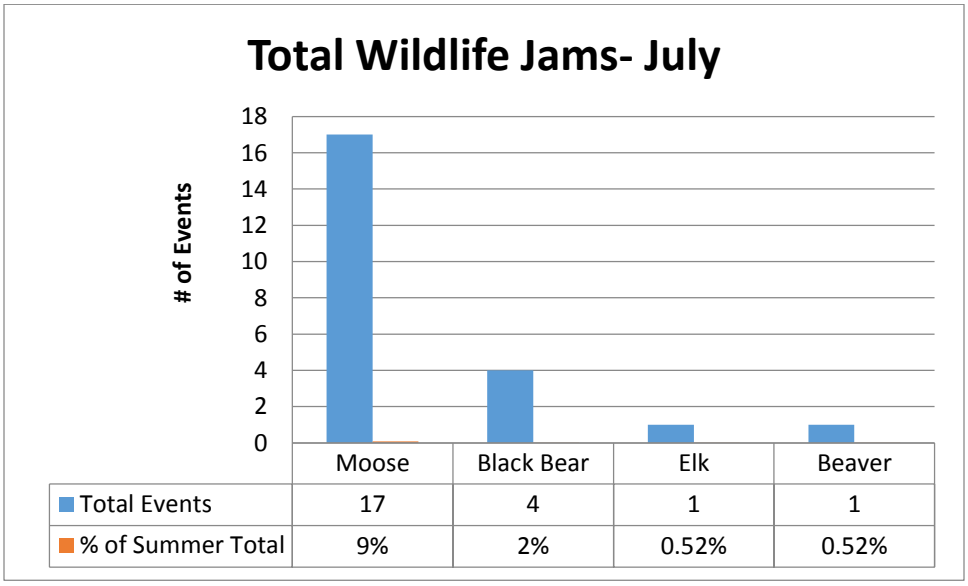


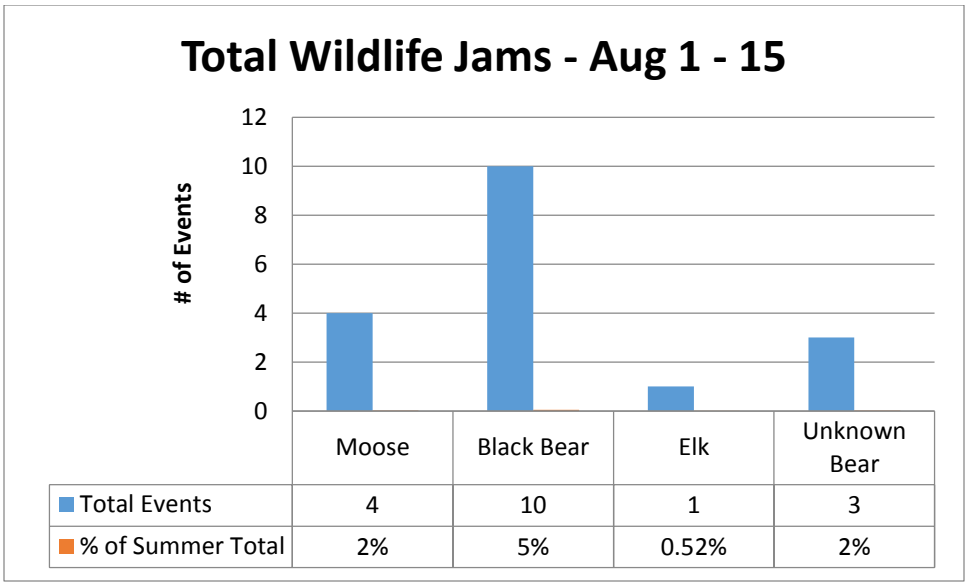

Moose-Wilson Road Wildlife Jam Duration
N
Jam Length (minutes)
Unknown
15
30
45
60
75
90
120
>120
Moose-Wilson Road
Moose-Wilson Rd
Teton Park Rd
Moose
4 Lazy F Rd
Dornan Rd
Whitegrass Ranch Rd
Phelps Lake
Snake River
N Fern Ln
E Glacier Rd
N Snake River Dr
0
0.5
1
2 Kilometers


Wildlife Jam Densities in the Moose-Wilson Corridor
N
Moose-Wilson Rd
Moose
Snake River
Whitegrass Ranch Rd
Chapel Of The Transfiguration Rd
Headquarters Rd
Teton
Dornan Rd
4 Lazy F Rd
E Glacier Rd
E Cloudveil Rd
Nez Perce Rd
E Death Canyon Rd
N Snake River Dr
E Phelps Canyon Rd
N Sleeping Indian Dr
N Avalanche Canyon Dr
E Buck Mountain Rd
E Solitude Dr
Spring Gulch
Solitude Dr
Fern Ln
Legend
Moose-Wilson Road
Wildlife Jam Density
Low
Medium
High
0
0.5
1
2 Kilometers
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

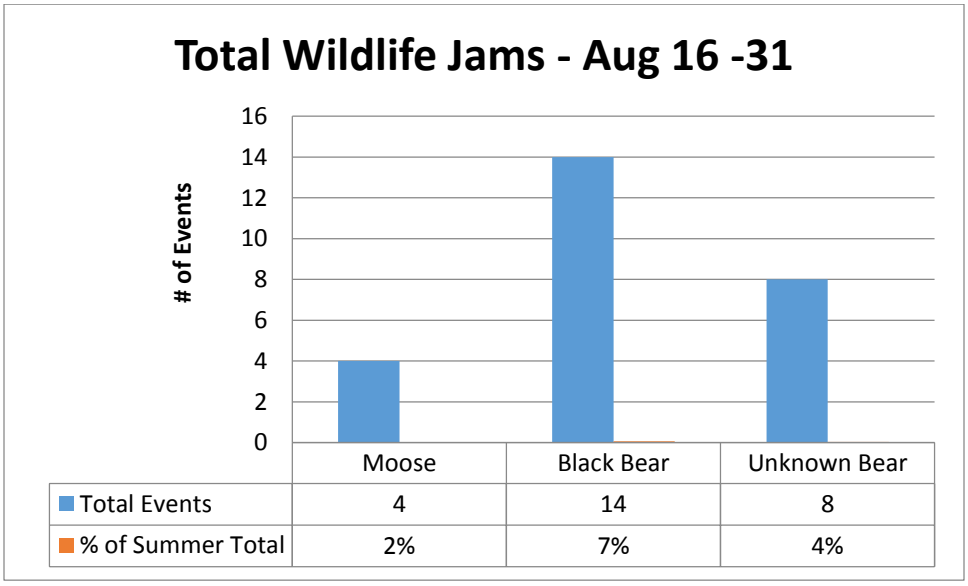
The wildlife brigade also provided USU with summary information for all wildlife jams that occurred in the Moose-Wilson Road from July through September. These data include the occurrence of any wildlife jams that may not have been GPS recorded by the wildlife brigade in the field.



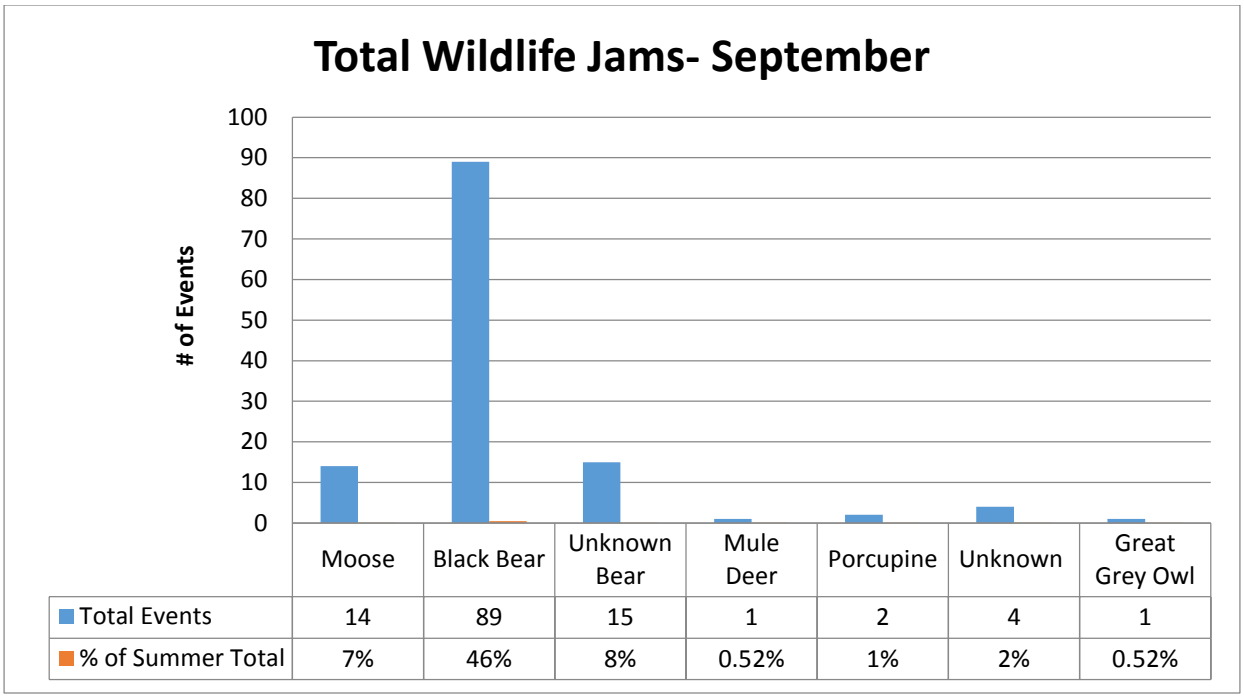




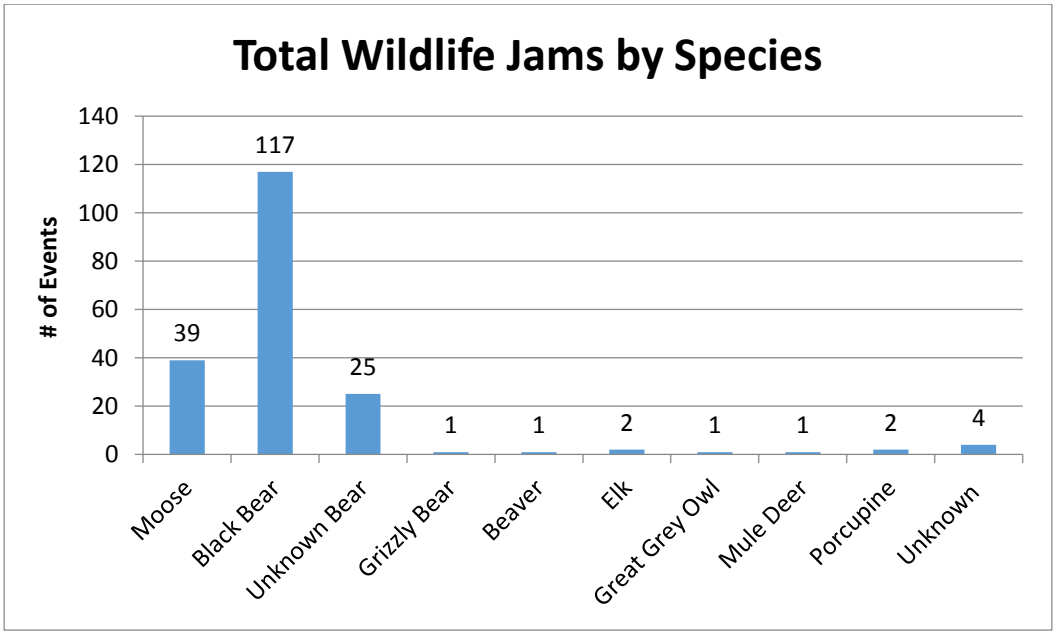
	Moose	Black Bear	Elk	Unknown Bear
Total Events	4	10	1	3
% of Summer Total	2%	5%	0.52%	2%

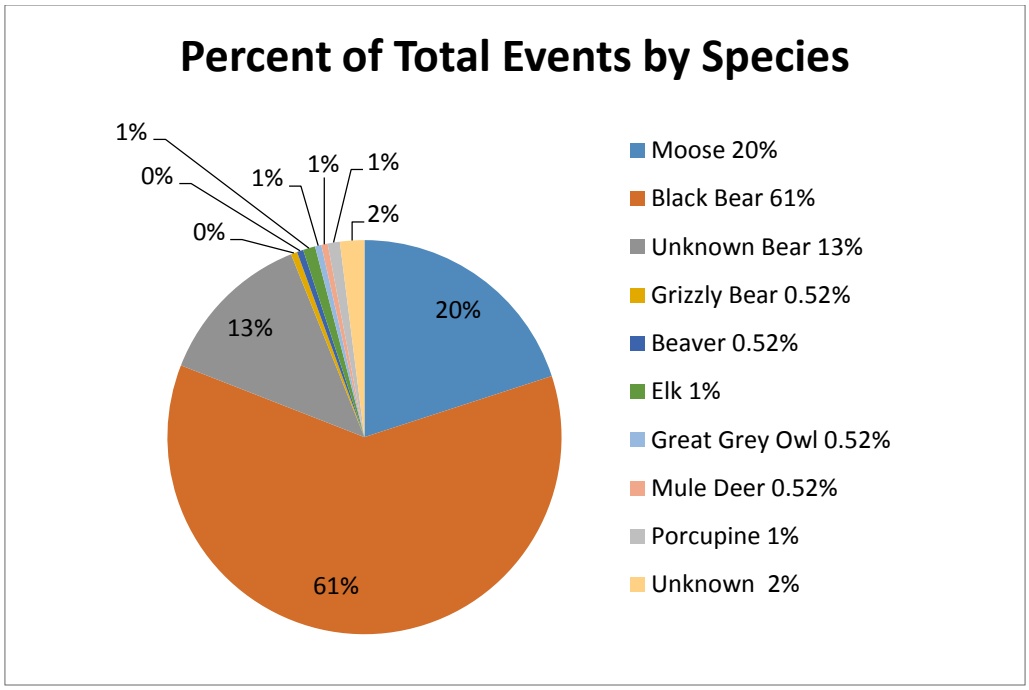


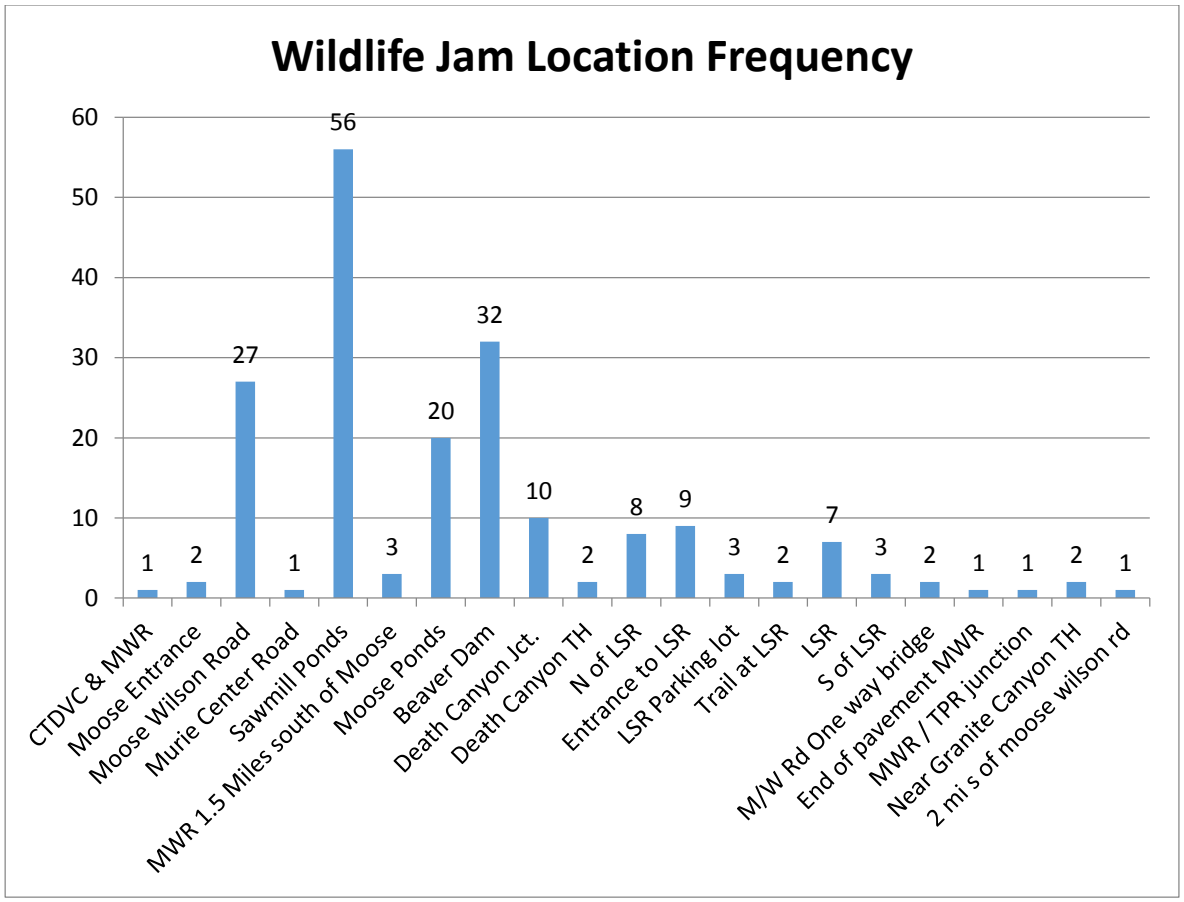
	Moose	Black Bear	Unknown Bear
Total Events	4	14	8
% of Summer Total	2%	7%	4%



	Moose	Black Bear	Unknown Bear	Mule Deer	Porcupine	Unknown	Great Grey Owl
Total Events	14	89	15	1	2	4	1
% of Summer Total	7%	46%	8%	0.52%	1%	2%	0.52%




Percent of Total Events by Species
1%
0%
1%
1%
1%
0%
2%
20%
13%
61%
Moose 20%
Black Bear 61%
Unknown Bear 13%
Grizzly Bear 0.52%
Beaver 0.52%
Elk 1%
Great Grey Owl 0.52%
Mule Deer 0.52%
Porcupine 1%
Unknown 2%


Wildlife Jam Location Frequency
60
50
40
30
20
10
0
1
2
27
1
56
3
20
32
10
2
8
9
3
2
7
3
2
1
1
2
1
CTDVC & MWR
Moose Entrance
Moose Wilson Road
Murie Center Road
Sawmill Ponds
MWR 1.5 Miles south of Moose
Moose Ponds
Beaver Dam
Death Canyon Jct.
Death Canyon TH
N of LSR
Entrance to LSR
LSR Parking lot
Trail at LSR
LSR
S of LSR
M/W Rd One way bridge
End of pavement MWR
MWR / TPR junction
Near Granite Canyon TH
2 mi s of moose wilson rd