Fiscal Analysis: Services Budget

Sample HOA Budget

	Per household	Total	Notes
Annual Fee	1,500.00	210,000.00	$125 per household per month
Open Space & Common Gardens			
Landscape Maintenance	405.00	56,700.00	Assumes 1.5 employees full time for 7 months @ $30/hr
Materials	142.86	20,000.00	Lump sum
Streets			
Maintenance Budget	357.14	50,000.00	Lump sum
Snow Removal	85.71	12,000.00	Assumes 2 employees working 25 full days @$30/hr
Clubhouse and Pool			
Management	231.43	32,400.00	Assumes 1 employees working 20 hours per week @$30/hr
Utilities and Repairs	277.86	38,900.00	Lump sum, includes utilities and repairs

Sample Commercial OA Budget

	Per business	Total	Notes
Annual Fee	3,000.00	36,000.00	$125 per household per month
Open Space & Common Gardens			
Landscape Maintenance	94.50	13,230.00	Assumes 1 employee 14 hours a week for 7 months @ $30/hr
Materials	35.71	5,000.00	Lump sum
Parking and Sidewalks			
Maintenance Budget	41.21	5,770.00	Lump sum
Snow Removal	85.71	12,000.00	Assumes 2 employees working 25 full days @$30/hr

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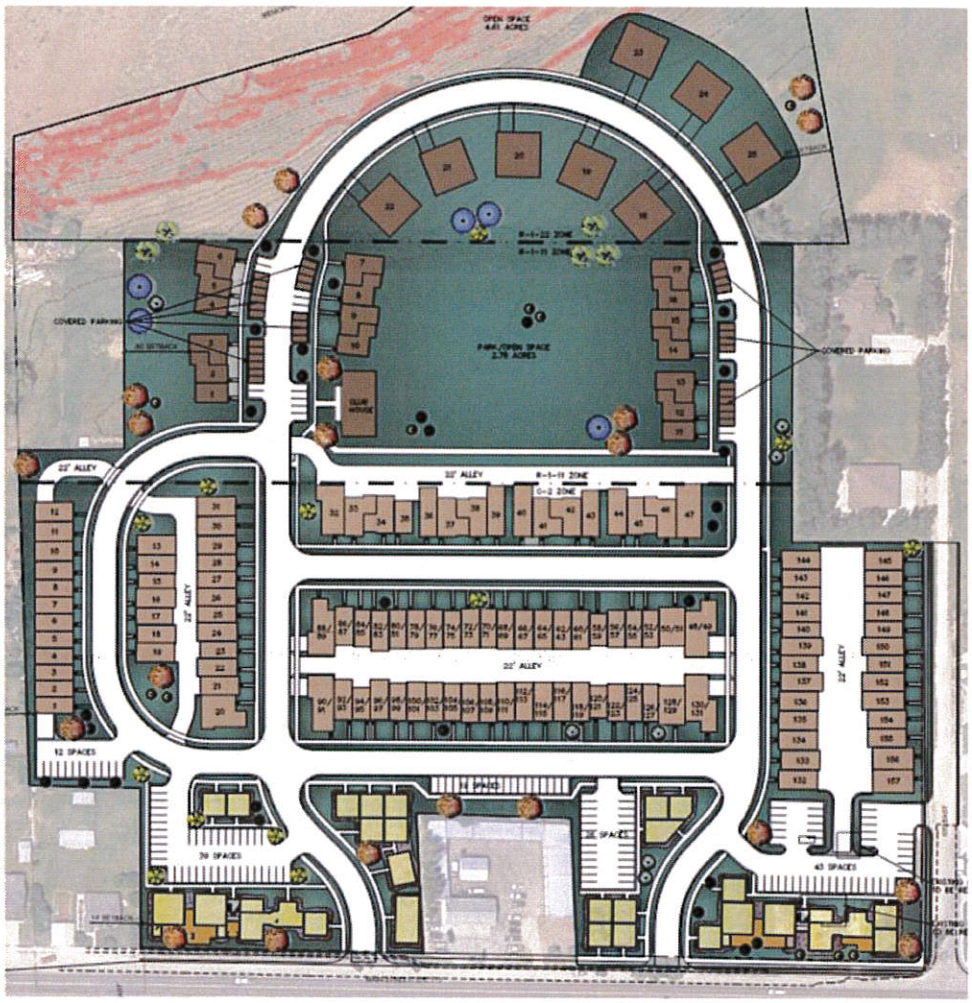
The Village

Traffic Impact Study



Midway, Utah

March 23, 2021

UT21-1835

LICENSED PROFESSIONAL ENGINEER
NO. 295699
RYAN R.
HALES
03/23/2021
STATE OF UTAH

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed The Village development located in Midway, Utah. The Village project is located on the north side of Main Street, east of River Road.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Evening Peak Hour Level of Service Results

	Intersection	Level of Service	
		Existing (2021)	
		BG	PP
1	River Road / Main Street (S.R. 113)	c	d
2	Fox Den Road / Main Street (S.R. 113)	a	b
3	580 East / Main Street (S.R. 113)	a	c
4	670 East / Main Street (S.R. 113)	b	b
5	Access 1 / Main Street (S.R. 113)	-	b
6	Access 3 / River Road	-	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)

Source: Hales Engineering, March 2021

Table ES-2: Recommended Storage Lengths

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	River Road / Main Street (S.R. 113)	-	100	-	-	-	100	-	-	-	100	-	100	-	100	-	100
2	580 East / Main Street (S.R. 113)	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-
3	West Access / Main Street (S.R. 113)	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-

1. Storage lengths are based on 2021 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, February 2021

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of residential townhome and single-family units and some commercial
- The project is anticipated to generate approximately 3,832 weekday daily trips, including 256 trips in the morning peak hour, and 322 trips in the evening peak hour

2021	Background	Plus Project
Assumptions	• None	• **580 East / Main St (S.R. 113):** Construct EB left turn pocket • **West Access / Main St (S.R. 113):** Construct EB left-turn pocket • The access shown at 670 East on the site plan is no longer applicable; neither are the 20 townhomes on the east end
Findings	• Acceptable LOS	• Acceptable LOS
Mitigations	• None. A signal is warranted at the River Rd / Main St (S.R. 113) intersection, but it was not included in the analysis due to acceptable operation.	• None

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed The Village development located in Midway, Utah. The proposed project is located on the north side of Main Street, east of River Road. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021) conditions with and without the proposed project and to recommend mitigation measures as needed.

Figure 1: Vicinity map showing the project location in Midway, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- River Road / Main Street (S.R. 113)
- Fox Den Road / Main Street (S.R. 113)
- 580 East / Main Street (S.R. 113)
- 670 East / Main Street (S.R. 113)

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

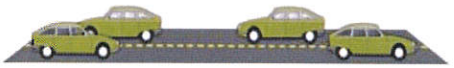
The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2021) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Main Street (S.R. 113) – is a state-maintained roadway (classified by UDOT access management standards as a "Community – Urban Importance" facility, or access category 8 roadway). Main Street (S.R. 113) has one travel lane in each direction. As identified and controlled by UDOT, a "Community – Urban Importance" access classification identifies minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit on Main Street (S.R. 113) is 35 mph.

River Road – is a city-maintained roadway. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- River Road / Main Street (S.R. 113)
- Fox Den Road / Main Street (S.R. 113)
- 580 East / Main Street (S.R. 113)
- 670 East / Main Street (S.R. 113)

The counts were performed on Thursday, February 4 and Tuesday, February 9, 2021. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 22% higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

The traffic counts were collected during the COVID-19 pandemic when traffic volumes were slightly reduced due to social distancing measures. According to the UDOT Automatic Traffic

Signal Performance Measures (ATSPM) website, the traffic volumes on February 6, 2020 (pre-social distancing) were approximately 17% higher than those on February 4, 2021. Therefore, the collected data were increased by 17% to represent normal conditions.

Figure 2 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2021) conditions.

E. Queuing Analysis

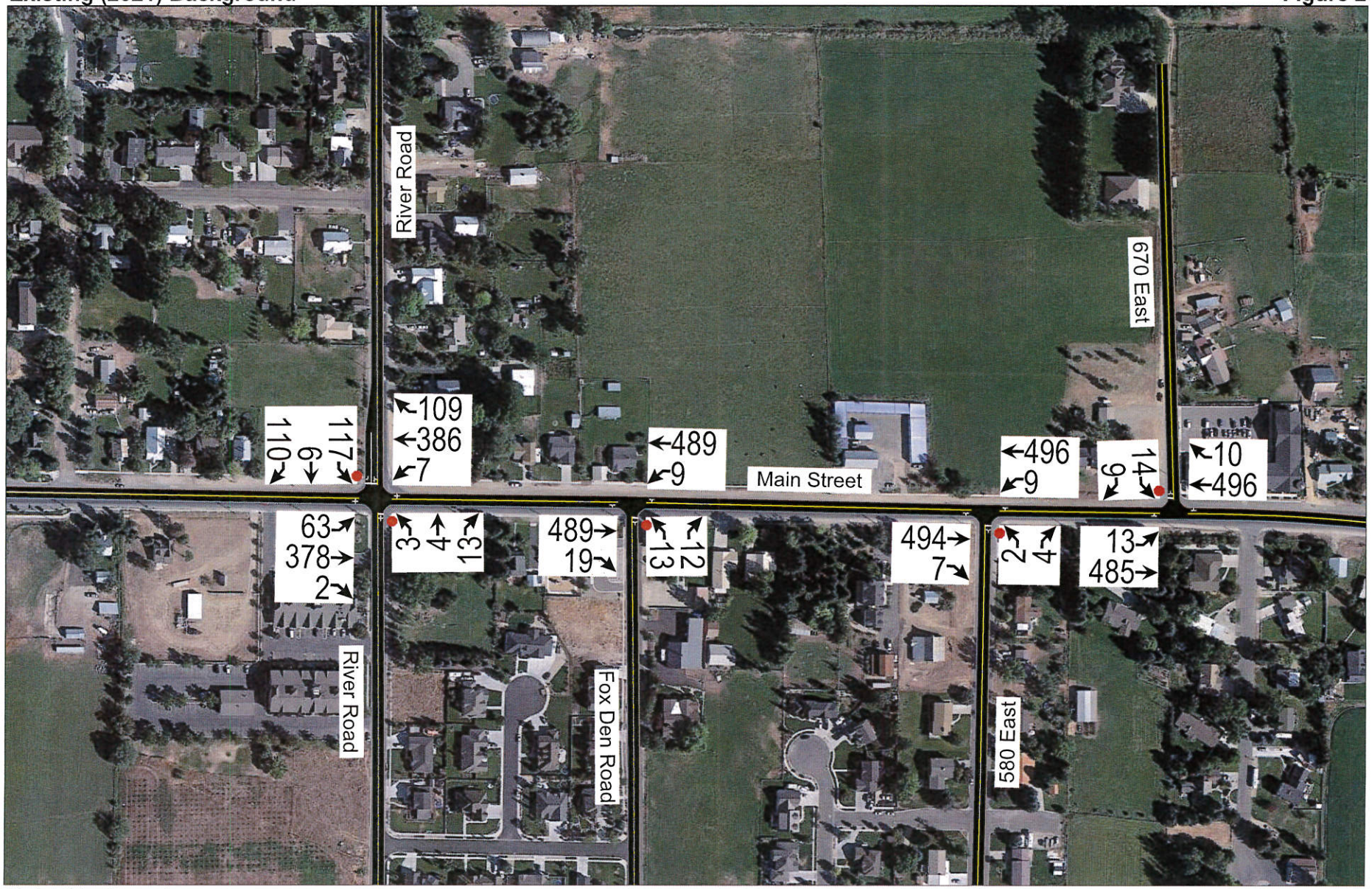
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended. According to UDOT guidelines, a traffic signal is warranted at the River Road / Main Street (S.R. 113) intersection. However, because it operates at an acceptable LOS, it was not included in the analysis.

Midway - The Village TIS
Existing (2021) Background

Evening Peak Hour
Figure 2



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
02/12/2021

Table 2: Existing (2021) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
River Road / Main Street (S.R. 113)	NB/SB Stop	SBL	23.6	c
Fox Den Road / Main Street (S.R. 113)	NB Stop	NBL	9.9	a
580 East / Main Street (S.R. 113)	NB Stop	NBL	9.9	a
670 East / Main Street (S.R. 113)	SB Stop	SBL	11.5	b

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, March 2021

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed The Village development is located on the north side of Main Street, east of River Road. The development will consist of residential townhome and single-family units and some commercial. A concept plan for the proposed development is provided in Appendix C. The 20 townhomes shown on the east side of the project are no longer planned. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Single-family detached housing	25 Units
Townhomes	137 Units
Commercial / Retail	28,170 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 3,832
- Morning Peak Hour Trips: 256
- Evening Peak Hour Trips: 322

Table 4: Trip Generation

Trip Generation Midway - The Village TIS								
Weekday Daily Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total New Daily Trips**
Single-Family Detached Housing (210)	25	Dwelling Units	292	50%	50%	146	146	**292**
Multifamily Housing (Low-Rise) (220)	137	Dwelling Units	996	50%	50%	498	498	**996**
Shopping Center (820)	28	1,000 Sq. Ft. GLA	2,544	50%	50%	1,272	1,272	**2,544**
Total			**3,832**			**1,916**	**1,916**	**3,832**
Morning Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total New AM Trips**
Single-Family Detached Housing (210)	25	Dwelling Units	24	25%	75%	6	18	**24**
Multifamily Housing (Low-Rise) (220)	137	Dwelling Units	66	23%	77%	15	51	**66**
Shopping Center (820)	28	1,000 Sq. Ft. GLA	166	62%	38%	103	63	**166**
Total			**256**			**124**	**132**	**256**
Evening Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total New PM Trips**
Single-Family Detached Housing (210)	25	Dwelling Units	28	63%	37%	18	10	**28**
Multifamily Housing (Low-Rise) (220)	137	Dwelling Units	80	63%	37%	50	30	**80**
Shopping Center (820)	28	1,000 Sq. Ft. GLA	214	48%	52%	103	111	**214**
Total			**322**			**171**	**151**	**322**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, March 2021

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the evening peak hour is shown in Table 5.

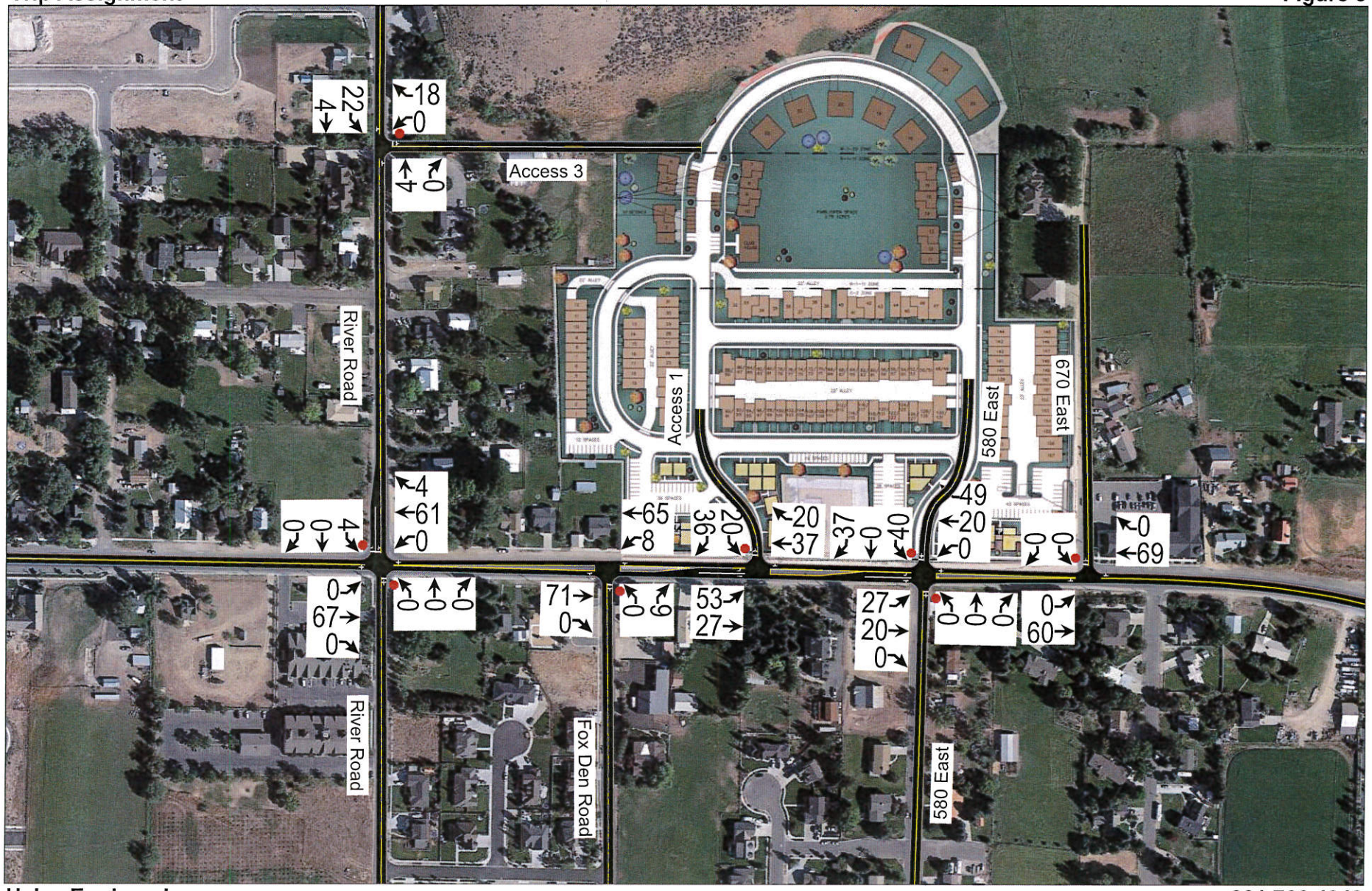
Table 5: Trip Distribution

Direction	% To/From Project
North	15%
South	5%
East	40%
West	40%

These trip distribution assumptions were used to assign the evening peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

Midway - The Village TIS
Trip Assignment

Evening Peak Hour
Figure 3



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
03/23/2021

E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

Main Street (S.R. 113):

- Access 1 will be located approximately 265 feet east of the Fox Den Road / Main Street (S.R. 113) intersection. It will access the project on the north side of Main Street (S.R. 113). It is anticipated that the access will be stop-controlled.
- Access 2 will be located directly across from the 580 East / Main Street (S.R. 113) intersection. It will access the project on the north side of Main Street (S.R. 113). It is anticipated that the access will be stop-controlled.

River Road:

- Access 3 will be located approximately 900 feet north of the River Road / Main Street (S.R. 113) intersection. It will access the project on the east side of River Road. It is anticipated that the access will be stop-controlled.

While the site plan currently shows accesses to 670 East, a recent decision was made to eliminate them and confine access to River Road and Main Street (S.R. 113).

F. Auxiliary Lane Requirements

UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes. It is anticipated that auxiliary lanes are required for these accesses, as shown in Table 6 and Table 7.

Table 6: Auxiliary Lane Summary – Access 1

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (EB-to-NB)	25 vph	53 vph	Yes
Right turn	Deceleration (WB-to-NB)	50 vph	20 vph	No

Table 7: Auxiliary Lane Summary – Access 2

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (EB-to-NB)	25 vph	27 vph	Yes
Right turn	Deceleration (WB-to-NB)	50 vph	49 vph	No

IV. EXISTING (2021) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2021) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2021) background traffic volumes to predict turning movement volumes for existing (2021) plus project conditions. Existing (2021) plus project evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 8.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hour.

E. Mitigation Measures

No additional mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 9. Intersections shown in Table 9 include new intersections and existing intersections that have recommended storage length changes.

Table 8: Existing (2021) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
River Road / Main Street (S.R. 113)	NB/SB Stop	SBL	29.6	d
Fox Den Road / Main Street (S.R. 113)	NB Stop	NBL	15.0	b
580 East / Main Street (S.R. 113)	NB/SB Stop	SBL	16.0	c
670 East / Main Street (S.R. 113)	SB Stop	SBL	12.5	b
Access 1 / Main Street (S.R. 113)	SB Stop	SBL	12.5	b
Access 3 / River Road	WB Stop	WBR	3.2	a

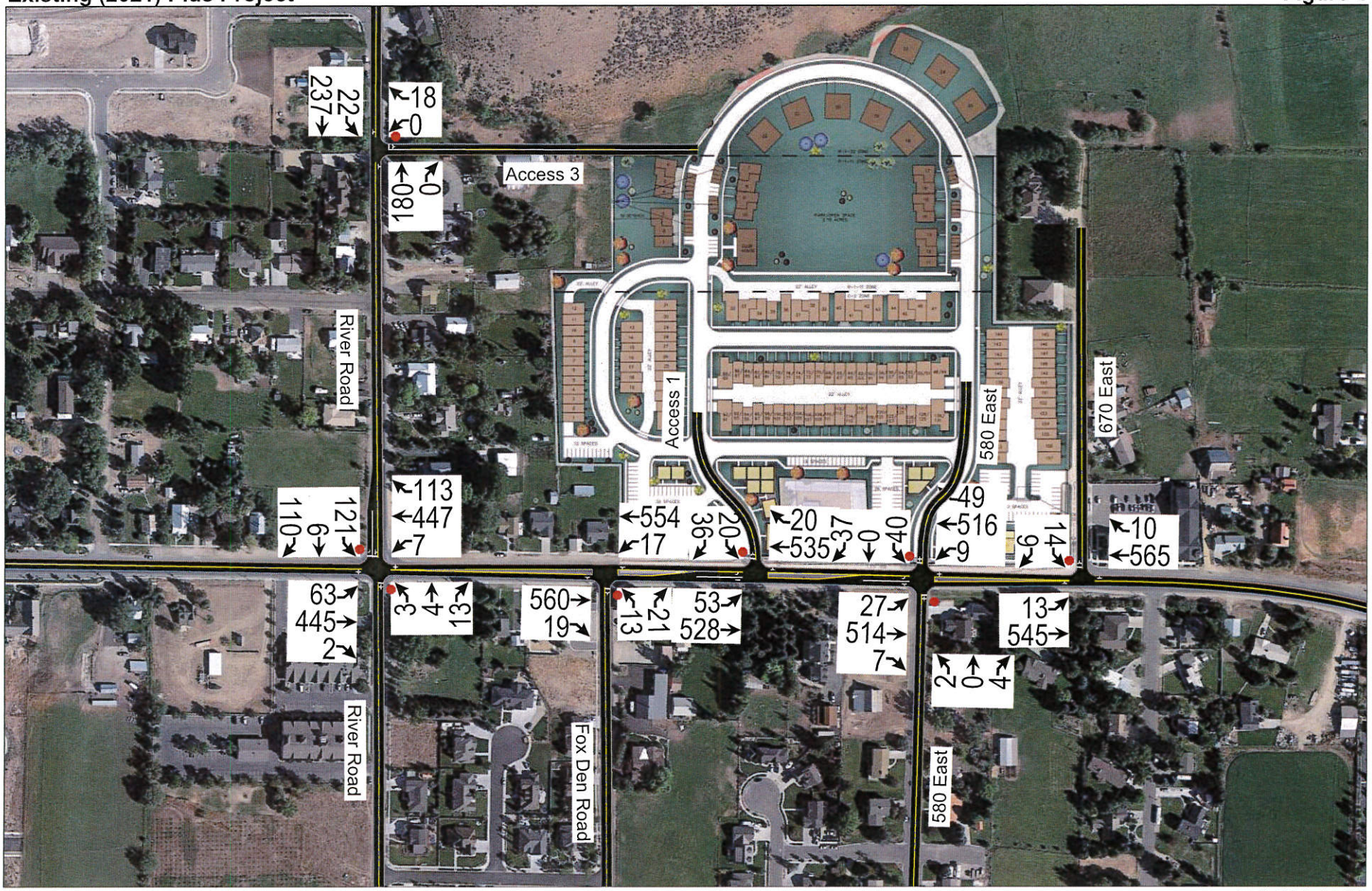
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, March 2021

Table 9: Recommended Storage Lengths

Midway - The Village TIS
Existing (2021) Plus Project

Evening Peak Hour
Figure 4



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
03/23/2021

APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

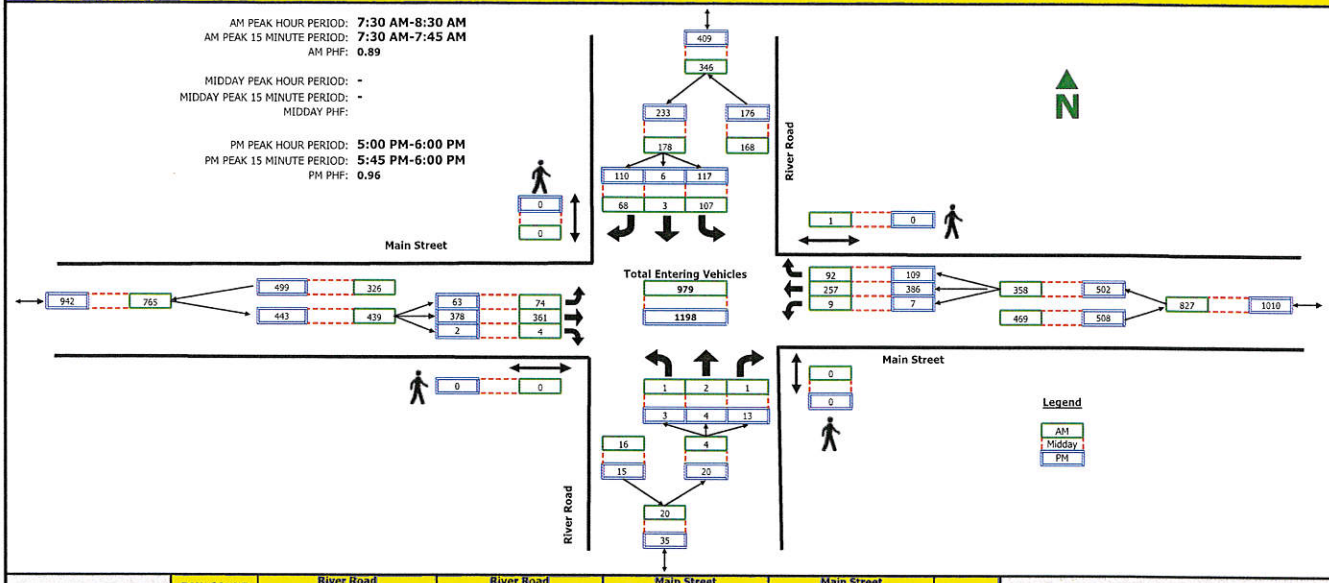
Intersection: River Road / Main Street
North/South: River Road
East/West: Main Street
Jurisdiction: Midway
Project Title: Beaugency TIS Update
Project No: UT21-1835
Weather: Clear

Date: 2-4-21, Thu
COVID-19 Adjustment: 85.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
AM PHF: **0.89**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.96**



RAW COUNT SUMMARIES	River Road Northbound				River Road Southbound				Main Street Eastbound				Main Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	2	0	9	1	6	0	12	43	0	0	6	36	18	0	133
7:15 - 7:30	0	0	0	0	25	0	4	0	12	74	0	0	1	32	21	0	169
7:30 - 7:45	0	1	1	0	50	1	13	0	16	117	0	0	2	55	20	0	276
7:45 - 8:00	0	1	0	0	26	1	16	0	16	84	2	0	5	76	34	1	261
8:00 - 8:15	1	0	0	0	12	0	16	0	16	76	1	0	1	65	25	0	213
8:15 - 8:30	0	0	0	0	19	1	23	0	26	84	1	0	1	61	13	0	229
8:30 - 8:45	1	0	2	0	26	0	23	1	30	91	2	0	0	76	18	0	269
8:45 - 9:00	1	0	2	0	30	0	12	0	28	78	0	0	1	82	22	0	256

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	2	0	12	0	16	1	26	92	1	0	1	111	32	0	293
16:15 - 16:30	0	1	1	0	37	0	26	0	11	110	1	0	2	90	13	0	292
16:30 - 16:45	2	1	2	0	28	0	32	0	12	85	0	5	2	106	32	0	302
16:45 - 17:00	0	0	5	0	28	1	25	0	5	76	2	0	2	87	36	0	267
17:00 - 17:15	1	2	7	0	30	2	28	0	16	87	1	0	4	98	33	0	309
17:15 - 17:30	2	1	4	0	26	2	33	0	11	105	0	0	1	102	23	0	310
17:30 - 17:45	0	0	2	0	33	0	27	0	21	101	0	0	0	71	12	0	267
17:45 - 18:00	0	1	0	0	28	2	22	0	15	85	1	0	2	115	41	0	312

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

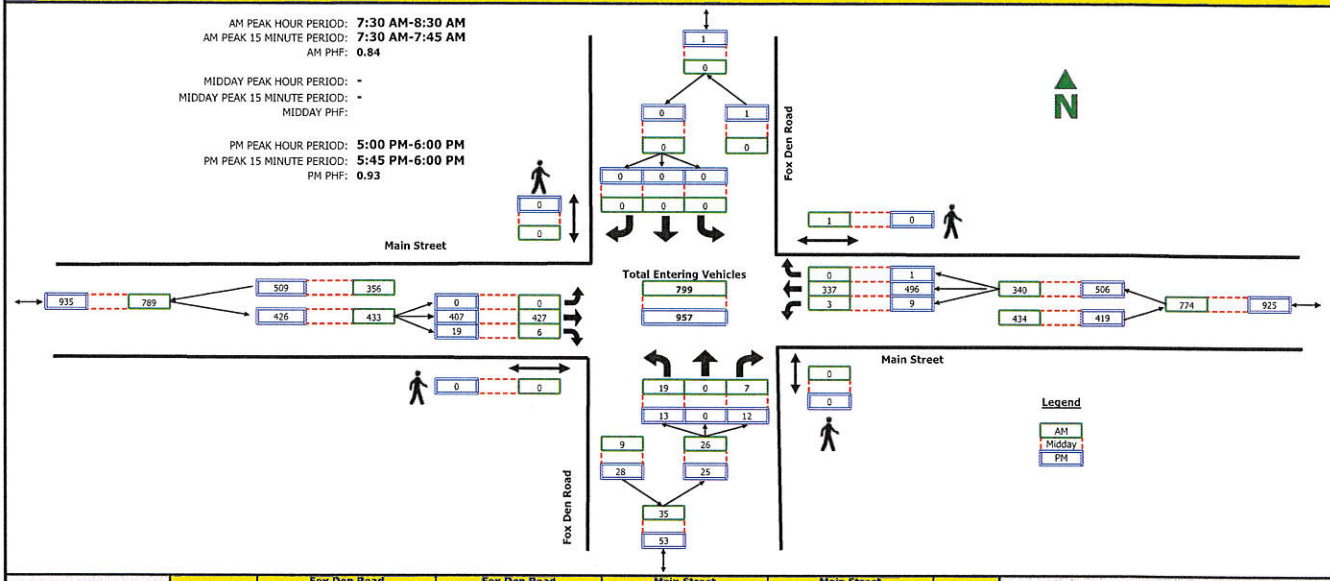
Intersection: Fox Den Road / Main Street
North/South: Fox Den Road
East/West: Main Street
Jurisdiction: Midway
Project Title: Beaugency TIS Update
Project No: UT21-1835
Weather: Clear

Date: 2-4-21, Thu
COVID-19 Adjustment: 85.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
AM PHF: **0.84**

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Fox Den Road Northbound				Fox Den Road Southbound				Main Street Eastbound				Main Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
7:00 - 7:15	2	1	2	0	1	0	0	0	1	44	1	0	1	61	0	0	114
7:15 - 7:30	4	0	2	0	0	0	0	0	0	89	4	0	0	48	0	0	147
7:30 - 7:45	4	0	2	0	0	0	0	0	0	157	0	0	0	75	0	0	238
7:45 - 8:00	6	0	2	0	0	0	0	0	0	98	1	0	1	104	0	1	212
8:00 - 8:15	5	0	1	0	0	0	0	0	0	81	1	0	1	87	0	0	176
8:15 - 8:30	4	0	2	0	0	0	0	0	0	91	4	0	1	71	0	0	173
8:30 - 8:45	1	1	0	0	0	0	0	0	0	102	4	1	5	97	0	0	210
8:45 - 9:00	2	0	5	0	0	0	0	0	0	98	6	0	5	104	0	0	220
MIDDAY PERIOD COUNTS																	
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
16:00 - 16:15	4	0	1	0	0	0	0	0	0	97	4	0	1	139	0	0	246
16:15 - 16:30	4	0	2	0	0	0	0	0	0	129	7	0	2	97	0	1	241
16:30 - 16:45	1	0	2	0	0	0	0	0	0	111	0	4	2	130	0	0	246
16:45 - 17:00	1	0	1	0	0	0	0	0	0	82	1	0	1	132	0	0	218
17:00 - 17:15	1	0	0	0	0	0	0	0	0	104	1	0	0	144	0	0	250
17:15 - 17:30	1	0	6	0	0	0	0	0	0	102	5	0	1	123	1	0	239
17:30 - 17:45	4	0	2	0	0	0	0	0	0	119	5	0	4	78	0	0	212
17:45 - 18:00	7	0	4	0	0	0	0	0	0	82	8	0	4	151	0	0	256

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

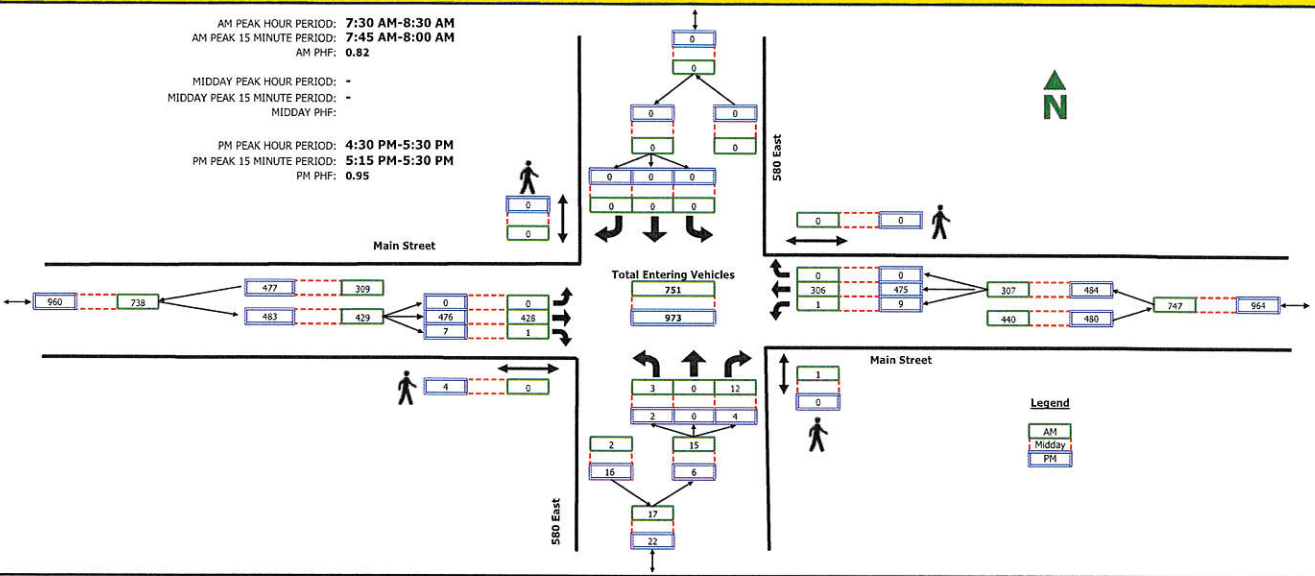
Intersection: 580 East / Main Street
North/South: 580 East
East/West: Main Street
Jurisdiction: Midway
Project Title: Beaugency TIS Update
Project No: UT21-1835
Weather: Clear

Date: 2-4-21, Thu
COVID-19 Adjustment: 85.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.82**

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.95**



RAW COUNT SUMMARIES	580 East Northbound				580 East Southbound				Main Street Eastbound				Main Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	0	0	1	0	0	0	0	0	37	1	0	0	44	0	0	82
7:15 - 7:30	1	0	0	0	0	0	0	0	0	78	0	1	0	39	0	0	118
7:30 - 7:45	2	0	4	1	0	0	0	0	0	136	0	0	0	64	0	0	206
7:45 - 8:00	0	0	5	0	0	0	0	0	0	135	0	0	0	89	0	0	229
8:00 - 8:15	0	0	2	0	0	0	0	0	0	80	0	0	1	82	0	0	165
8:15 - 8:30	1	0	1	0	0	0	0	0	0	77	1	0	0	71	0	0	151
8:30 - 8:45	1	0	4	0	0	0	0	0	0	108	1	0	0	88	0	0	202
8:45 - 9:00	2	0	1	0	0	0	0	0	0	119	0	1	1	101	0	0	224
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	106	1	0	1	131	0	0	239
16:15 - 16:30	1	0	2	1	0	0	0	0	0	130	4	0	0	108	0	0	245
16:30 - 16:45	0	0	0	0	0	0	0	0	0	112	0	4	2	124	0	0	238
16:45 - 17:00	1	0	2	0	0	0	0	0	0	101	2	0	2	118	0	0	226
17:00 - 17:15	0	0	1	0	0	0	0	0	0	123	5	0	1	122	0	0	252
17:15 - 17:30	1	0	1	0	0	0	0	0	0	140	0	0	4	111	0	0	257
17:30 - 17:45	0	0	1	0	0	0	0	0	0	124	1	0	1	81	0	0	208
17:45 - 18:00	1	0	2	0	0	0	0	0	0	103	0	2	1	132	0	0	239

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

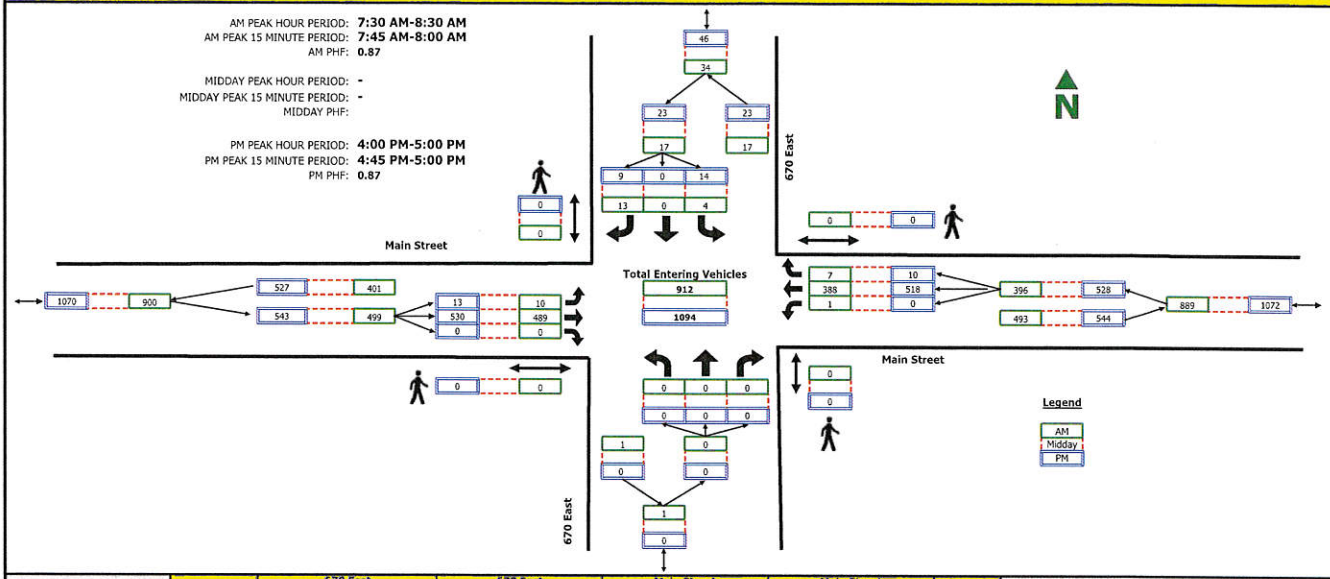
Intersection: 670 East / Main Street
North/South: 670 East
East/West: Main Street
Jurisdiction: Midway
Project Title: Beaugency TIS Update
Project No: UT21-1835
Weather: Clear

Date: 2-9-21, Tue
COVID-19 Adjustment: 85.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.87**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.87**



RAW COUNT SUMMARIES	670 East Northbound				670 East Southbound				Main Street Eastbound				Main Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	0	0	0	0	0	0	0	0	46	0	0	0	47	0	0	93
7:15 - 7:30	0	0	0	0	2	0	0	0	0	108	0	0	0	50	0	0	160
7:30 - 7:45	0	0	0	0	2	0	1	0	0	171	0	0	0	78	1	0	253
7:45 - 8:00	0	0	0	0	2	0	2	0	4	143	0	0	0	109	2	0	262
8:00 - 8:15	0	0	0	0	0	0	5	0	4	87	0	0	1	113	4	0	214
8:15 - 8:30	0	0	0	0	0	0	5	0	2	88	0	0	0	88	0	0	183
8:30 - 8:45	0	0	0	0	1	0	2	0	2	104	0	0	0	97	0	0	206
8:45 - 9:00	0	0	0	0	4	0	0	0	2	143	0	0	0	91	1	0	241
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	0	0	0	1	0	5	0	5	117	0	0	0	135	4	0	267
16:15 - 16:30	0	0	0	0	5	0	2	0	1	131	0	0	0	124	4	0	267
16:30 - 16:45	0	0	0	0	2	0	1	0	1	116	0	0	0	123	1	0	244
16:45 - 17:00	0	0	0	0	6	0	1	0	6	166	0	0	0	136	1	0	316
17:00 - 17:15	0	0	0	0	1	0	2	0	1	125	0	0	0	133	4	0	266
17:15 - 17:30	0	0	0	0	2	0	2	0	1	96	0	0	0	126	4	0	231
17:30 - 17:45	0	0	0	0	1	0	4	0	1	101	0	0	0	133	0	0	240
17:45 - 18:00	0	0	0	0	2	0	4	0	0	132	0	0	0	108	1	0	247

APPENDIX B

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Midway - The Village TIS
Analysis Period: *Existing (2021) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT21-1835*

Intersection: River Road & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	7.7	A
	T	4	4	100	15.2	C
	R	13	15	113	6.1	A
	Subtotal	20	21	105	8.0	A
SB	***L***	***117***	***121***	***104***	***23.6***	***C***
	T	6	6	100	18.2	C
	R	110	106	97	6.4	A
	Subtotal	233	233	100	15.6	C
EB	L	63	61	97	5.4	A
	T	378	376	99	2.4	A
	R	2	3	150	0.6	A
	Subtotal	443	440	99	2.8	A
WB	L	7	7	100	3.9	A
	T	393	396	101	2.2	A
	R	109	112	103	1.0	A
	Subtotal	509	515	101	2.0	A
Total		1,205	1,209	100	5.0	A

Intersection: Fox Den Road & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***13***	***13***	***98***	***9.9***	***A***
	R	12	14	114	4.5	A
	Subtotal	25	27	108	7.1	A
EB	T	496	498	100	1.1	A
	R	19	21	109	0.9	A
	Subtotal	515	519	101	1.1	A
WB	L	9	8	89	3.4	A
	T	489	496	101	0.9	A
	Subtotal	498	504	101	0.9	A
Total		1,039	1,050	101	1.2	A

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Midway - The Village TIS
Analysis Period: *Existing (2021) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT21-1835*

Intersection: 580 East & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	9.9	A
	R	4	4	100	4.2	A
	Subtotal	6	5	83	5.3	A
EB	T	494	497	101	0.7	A
	R	7	8	114	0.3	A
	Subtotal	501	505	101	0.7	A
WB	L	9	7	78	3.6	A
	T	496	503	101	0.5	A
	Subtotal	505	510	101	0.5	A
Total		1,012	1,020	101	0.7	A

Intersection: Main Street & 670 East
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	14	98	11.5	B
	R	9	9	100	5.0	A
	Subtotal	23	23	100	9.0	A
EB	L	13	11	83	3.6	A
	T	486	490	101	0.6	A
	Subtotal	499	501	100	0.7	A
WB	T	496	501	101	1.1	A
	R	10	10	100	0.7	A
	Subtotal	506	511	101	1.1	A
Total		1,028	1,035	101	1.1	A

SimTraffic LOS Report

Project: Midway The Village TIS
Analysis Period: *Existing (2021) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT21-1835*

Intersection: River Road & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	19.5	C
	T	4	5	125	21.6	C
	R	13	13	98	6.8	A
	Subtotal	20	21	105	12.1	B
SB	***L***	***121***	***116***	***96***	***29.6***	***D***
	T	7	6	89	18.7	C
	R	110	111	101	6.7	A
	Subtotal	238	233	98	18.4	C
EB	L	63	64	102	6.8	A
	T	445	437	98	2.6	A
	R	2	1	50	3.4	A
	Subtotal	510	502	98	3.1	A
WB	L	7	7	100	4.5	A
	T	454	463	102	2.4	A
	R	113	113	100	1.1	A
	Subtotal	574	583	102	2.2	A
Total		1,342	1,339	100	5.5	A

Intersection: Fox Den Road & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***13***	***15***	***113***	***15.0***	***B***
	R	21	23	108	6.1	A
	Subtotal	34	38	112	9.6	A
EB	T	567	552	97	1.2	A
	R	19	19	99	0.8	A
	Subtotal	586	571	97	1.2	A
WB	L	17	16	93	4.5	A
	T	555	564	102	0.8	A
	Subtotal	572	580	101	0.9	A
Total		1,193	1,189	100	1.3	A

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Midway The Village TIS
Analysis Period: *Existing (2021) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT21-1835*

Intersection: 580 East & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	8.7	*A*
	R	4	5	125	4.8	*A*
	Subtotal	6	7	117	5.9	*A*
SB	***L***	***40***	***38***	***96***	***16.0***	***C***
	R	37	37	101	7.5	*A*
	Subtotal	77	75	97	11.8	*B*
EB	L	27	25	92	4.4	*A*
	T	514	500	97	0.5	*A*
	R	7	7	100	0.2	*A*
	Subtotal	548	532	97	0.7	*A*
WB	L	9	8	89	4.3	*A*
	T	519	530	102	1.3	*A*
	R	49	46	94	0.5	*A*
	Subtotal	577	584	101	1.3	*A*
Total		1,208	1,198	99	1.7	*A*

Intersection: Main Street & 670 East
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***14***	***14***	***98***	***12.5***	***B***
	R	9	10	111	4.8	*A*
	Subtotal	23	24	104	9.3	*A*
EB	L	13	13	98	4.1	*A*
	T	546	530	97	0.7	*A*
	Subtotal	559	543	97	0.8	*A*
WB	T	565	569	101	1.4	*A*
	R	10	11	110	1.1	*A*
	Subtotal	575	580	101	1.4	*A*
Total		1,157	1,147	99	1.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Midway The Village TIS
Analysis Period: *Existing (2021) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT21-1835*

Intersection: Main Street & Access 1
Type: Unsignalized

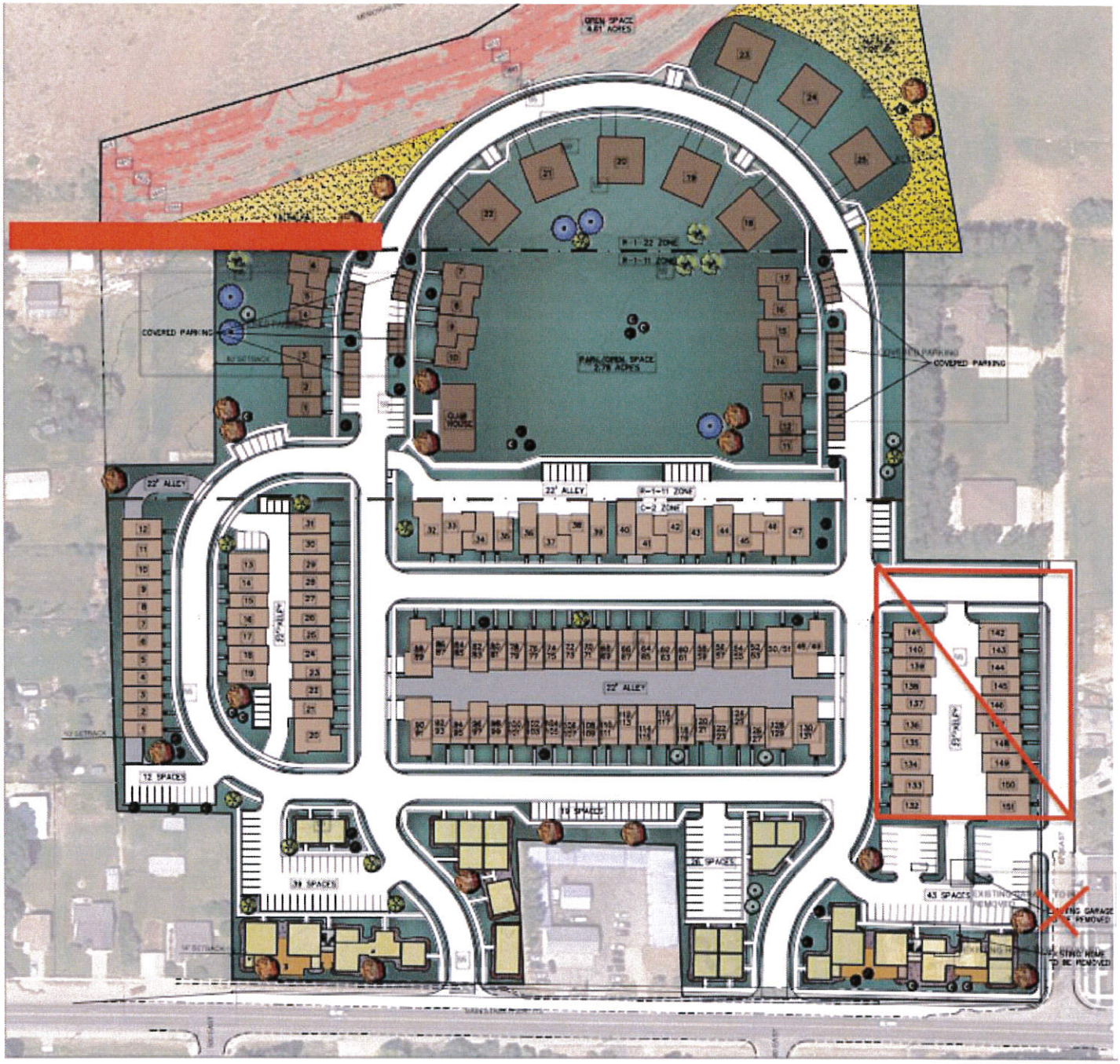
Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***20***	***18***	***89***	***12.5***	***B***
	R	36	35	96	5.9	*A*
	Subtotal	56	53	95	8.1	*A*
EB	L	53	53	100	4.2	*A*
	T	530	517	98	0.4	*A*
	Subtotal	583	570	98	0.8	*A*
WB	T	536	545	102	1.1	*A*
	R	20	21	104	0.5	*A*
	Subtotal	556	566	102	1.1	*A*
Total		1,195	1,189	99	1.2	*A*

Intersection: River Road & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	181	183	101	0.5	*A*
	Subtotal	181	183	101	0.5	*A*
SB	L	22	23	103	2.2	*A*
	T	237	232	98	0.3	*A*
	Subtotal	259	255	98	0.5	*A*
WB	***R***	***18***	***20***	***110***	***3.2***	***A***
	Subtotal	18	20	111	3.2	*A*
Total		458	458	100	0.6	*A*

APPENDIX C

Site Plan


OPEN SPACE
4.61 ACRES
R-1-22 ZONE
R-1-11 ZONE
PARK/OPEN SPACE
2.78 ACRES
CLUB HOUSE
COVERED PARKING
COVERED PARKING
22' ALLEY
22' ALLEY
R-1-11 ZONE
C-2 ZONE
22' ALLEY
22' ALLEY
22' ALLEY
12 SPACES
14 SPACES
31 SPACES
43 SPACES

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Midway - The Village TIS

Analysis: Existing (2021) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT21-1835

Intersection	NB		SB			EB		WB	
	LR	LTR	LR	LT	R	LT	LTR	LT	LTR
01: River Road & Main Street	--	41	--	134	84	--	88	--	26
02: Fox Den Road & Main Street	46	--	--	--	--	--	--	27	--
03: 580 East & Main Street	24	--	--	--	--	--	--	34	--
04: Main Street & 670 East	--	--	44	--	--	36	--	--	--

SimTraffic Queueing Report

Project: Midway The Village TIS

Analysis: Existing (2021) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT21-1835

Intersection	NB		SB				EB			WB			
	LR	LTR	LR	LT	LTR	R	L	LT	LTR	LR	LT	LTR	TR
01: River Road & Main Street	--	45	--	124	--	70	--	--	108	--	--	33	--
02: Fox Den Road & Main Street	53	--	--	--	--	--	--	--	--	--	53	--	--
03: 580 East & Main Street	--	27	--	--	67	--	34	--	--	--	--	38	--
04: Main Street & 670 East	--	--	43	--	--	--	--	45	--	--	--	--	--
05: Main Street & Access 1	--	--	55	--	--	--	47	--	--	--	--	--	3
06: River Road & Access 3	--	--	--	27	--	--	--	--	--	42	--	--	--