



Ref. No. 181-13451 Phase 002

November 13, 2018

Ms. Ashley Blissett, P. Eng. (Email blissea@halifax.ca)
Senior Development Engineer
Halifax Regional Municipality
PO Box 1749
HALIFAX NS B3J 3A5

RE: Traffic Impact Analysis, Proposed First Baptist Church Development, Lancaster Drive, Dartmouth

Dear Ms. Blissett:

Further to our meeting on October 2, 2018, and exchange of Emails, this is a Traffic Impact Analysis (TIA) which has been prepared to address HRM concerns for potential traffic impacts related to the proposed First Baptist Church development on Lancaster Drive. The church site and an adjacent lot with approximately 120 apartment units will be accessed from a driveway on Lancaster Drive (Figure 1).

Lancaster Drive is a minor collector street with a sidewalk on the west side opposite the site. While the street section (Photo 1) adjacent to the site has a 1.5 meter wide curbed median with approximately 7.6 meters of travel lane for each direction of travel the street has not been marked as a four lane street. The only designated lanes are at the Woodland Avenue intersection to the south and the All-Way Stop Sea King Drive / Cannon Terrace intersection to the north.



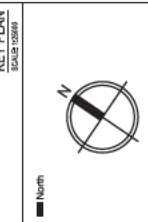
Photo1 - Looking south on the west side of Lancaster Drive towards Woodland Avenue from a location opposite the proposed church site.

Description of Pedestrian Facilities - There is a sidewalk on the west side of Lancaster Drive between Sea King Drive and Woodland Avenue. There are crosswalks at the Lancaster Drive / Sea King Drive / Cannon Terrace All-Way Stop intersection and at the signalized Woodland Avenue / Lancaster Drive / Micmac Boulevard intersection.

Traffic Volumes - A turning movement count obtained by HRM Traffic Management section at the Woodland Avenue / Lancaster Drive / Micmac Boulevard intersection during mid-May 2017 (Table A-1) has been used to provide background peak hourly traffic volumes for this analysis. AM and PM peak hourly volumes for 2017 are illustrated diagrammatically in Figure A-1, Boxes A and B. A 1% annual growth rate has been used to project 2023 background volumes which are illustrated in Figure A-1, Boxes C and D. Lancaster Drive 2017 two-way volumes include 505 vehicles per hour (vph) during the AM peak hour and 810 vph during the PM peak hour.

Transit Service - Halifax Transit provides service on Lancaster Drive for Route Numbers 66 and 72. Transfers to other routes are available at Micmac Terminal at Micmac Mall south of Woodland Avenue.

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Project
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 First Baptist Church,
 Dartmouth
 0 Cannon Terrace,
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Drawing
 Service Schematic

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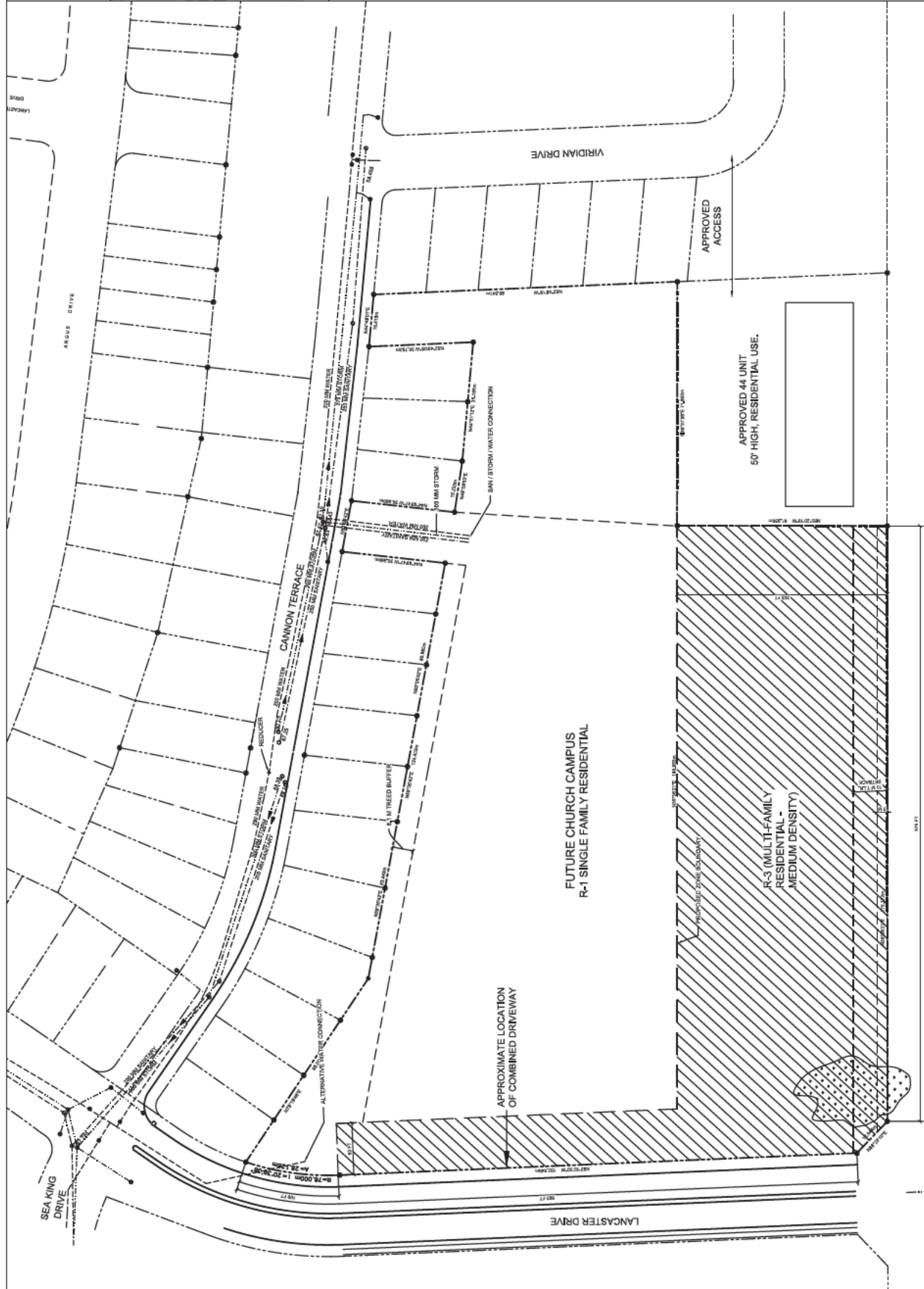


Figure 1

Proposed Site Access - Visibility is good on both Lancaster Drive approaches to the proposed site driveway which will allow full turning movements for entering and exiting traffic. It is proposed that the existing Lancaster Drive cross section with two 7.6 meter lanes separated by a 1.5 meter curbed median be remarked to include a 2.0 meter wide bicycle lane, a 4.0 meter wide travel lane, and a 1.6 meter urban shoulder for each direction of travel on either side of the median.

The proposed reconfigured cross section will provide a 4.7 meter wide median area with 1.6 meter shoulders on either side of the existing 1.5 meter wide curbed median. This will provide sufficient median width to redesign the street adjacent to the site to include opposing left turn lanes to serve both the church driveway on the east side of Lancaster Drive and a driveway for a proposed residential development on the west side of the street, as illustrated in the concept sketch illustrated in Figure 2.

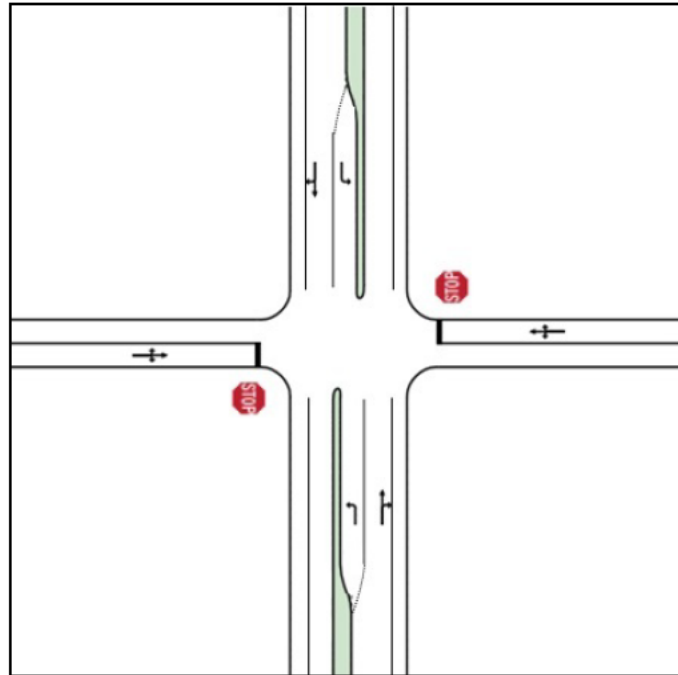


Figure 2 - Left turn lane concept for church site driveway to the east and proposed residential development to the west.

Trip Generation Estimate for Proposed Development - First Baptist Church - Dartmouth propose construction of up to a 30,000 SF church building and two apartment buildings with a total of approximately 120 units on a site on the east side of Lancaster Drive (Figure 1).

The church is not expected to generate any significant trips during weekday AM and PM peak hours. Trip generation estimates for the proposed apartment buildings, prepared using published trip generation rates from *Trip Generation, 10th Edition*, (Institute of Transportation Engineers, 2017), are included in Table 1. A 25% reduction for non-auto trips has been assumed in accordance with the Integrated Mobility Plan target. It is estimated that the proposed mid-rise apartment units will generate 32 two-way vehicle trips (8 entering and 24 exiting) during the AM peak hour and 39 two-way vehicle trips (24 entering and 15 exiting) during the PM peak hour.

Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Mid Rise Apartment (Land Use 221)	120 units	0.09	0.27	0.27	0.17	11	32	32	20
25% Reduction for Non Auto Trips ⁴						3	8	8	5
Adjusted Trip Generation Estimates						8	24	24	15

NOTES: 1. Rates are for the indicated Land Use Code, *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, except as noted.
 2. Units are 'Number of Apartments'.
 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.
 4. A 25% reduction has been used to account for expected transit and active transportation trips included in the Integrated Mobility Plan.

Other Proposed Development in the Area - A seniors townhouse development is proposed on the west side of Lancaster Drive opposite the proposed FBC development. The development is planned to include approximately 103 Senior Attached Units in groupings of three to five townhouses. While access plans have not been finalized, an access is proposed on Sea King Drive and a street access could be located opposite the FBC site driveway as illustrated in Figure 2.

Trip generation estimates, prepared using trip generation rates from *Trip Generation, 10th Edition*, (Institute of Transportation Engineers, 2017), are in Table 2. It is estimated that the proposed development will generate 20 two-way vehicle trips (7 entering and 13 exiting) during the AM peak hour and 26 two-way vehicle trips (14 entering and 12 exiting) during the PM peak hour.

Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Senior Adult Housing Attached (Land Use 252)	103 units	0.07	0.13	0.14	0.12	7	13	14	12

NOTES: 1. Rates are for the indicated Land Use Code, *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, except as noted.
 2. Units are 'Number of Senior Attached Residential Units'
 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.

Trip Distribution - It is estimated that 25% of the apartment building trips will be distributed north on Lancaster Drive and 75% will be distributed south towards Woodland Avenue. It is also estimated that 25% of the trips generated by the proposed Senior Development will use the Sea King Drive site access and 75% will be distributed on Lancaster Drive towards Woodland Avenue. Site generated trips have been assigned with 20% to / from Woodland Avenue west of Lancaster Drive, 40% to / from Micmac Boulevard, and 40% to / from Woodland Avenue east of Lancaster Drive.

Site generated trips for the apartment and seniors developments assigned to the Woodland Avenue/ Lancaster Drive / Micmac Boulevard intersection are illustrated diagrammatically on Figure A-2, Boxes A and B. Assigned site generated trips have been added to the projected 2023 AM and PM peak hourly volumes for the intersection to provide estimated 2023 peak hourly volumes that include site generated trips which are illustrated diagrammatically on Figure A-2, Boxes C and D.

Intersection Level of Service Analysis - *Synchro 10.0* software has been used for performance evaluation of the 2017 and 2023 AM and PM peak hour background volumes for the Woodland Avenue/ Lancaster Drive / Micmac Boulevard intersection. Analyses have also been completed for projected 2023 volumes that include site generated trips for that intersection, as well as for the site driveway intersection on Lancaster Drive. LOS analysis sheets are included in Appendix A, Pages A-4 to A-11 and results are summarized in Tables 3 and 4..

HRM Guidelines for Intersection Performance Evaluation - The *HRM Guidelines for Preparation of Transportation Impact Studies* indicate the following guideline limits for intersection evaluation:

1. the v/c ratio of an intersection exceeds 0.85;
2. the v/c ratio of an individual though movement or shared through / turning movement exceeds 0.85;
3. the v/c ratio of an exclusive turning movement exceeds 1.0;
4. an exclusive turning movement generates queues which exceed the available turning lane storage space.

Table 3 - LOS for Woodland Avenue @ Micmac Blvd. / Lancaster Drive Intersection													
LOS Criteria	Control Delay (sec/veh), v/c Ratio, and 95% Queue (m) by Intersection Movement												Intersection LOS
	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	
AM Peak Hour - 2017 Background Volumes (Page A-4)													
Delay	8.9	10.4	3.8	17.3	14.1	4.0	16.1	14.8	5.3	21.1	15.1	1.9	12.6
v/c	0.02	0.28	0.07	0.36	0.45	0.22	0.19	0.10	0.15	0.51	0.14	0.07	
Queue	3.0	27.8	5.2	32.3	57.7	11.7	17.2	12.7	8.2	41.2	16.6	2.3	
AM Peak Hour - Projected 2023 Background Volumes (Page A-6)													
Delay	9.4	11.0	3.8	18.8	14.9	3.9	16.4	14.9	5.2	21.4	15.3	1.8	13.2
v/c	0.03	0.29	0.08	0.40	0.48	0.23	0.20	0.09	0.15	0.51	0.14	0.07	
Queue	3.2	31.5	5.7	36.7	64.5	12.4	18.8	13.1	8.5	44.8	18.0	2.3	
AM Peak Hour - Projected 2023 Volumes with Site Generated Trips (Page A-8)													
Delay	9.8	11.4	3.8	19.2	15.3	3.9	16.7	15.3	5.2	22.0	15.7	2.6	13.5
v/c	0.03	0.30	0.08	0.40	0.48	0.24	0.20	0.10	0.15	0.53	0.16	0.08	
Queue	3.6	31.6	5.6	36.7	64.6	12.4	19.1	14.4	8.6	48.5	20.3	3.4	
PM Peak Hour - 2017 Background Volumes (Page A-5)													
Delay	10.4	35.9	9.3	43.8	14.0	2.5	35.5	31.5	6.6	50.9	32.1	0.3	26.7
v/c	0.04	0.78	0.26	0.89	0.35	0.32	0.37	0.17	0.34	0.77	0.24	0.08	
Queue	3.6	112.6	19.2	122.3	59.6	13.0	43.1	28.8	17.4	102.6	39.0	0.0	
PM Peak Hour - Projected 2023 Background Volumes (Page A-7)													
Delay	10.3	38.5	9.5	55.3	14.1	2.4	38.0	33.3	6.7	58.1	34.2	0.3	29.8
v/c	0.04	0.81	0.26	0.94	0.36	0.33	0.40	0.18	0.35	0.83	0.27	0.08	
Queue	3.6	121.0	20.2	149.6	63.0	13.0	46.8	31.2	18.0	117.2	43.8	0.0	
PM Peak Hour - Projected 2023 Volumes with Site Generated Trips (Page A-9)													
Delay	10.5	38.9	9.5	56.6	14.2	2.4	38.2	33.4	6.6	60.8	34.3	0.3	30.2
v/c	0.06	0.81	0.26	0.94	0.38	0.34	0.40	0.20	0.35	0.85	0.28	0.09	
Queue	4.6	121.0	20.2	150.0	63.0	13.1	47.0	34.7	18.0	123.4	46.3	0.0	

Table 4 - LOS for Lancaster Drive @ Church Driveway Intersection							
LOS Criteria	Control Delay (sec/veh), v/c Ratio, and 95% Queue (m) by Intersection Movement						Intersection LOS
	EB-LTR	WB-LTR	NB-L	NB-TR	SB-L	SB-TR	
AM Peak Hour - Projected 2023 Volumes with Site Generated Trips (Page A-10)							
Delay	10.2	13.3	7.9	0.0	7.7	0.0	0.8
v/c	0.02	0.06	0.00	0.15	0.00	0.20	
Queue	0.4	1.4	0.1	0.0	0.0	0.0	
PM Peak Hour - Projected 2023 Volumes with Site Generated Trips (Page A-11)							
Delay	11.2	20.5	8.3	0.0	8.4	0.0	0.6
v/c	0.02	0.06	0.01	0.28	0.01	0.28	
Queue	0.4	1.6	0.2	0.0	0.1	0.0	

Summary Level of Service Analysis -

Level of service (LOS) analysis (Table 3) for the Woodland Avenue @ Micmac Boulevard / Lancaster Drive intersection indicates the following:

1. The intersection is expected to operate within HRM guidelines for projected 2023 peak hourly volumes both without and with site generated trips.
2. Since the proposed driveways on Lancaster will be approximately 100 meters north of the Woodland Avenue to Lancaster Drive right turn channel and 140 meters north of the stop bar at Woodland Avenue, the 123 meter 95th percentile southbound queue will not affect driveway operation.
3. Site generated trips will not have any significant impact on the operation of the Woodland Avenue @ Micmac Boulevard / Lancaster Drive intersection.

Level of service (LOS) analysis (Table 4) for the Lancaster Drive @ Church Driveway intersection indicates that the intersection will have minor delays to the driveway traffic (10 to 20 seconds average delay) and site generated trips at the driveway will not affect the performance of Lancaster Drive.

Summary -

1. The proposed First Baptist Church (FBC) development on the east side of Lancaster Drive will include a church building and approximately 120 apartment units on a lot adjacent to the church site. The site will be accessed from a full movement driveway on Lancaster Drive.
2. A seniors townhouse development is proposed on the west side of Lancaster Drive opposite the proposed FBC development. The development is planned to include approximately 103 Senior Attached Units in groupings of three to five townhouses and could have a site access on Lancaster Drive opposite the church site driveway.
3. A full movement site driveway intersection with northbound and southbound left turn lanes is proposed on Lancaster Drive approximately 100 meters north of the Woodland Avenue to Lancaster Drive right turn channel which is approximately 140 meters north of the stop bar at Woodland Avenue,
4. After a 25% reduction for non-auto trips, it is estimated that the proposed mid-rise apartment units in the FBC development will generate 32 two-way vehicle trips (8 entering and 24 exiting) during the AM peak hour and 39 two-way vehicle trips (24 entering and 15 exiting) during the PM peak hour.
5. It is estimated that the proposed seniors development on west side of Lancaster drive opposite the FBC site will generate 20 two-way vehicle trips (7 entering and 13 exiting) during the AM peak hour and 26 two-way vehicle trips (14 entering and 12 exiting) during the PM peak hour.
6. Level of service analysis for the Woodland Avenue @ Micmac Boulevard / Lancaster Drive intersection indicates that the intersection is expected to operate within HRM critical limits for projected 2023 peak hourly volumes both without and with site generated trips.
7. Level of service analysis for the Lancaster Drive @ Church Driveway intersection indicates that the intersection will have minor delays to the driveway traffic (10 to 20 seconds average delay) and site generated trips at the driveway will not affect the performance of Lancaster Drive,

Conclusions:

8. The Lancaster Drive cross section can be reconfigured to include left turn lanes for full movement driveway accesses for both the FBC site and the proposed seniors development, while also accommodating on-street bicycle lanes.
9. Site generated trips are not expected to have any significant impact on the level of performance on Lancaster Drive or at the Woodland Avenue @ Micmac Boulevard / Lancaster Drive intersection.
10. Mitigation is not required at the Woodland Avenue @ Micmac Boulevard / Lancaster Drive intersection to accommodate site generated trips.

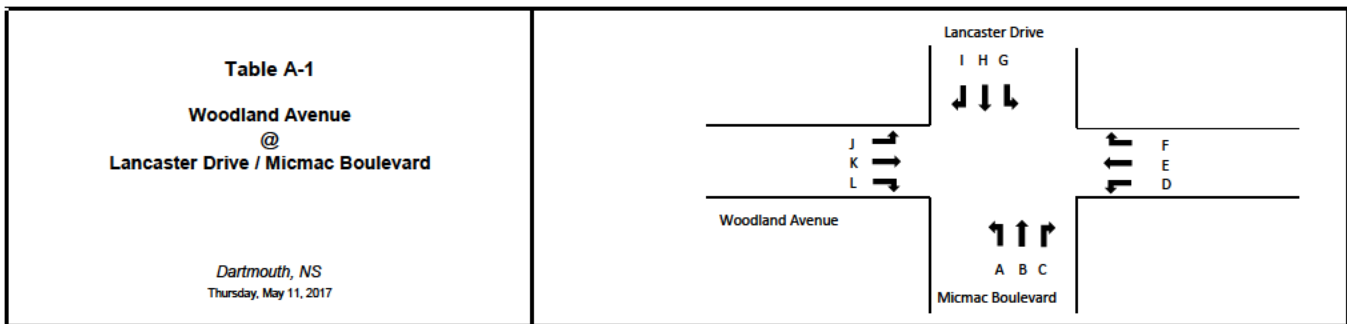
If you have any questions, please contact me by Email to ken.obrien@wsp.com or telephone 902-452-7747.

Sincerely,



Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.





AM Peak Period Volume Data

Time	Micmac Boulevard Northbound Approach			Woodland Avenue Westbound Approach			Lancaster Drive Southbound Approach			Woodland Avenue Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
07:00 - 07:15	10	10	18	19	173	23	28	8	1	1	67	6	364
07:15 - 07:30	23	11	17	26	165	22	46	14	7	0	100	8	439
07:30 - 07:45	12	10	17	23	167	41	46	16	8	1	82	10	433
07:45 - 08:00	21	10	11	22	154	26	46	10	6	1	94	11	412
08:00 - 08:15	23	16	17	31	158	51	39	18	7	1	91	11	463
08:15 - 08:30	15	9	18	36	176	26	53	19	9	3	103	13	480
08:30 - 08:45	19	12	20	34	150	33	37	20	10	4	116	12	467
08:45 - 09:00	15	11	17	29	130	46	57	13	8	1	96	15	438
AM Peak Hour	72	48	72	130	614	156	186	70	34	9	406	51	1848
07:00 - 08:00	66	41	63	90	659	112	166	48	22	3	343	35	1648
08:00 - 09:00	72	48	72	130	614	156	186	70	34	9	406	51	1848

Midday Peak Period Volume Data

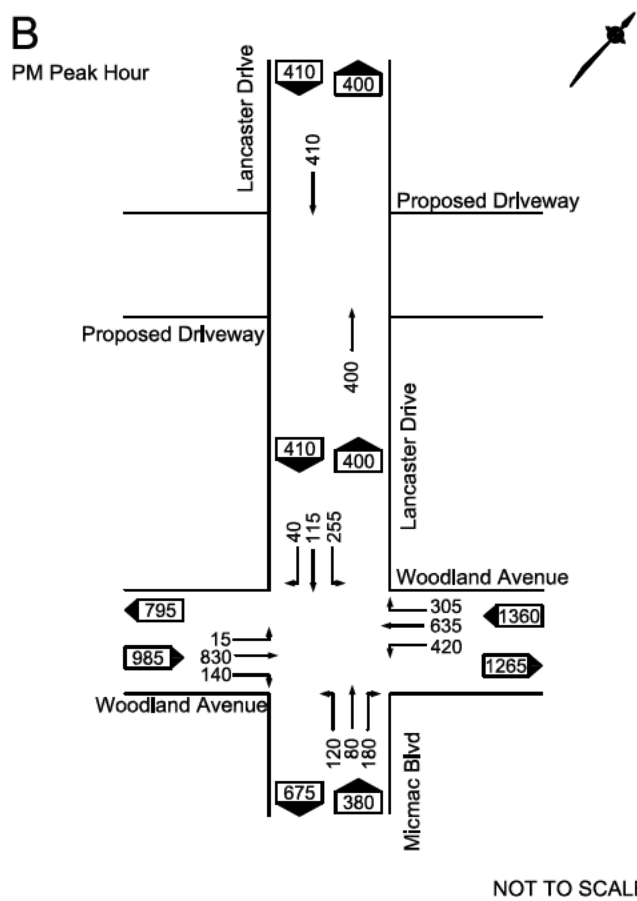
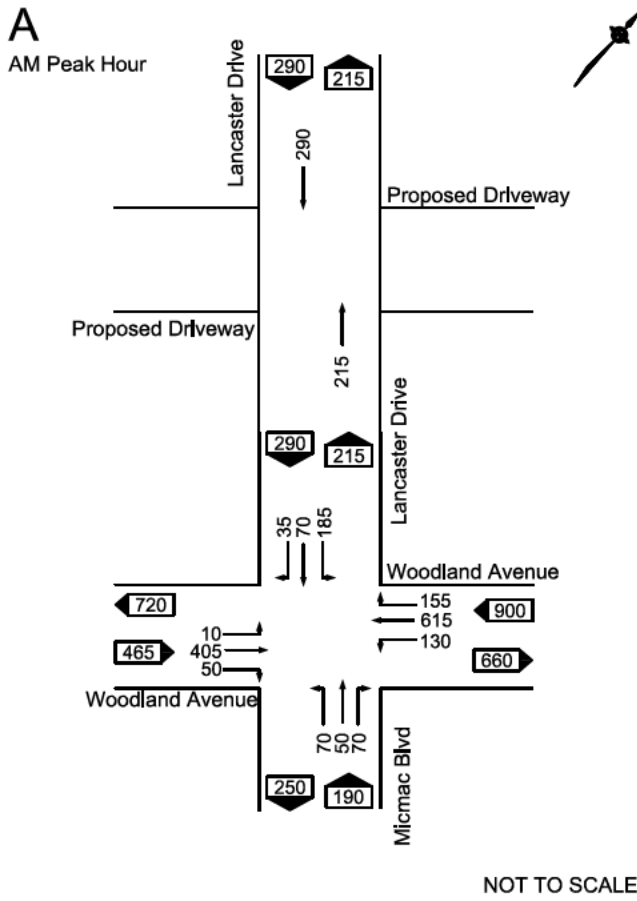
Time	Micmac Boulevard Northbound Approach			Woodland Avenue Westbound Approach			Lancaster Drive Southbound Approach			Woodland Avenue Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
11:00 - 11:15	28	16	29	69	99	37	29	13	4	2	123	29	478
11:15 - 11:30	39	15	32	84	113	25	33	22	7	2	131	32	535
11:30 - 11:45	34	24	57	73	129	41	38	18	5	2	126	42	589
11:45 - 12:00	19	19	43	110	132	48	44	17	7	2	126	28	595
12:00 - 12:15	33	23	55	82	119	51	48	25	11	3	175	37	662
12:15 - 12:30	36	23	41	80	102	40	56	24	5	2	138	35	582
12:30 - 12:45	33	18	34	64	104	52	53	25	9	1	170	32	595
12:45 - 13:00	30	21	36	109	53	49	55	19	14	3	128	31	548
Midday Peak Hour	121	83	173	336	457	191	201	91	32	8	609	132	2434
11:00 - 12:00	120	74	161	336	473	151	144	70	23	8	506	131	2197
12:00 - 13:00	132	85	166	335	378	192	212	93	39	9	611	135	2387

PM Peak Period Volume Data

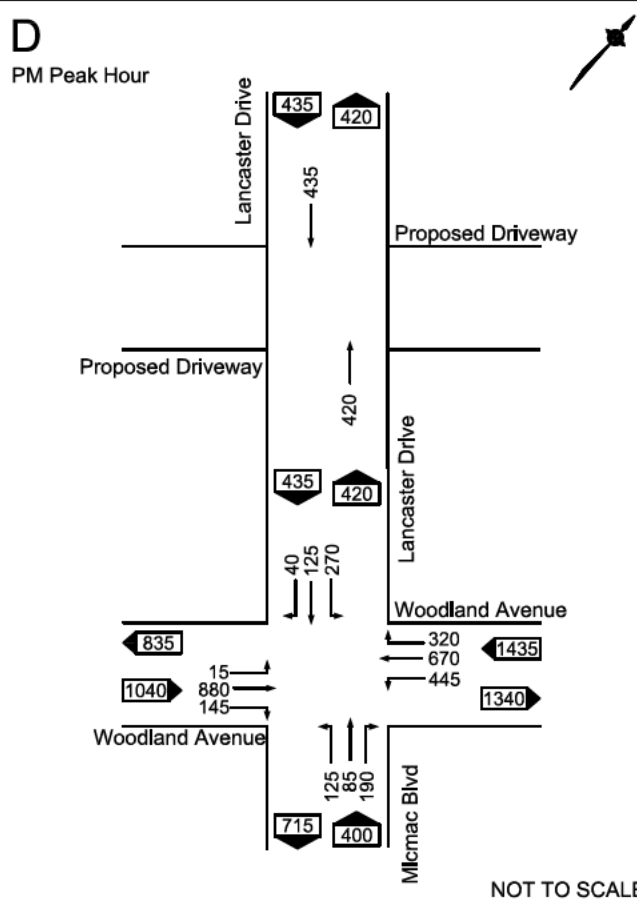
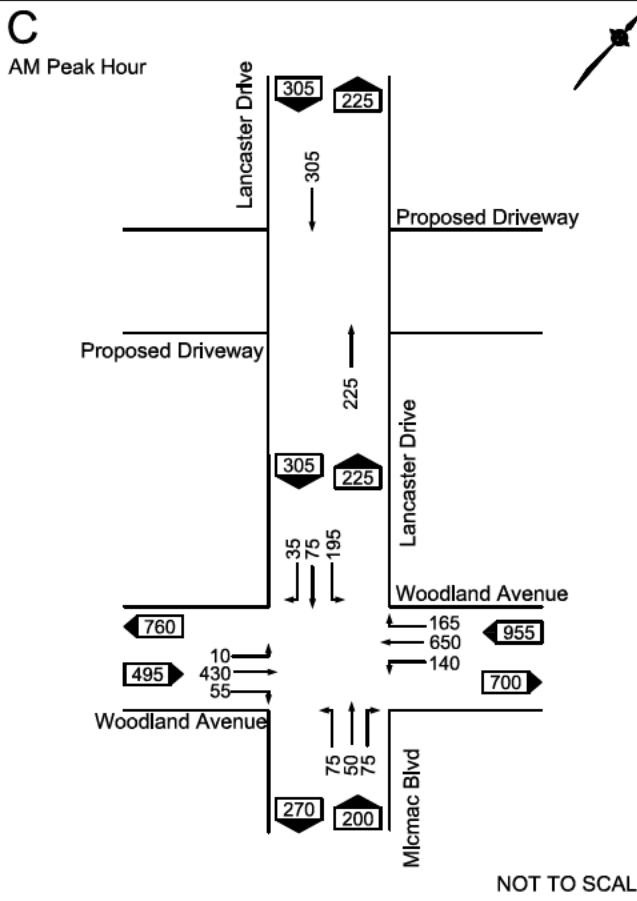
Time	Micmac Boulevard Northbound Approach			Woodland Avenue Westbound Approach			Lancaster Drive Southbound Approach			Woodland Avenue Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
16:00 - 16:15	36	13	55	81	129	41	47	19	6	5	244	35	711
16:15 - 16:30	29	22	53	71	119	41	53	29	6	4	284	27	738
16:30 - 16:45	15	15	33	110	182	77	70	25	10	4	223	40	804
16:45 - 17:00	30	31	55	109	179	87	61	26	4	5	208	32	827
17:00 - 17:15	41	19	44	102	130	62	54	30	10	3	199	39	733
17:15 - 17:30	32	15	48	98	142	78	70	35	16	4	200	27	765
17:30 - 17:45	23	27	29	82	98	78	46	33	9	5	179	23	632
17:45 - 18:00	22	12	27	51	83	70	52	37	13	3	161	18	549
PM Peak Hour	118	80	180	419	633	304	255	116	40	16	830	138	3129
16:00 - 17:00	110	81	196	371	609	246	231	99	26	18	959	134	3080
17:00 - 18:00	118	73	148	333	453	288	222	135	48	15	739	107	2679

* Count completed by HRM Traffic Management

2017 AM and PM Peak Hour
Background Volumes Without Site Development



2023 AM and PM Peak Hour
Background Volumes Without Site Development



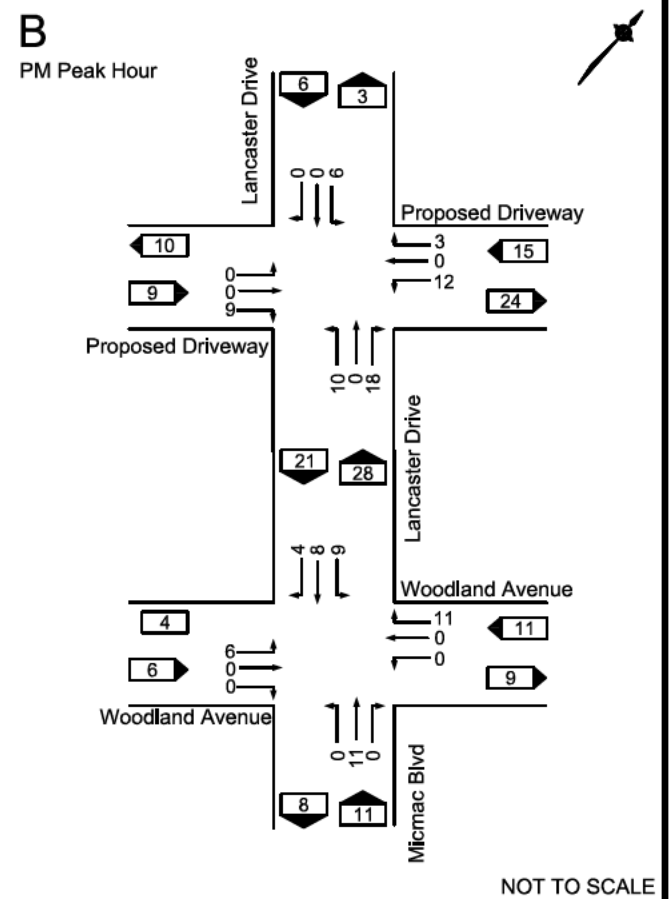
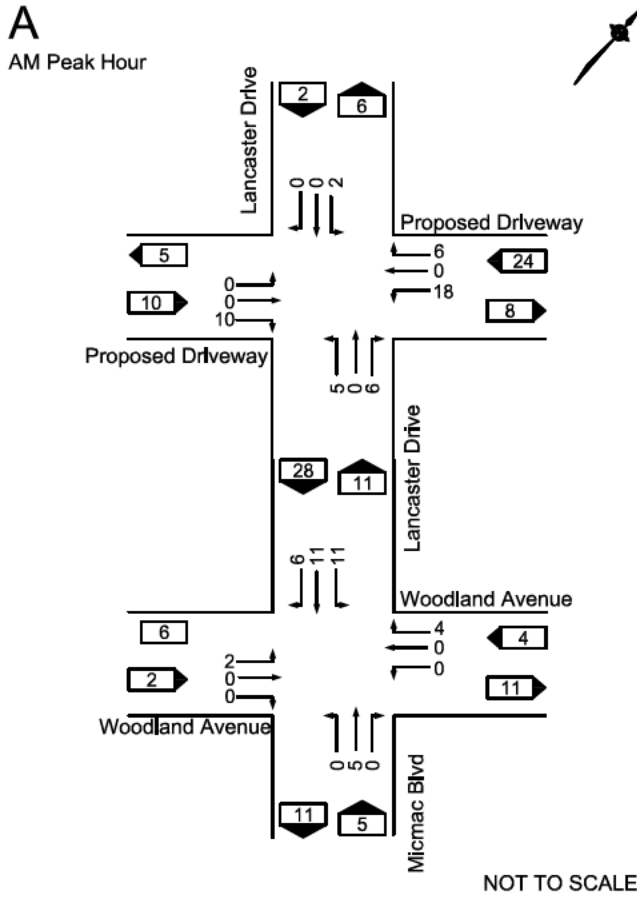
Traffic Impact Analysis - Proposed Medium Density Housing Development at Lancaster Drive / Woodland Avenue / Cannon Terrace, Dartmouth, NS

Figure A-1

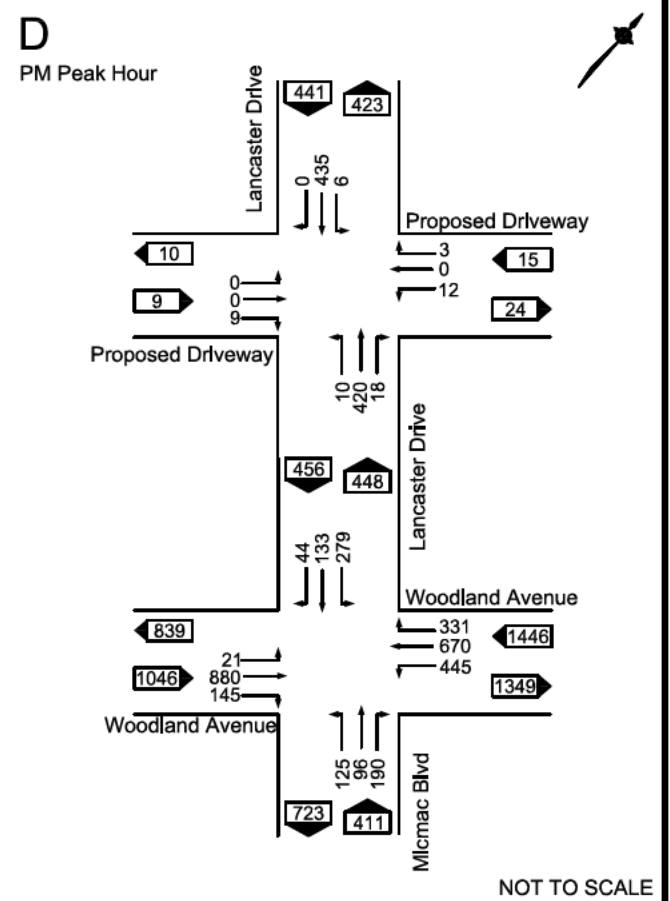
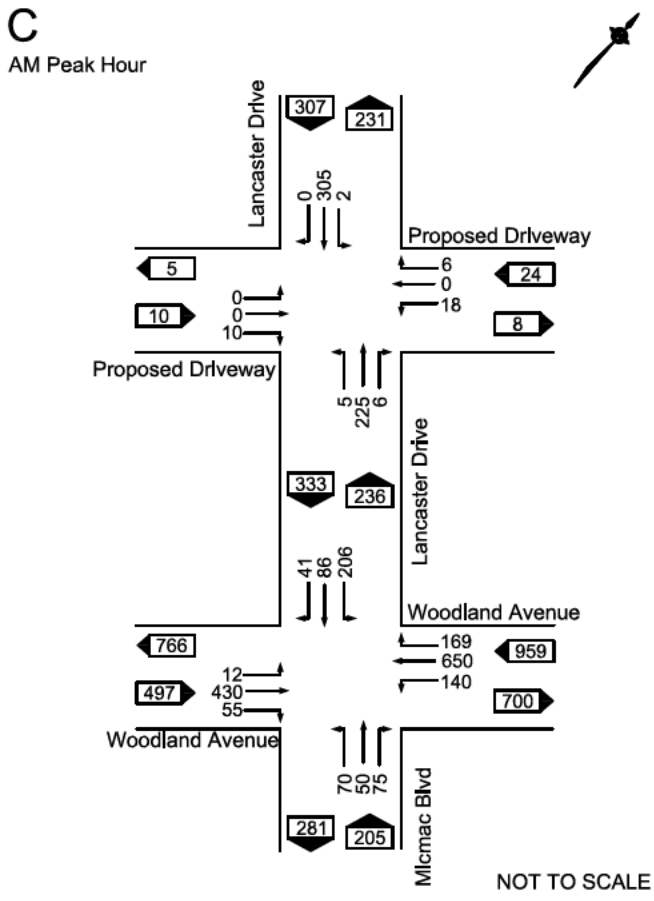
Projected 2017 and 2023 Weekday AM and PM Peak Hour
Background Traffic Without Site Development

October 2018

Estimated Trip Assignment



2023 AM and PM Peak Hour Volumes With Site Development



Traffic Impact Analysis - Proposed Medium Density Housing Development at Lancaster Drive / Woodland Avenue / Cannon Terrace, Dartmouth, NS

Figure A-2

Estimated Trip Assignment and 2023 AM and PM Peak Hour Volumes with Site Development

October 2018

First Baptist Church
1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	405	50	130	615	155	70	50	70	185	70	35
Future Volume (vph)	10	405	50	130	615	155	70	50	70	185	70	35
Satd. Flow (prot)	1789	3579	1601	1789	3579	1601	1789	1883	1601	1789	1883	1601
Flt Permitted	0.303			0.497			0.708			0.722		
Satd. Flow (perm)	571	3579	1601	936	3579	1601	1333	1883	1601	1360	1883	1601
Satd. Flow (RTOR)			54			168			76			72
Lane Group Flow (vph)	11	440	54	141	668	168	76	54	76	201	76	38
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			4			4	
Permitted Phases	2		2	6		6	4		4	4		4
Total Split (s)	17.0	86.0	86.0	69.0	69.0	69.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Lost Time (s)	4.6	6.5	6.5	6.5	6.5	6.5	6.6	6.6	6.6	6.6	6.6	6.6
Act Effct Green (s)	25.6	23.6	23.6	22.1	22.1	22.1	15.5	15.5	15.5	15.5	15.5	15.5
Actuated g/C Ratio	0.48	0.45	0.45	0.42	0.42	0.42	0.29	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.02	0.28	0.07	0.36	0.45	0.22	0.19	0.10	0.15	0.51	0.14	0.07
Control Delay	8.9	10.4	3.8	17.3	14.1	4.0	16.1	14.8	5.3	21.1	15.1	1.9
Queue Delay	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 Delay	8.9	10.4	3.8	17.3	14.1	4.0	16.1	14.8	5.3	21.1	15.1	1.9
LOS	A	B	A	B	B	A	B	B	A	C	B	A
Approach Delay		9.6			12.8			11.8			17.3	
Approach LOS		A			B			B			B	
Queue Length 50th (m)	0.5	11.6	0.0	7.4	19.1	0.0	4.6	3.2	0.0	13.5	4.5	0.0
Queue Length 95th (m)	3.0	27.8	5.2	32.3	57.7	11.7	17.2	12.7	8.2	41.2	16.6	2.3
Internal Link Dist (m)		349.3			340.4			353.7			194.6	
Turn Bay Length (m)	45.0		45.0	75.0		105.0	27.0		40.0	21.0		40.0
Base Capacity (vph)	577	3579	1601	896	3426	1540	807	1140	999	823	1140	997
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.12	0.03	0.16	0.19	0.11	0.09	0.05	0.08	0.24	0.07	0.04

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 52.9
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 12.6
 Intersection Capacity Utilization 66.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Ø2			Ø4
86 s			37 s
Ø5	Ø6		
17 s	69 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	830	140	420	635	305	120	80	180	255	115	40
Future Volume (vph)	15	830	140	420	635	305	120	80	180	255	115	40
Satd. Flow (prot)	1789	3579	1601	1789	3579	1601	1789	1883	1601	1789	1883	1601
Flt Permitted	0.389			0.143			0.677			0.701		
Satd. Flow (perm)	733	3579	1601	269	3579	1601	1275	1883	1601	1320	1883	1601
Satd. Flow (RTOR)			114			332			196			113
Lane Group Flow (vph)	16	902	152	438	690	332	130	87	196	277	125	43
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2		2	6		6	4		4	4		4
Total Split (s)	17.0	56.0	56.0	30.0	69.0	69.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	6.6	6.6	6.6	6.6	6.6	6.6
Act Effct Green (s)	41.1	31.9	31.9	59.9	53.9	53.9	26.8	26.8	26.8	26.8	26.8	26.8
Actuated g/C Ratio	0.42	0.32	0.32	0.61	0.55	0.55	0.27	0.27	0.27	0.27	0.27	0.27
v/c Ratio	0.04	0.78	0.26	0.89	0.35	0.32	0.37	0.17	0.34	0.77	0.24	0.08
Control Delay	10.4	35.9	9.3	43.8	14.0	2.5	35.5	31.5	6.6	50.9	32.1	0.3
Queue Delay	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 Delay	10.4	35.9	9.3	43.8	14.0	2.5	35.5	31.5	6.6	50.9	32.1	0.3
LOS	B	D	A	D	B	A	D	C	A	D	C	A
Approach Delay		31.8			20.3			20.9			40.7	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	1.2	88.4	5.4	62.3	35.6	0.0	21.0	13.2	0.0	50.8	19.4	0.0
Queue Length 95th (m)	3.6	112.6	19.2	#122.3	59.6	13.0	43.1	28.8	17.4	#102.6	39.0	0.0
Internal Link Dist (m)		349.3			340.4			353.7			229.8	
Turn Bay Length (m)	45.0		45.0	75.0		105.0	27.0		40.0	21.0		40.0
Base Capacity (vph)	486	1869	890	571	2360	1169	409	604	646	423	604	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.48	0.17	0.77	0.29	0.28	0.32	0.14	0.30	0.65	0.21	0.07

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 98.4
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 26.7
 Intersection Capacity Utilization 81.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

30 s	56 s	37 s
17 s	69 s	

First Baptist Church
1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	430	55	140	650	165	75	50	75	195	75	35
Future Volume (vph)	10	430	55	140	650	165	75	50	75	195	75	35
Satd. Flow (prot)	1789	3579	1601	1789	3579	1601	1789	1883	1601	1789	1883	1601
Flt Permitted	0.281			0.484			0.704			0.722		
Satd. Flow (perm)	529	3579	1601	912	3579	1601	1326	1883	1601	1360	1883	1601
Satd. Flow (RTOR)			60			179			82			72
Lane Group Flow (vph)	11	467	60	152	707	179	82	54	82	212	82	38
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			4			4	
Permitted Phases	2		2	6		6	4		4	4		4
Total Split (s)	17.0	86.0	86.0	69.0	69.0	69.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Lost Time (s)	4.6	6.5	6.5	6.5	6.5	6.5	6.6	6.6	6.6	6.6	6.6	6.6
Act Effct Green (s)	26.3	24.3	24.3	22.8	22.8	22.8	16.6	16.6	16.6	16.6	16.6	16.6
Actuated g/C Ratio	0.48	0.44	0.44	0.42	0.42	0.42	0.30	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.03	0.29	0.08	0.40	0.48	0.23	0.20	0.09	0.15	0.51	0.14	0.07
Control Delay	9.4	11.0	3.8	18.8	14.9	3.9	16.4	14.9	5.2	21.4	15.3	1.8
Queue Delay	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 Delay	9.4	11.0	3.8	18.8	14.9	3.9	16.4	14.9	5.2	21.4	15.3	1.8
LOS	A	B	A	B	B	A	B	B	A	C	B	A
Approach Delay		10.2			13.6			11.8			17.6	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	0.5	13.5	0.0	8.8	22.2	0.0	5.0	3.2	0.0	14.4	4.9	0.0
Queue Length 95th (m)	3.2	31.5	5.7	36.7	64.5	12.4	18.8	13.1	8.5	44.8	18.0	2.3
Internal Link Dist (m)		349.3			340.4			353.7			194.6	
Turn Bay Length (m)	45.0		45.0	75.0		105.0	27.0		40.0	21.0		40.0
Base Capacity (vph)	556	3536	1582	864	3392	1527	780	1108	976	800	1108	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.13	0.04	0.18	0.21	0.12	0.11	0.05	0.08	0.27	0.07	0.04

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 54.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 13.2
 Intersection Capacity Utilization 67.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Ø2		Ø4
86 s		37 s
Ø5	Ø6	
17 s	69 s	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	880	145	445	670	320	125	85	190	270	125	40
Future Volume (vph)	15	880	145	445	670	320	125	85	190	270	125	40
Satd. Flow (prot)	1789	3579	1601	1789	3579	1601	1789	1883	1601	1789	1883	1601
Flt Permitted	0.375			0.120			0.670			0.697		
Satd. Flow (perm)	706	3579	1601	226	3579	1601	1262	1883	1601	1313	1883	1601
Satd. Flow (RTOR)			114			348			207			113
Lane Group Flow (vph)	16	957	158	464	728	348	136	92	207	293	136	43
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2		2	6		6	4		4	4		4
Total Split (s)	17.0	56.0	56.0	30.0	69.0	69.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	6.6	6.6	6.6	6.6	6.6	6.6
Act Effct Green (s)	44.1	35.0	35.0	65.7	59.6	59.6	28.7	28.7	28.7	28.7	28.7	28.7
Actuated g/C Ratio	0.42	0.33	0.33	0.62	0.56	0.56	0.27	0.27	0.27	0.27	0.27	0.27
v/c Ratio	0.04	0.81	0.26	0.94	0.36	0.33	0.40	0.18	0.35	0.83	0.27	0.08
Control Delay	10.3	38.5	9.5	55.3	14.1	2.4	38.0	33.3	6.7	58.1	34.2	0.3
Queue Delay	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 Delay	10.3	38.5	9.5	55.3	14.1	2.4	38.0	33.3	6.7	58.1	34.2	0.3
LOS	B	D	A	E	B	A	D	C	A	E	C	A
Approach Delay		34.1			23.8			22.1			46.0	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	1.2	98.0	6.5	75.4	38.1	0.0	23.3	14.8	0.0	57.6	22.4	0.0
Queue Length 95th (m)	3.6	121.0	20.2	#149.6	63.0	13.0	46.8	31.2	18.0	#117.2	43.8	0.0
Internal Link Dist (m)		349.3			340.4			353.7			229.8	
Turn Bay Length (m)	45.0		45.0	75.0		105.0	27.0		40.0	21.0		40.0
Base Capacity (vph)	460	1705	822	522	2191	1115	369	551	615	384	551	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.56	0.19	0.89	0.33	0.31	0.37	0.17	0.34	0.76	0.25	0.08

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 105.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 29.8
 Intersection Capacity Utilization 90.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

30 s	56 s	37 s
17 s	69 s	

First Baptist Church
1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	430	55	140	650	169	75	55	75	206	86	41
Future Volume (vph)	12	430	55	140	650	169	75	55	75	206	86	41
Satd. Flow (prot)	1789	3579	1601	1789	3579	1601	1789	1883	1601	1789	1883	1601
Flt Permitted	0.280			0.484			0.697			0.718		
Satd. Flow (perm)	527	3579	1601	912	3579	1601	1313	1883	1601	1352	1883	1601
Satd. Flow (RTOR)			60			184			82			72
Lane Group Flow (vph)	13	467	60	152	707	184	82	60	82	224	93	45
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			4			4	
Permitted Phases	2		2	6		6	4		4	4		4
Total Split (s)	17.0	86.0	86.0	69.0	69.0	69.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Lost Time (s)	4.6	6.5	6.5	6.5	6.5	6.5	6.6	6.6	6.6	6.6	6.6	6.6
Act Effct Green (s)	27.1	25.1	25.1	23.6	23.6	23.6	17.8	17.8	17.8	17.8	17.8	17.8
Actuated g/C Ratio	0.48	0.44	0.44	0.41	0.41	0.41	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.03	0.30	0.08	0.40	0.48	0.24	0.20	0.10	0.15	0.53	0.16	0.08
Control Delay	9.8	11.4	3.8	19.2	15.3	3.9	16.7	15.3	5.2	22.0	15.7	2.6
Queue Delay	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 Delay	9.8	11.4	3.8	19.2	15.3	3.9	16.7	15.3	5.2	22.0	15.7	2.6
LOS	A	B	A	B	B	A	B	B	A	C	B	A
Approach Delay		10.6			13.9			12.1			18.0	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	0.6	13.8	0.0	8.9	22.7	0.0	5.0	3.6	0.0	15.3	5.6	0.0
Queue Length 95th (m)	3.6	31.6	5.6	36.7	64.6	12.4	19.1	14.4	8.6	48.5	20.3	3.4
Internal Link Dist (m)		349.3			340.4			353.7			116.7	
Turn Bay Length (m)	45.0		45.0	75.0		105.0	27.0		40.0	21.0		40.0
Base Capacity (vph)	543	3526	1578	862	3384	1524	746	1070	945	768	1070	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.13	0.04	0.18	0.21	0.12	0.11	0.06	0.09	0.29	0.09	0.05

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 56.9
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 13.5
 Intersection Capacity Utilization 67.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Ø2		Ø4
86 s		37 s
Ø5	Ø6	
17 s	69 s	

First Baptist Church
1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	880	145	445	670	331	125	96	190	279	133	44
Future Volume (vph)	21	880	145	445	670	331	125	96	190	279	133	44
Satd. Flow (prot)	1789	3579	1601	1789	3579	1601	1789	1883	1601	1789	1883	1601
Flt Permitted	0.375			0.119			0.655			0.690		
Satd. Flow (perm)	706	3579	1601	224	3579	1601	1234	1883	1601	1300	1883	1601
Satd. Flow (RTOR)			114			360			207			113
Lane Group Flow (vph)	23	957	158	464	728	360	136	104	207	303	145	48
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2		2	6		6	4		4	4		4
Total Split (s)	17.0	56.0	56.0	30.0	69.0	69.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	6.6	6.6	6.6	6.6	6.6	6.6
Act Effct Green (s)	44.2	35.2	35.2	66.0	59.8	59.8	29.4	29.4	29.4	29.4	29.4	29.4
Actuated g/C Ratio	0.41	0.33	0.33	0.62	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
v/c Ratio	0.06	0.81	0.26	0.94	0.36	0.34	0.40	0.20	0.35	0.85	0.28	0.09
Control Delay	10.5	38.9	9.5	56.6	14.2	2.4	38.2	33.4	6.6	60.8	34.3	0.3
Queue Delay	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 Delay	10.5	38.9	9.5	56.6	14.2	2.4	38.2	33.4	6.6	60.8	34.3	0.3
LOS	B	D	A	E	B	A	D	C	A	E	C	A
Approach Delay		34.2			24.1			22.4			47.2	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	1.8	98.0	6.5	75.6	38.1	0.0	23.3	16.8	0.0	60.3	24.0	0.0
Queue Length 95th (m)	4.6	121.0	20.2	#150.0	63.0	13.1	47.0	34.7	18.0	#123.4	46.3	0.0
Internal Link Dist (m)		349.3			340.4			353.7			121.4	
Turn Bay Length (m)	45.0		45.0	75.0		105.0	27.0		40.0	21.0		40.0
Base Capacity (vph)	456	1682	813	515	2162	1109	356	543	609	375	543	542
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.57	0.19	0.90	0.34	0.32	0.38	0.19	0.34	0.81	0.27	0.09

Intersection Summary



















Cycle Length: 123
 Actuated Cycle Length: 106.7
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 30.2
 Intersection Capacity Utilization 90.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



















Splits and Phases: 1: Micmac Boulevard/Lancaster Drive & Woodland Avenue

Ø1 30 s	Ø2 56 s	Ø4 37 s
Ø5 17 s	Ø6 69 s	

First Baptist Church
3: Lancaster Drive & New Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	18	0	6	5	225	6	2	305	0
Future Volume (Veh/h)	0	0	10	18	0	6	5	225	6	2	305	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	11	20	0	7	5	245	7	2	332	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								141				
pX, platoon unblocked												
vC, conflicting volume	598	598	332	606	594	248	332			252		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	598	598	332	606	594	248	332			252		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	99	100			100		
cM capacity (veh/h)	409	413	710	401	415	790	1227			1313		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	11	27	5	252	2	332						
Volume Left	0	20	5	0	2	0						
Volume Right	11	7	0	7	0	0						
cSH	710	460	1227	1700	1313	1700						
Volume to Capacity	0.02	0.06	0.00	0.15	0.00	0.20						
Queue Length 95th (m)	0.4	1.4	0.1	0.0	0.0	0.0						
Control Delay (s)	10.2	13.3	7.9	0.0	7.7	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	10.2	13.3	0.2		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			30.7%		ICU Level of Service				A			
Analysis Period (min)			15									

First Baptist Church
2: Lancaster Drive & New Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	12	0	3	10	420	18	6	435	0
Future Volume (Veh/h)	0	0	9	12	0	3	10	420	18	6	435	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	10	13	0	3	11	457	20	7	473	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								145				
pX, platoon unblocked	0.97	0.97		0.97	0.97	0.97				0.97		
vC, conflicting volume	969	986	473	986	976	467	473			477		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	953	971	473	971	961	437	473			447		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	94	100	100	99			99		
cM capacity (veh/h)	228	242	591	219	245	602	1089			1082		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	16	11	477	7	473						
Volume Left	0	13	11	0	7	0						
Volume Right	10	3	0	20	0	0						
cSH	591	249	1089	1700	1082	1700						
Volume to Capacity	0.02	0.06	0.01	0.28	0.01	0.28						
Queue Length 95th (m)	0.4	1.6	0.2	0.0	0.1	0.0						
Control Delay (s)	11.2	20.5	8.3	0.0	8.4	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	11.2	20.5	0.2		0.1							
Approach LOS	B	C										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			37.4%		ICU Level of Service				A			
Analysis Period (min)			15									