28-1932-03
November 28, 2016

Mr. Todd Baker
Baker Properties, LLC
953 Islington Street
Suite 23D
Portsmouth, NH 03801

Re: **Traffic Impact Evaluation**
The Rose Farm Residential Development
Exeter, New Hampshire

Dear Todd:

Tighe & Bond, Inc. has prepared this letter to summarize the anticipated transportation impacts associated with a proposed residential development to be located on The Rose Farm property at 1 Forest Street, 22 Oak Street, and 24 Oak Street Extension in Exeter, New Hampshire. The site currently contains 4 residential homes, 2 recently vacated residential homes, and 4 dilapidated residential homes. As proposed, the development consists of razing the existing structures and constructing 42 single-family homes. Access is provided and is proposed to remain via driveways on Forest Street; one across from Wadleigh Street and one across from Oak Street. This evaluation has been conducted to summarize the anticipated traffic impacts associated with the proposed residential development.

Traffic Generation

To determine the additional trips anticipated to be generated by the proposed project, trip-generation rates published by the Institute of Transportation Engineers (ITE)[1] were researched. For the 4 existing residential homes and the proposed 42 residential homes, ITE Land Use Code 210 (Single-Family Detached Housing) was selected. The trip-generation comparison is provided in Table 1 and the trip-generation calculations are attached to this letter.

As shown in Table 1, the proposed residential development is expected to generate 29 additional vehicular trips (7 entering and 22 exiting) during the weekday AM peak hour, 38 additional vehicular trips (23 entering and 15 exiting) during the weekday PM peak hour, and 35 additional vehicular trips (19 entering and 16 exiting) during the Saturday midday peak hour. These additional vehicular trips during the critical peak periods would result in negligible impacts along the adjacent roadway system with approximately 1 additional vehicle per 3.2 to 4.0 minutes (i.e., 15 to 19 vehicle trips).

ITE methodologies state, "In lieu of other locally preferred thresholds, it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways' peak hour or the development's peak hour."[2] Based on the additional site-generated trips shown in Table 1, the ITE guidelines suggest that further traffic evaluation is not required for the proposed project.

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[1] *Trip Generation Manual.* 9th ed. Washington, DC: Institute of Transportation Engineers, 2012.

[2] *Transportation Impact Analyses for Site Development: An ITE Proposed Recommended Practice*. Washington, DC: Institute of Transportation Engineers, 2010.

TABLE 1
Trip-Generation Comparison

Peak Hour/Direction	Existing Trips [a]	Proposed Trips [b]	Additional Trips [c]
Weekday Daily	38	400	362
Weekday AM Peak Hour:			
Enter	1	8	7
Exit	2	24	22
Total	3	32	29
Weekday PM Peak Hour:			
Enter	3	26	23
Exit	1	16	15
Total	4	42	38
Saturday Midday Peak Hour:			
Enter	2	21	19
Exit	2	18	16
Total	4	39	35

[a] ITE Land Use Code 210 (Single-Family Detached Housing) for 4 dwelling units.
[b] ITE Land Use Code 210 (Single-Family Detached Housing) for 42 dwelling units.
[c] Proposed Trips minus Existing Trips.

Site Roadways

A driveway is provided on Forest Street across from Wadleigh Street. In addition, a secondary driveway is currently provided on Oak Street Extension for continued access to Forest Street across from Oak Street. As proposed, the two access ways would remain.

In accordance with American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Low-Volume Roads,[3] the total roadway cross-section for Rural Minor Access Roads and for Rural Major Access Roads is 18.0 feet wide with speeds of 40 miles per hour (mph) or less. In addition, many Rural Minor Access Roads "are cul-de-sacs or loop roads with no through continuity. Because their sole function is to provide access, such roads are used predominantly by familiar drivers…Speeds are generally low for the local environment, given the purpose of the road and short trip lengths."

A residential loop road is a local purpose road that serves land access to abutting properties and not mobility for through traffic. Contrary to cul-de-sacs that only have one end open for vehicular traffic with the other end terminated, residential loop roads have beginning and ending points on the same route.

The site roadways have been designed in accordance with the *Standard Specifications for Construction of Public Utilities in Exeter, New Hampshire* (Section E.III.D). The proposed roadways have been designed to have a minimum pavement width of 24 feet, grades between 1% and 8%, and intersect Forest Street at angles close to 90 degrees and no less than 60 degrees.

[3] *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400)*. Washington, D.C.: American Association of State Highway and Transportation Officials, 2001.

Sight Distances

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the proposed site roadway locations to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. Sight distance is the length of roadway ahead visible to the driver. The available sight distances were compared with minimum requirements, as established by AASHTO.[4] AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported.

As proposed, available sight distances at the site roadway intersections exceed AASHTO's requirement of 200 feet (for speeds of 30 mph) and the Town of Exeter's requirement of 150 feet (for speeds ≤30 mph) for safe operation. To provide the safe and efficient flow of traffic to and from the site, proposed plantings, vegetation, landscaping, and signing along the site frontage are recommended to be kept low to the ground (less than 3.0 feet from street level) or set back sufficiently from the edge of the roadways so as not to inhibit the available sight lines.

Exeter Spring

Exeter Spring is located on Oak Street Extension north of Forest Street that is currently used by the public and has been identified to be an asset to the community. Observations of vehicular operations were conducted at Exeter Spring in November 2016 during the Weekday AM peak period (7:00 to 9:00 AM), the Weekday PM peak period (4:00 to 6:00 PM), and the Saturday Midday peak period (11:00 AM to 1:00 PM).

The following provides a summary of these observations:

- Weekday AM Peak Period
  - A total of 3 vehicles were identified (average of 1.5 vehicles/hour),
  - A maximum queue of 1 vehicle, and
  - An average stopped time of 4 minutes and 5 seconds.
- Weekday PM Peak Period:
  - A total of 16 vehicles were identified (average of 8 vehicles/hour),
  - A maximum queue of 4 vehicles, and
  - An average stopped time of 6 minutes and 28 seconds.
- Saturday Midday Peak Period:
  - A total of 22 vehicles were identified (average of 11 vehicles/hour),
  - A maximum queue of 5 vehicles, and
  - An average stopped delay of 4 minutes and 56 seconds

[4] *A Policy on Geometric Design of Highways and Streets*. Washington, D.C.: American Association of State Highway and Transportation Officials, 2004.

In summary, ITE *Trip Generation* methodologies anticipate that the additional vehicular trips associated with the proposed residential project would have negligible impacts to the adjacent roadway system during the Weekday AM, Weekday PM, Saturday Midday peak hours. In addition, the site roadways have been designed in accordance with Town of Exeter and national guidelines.

Should you have any questions or require additional information, please feel free contact me at (603) 433-8818.

Very truly yours,

TIGHE & BOND, INC.

Jason R. Plourde, P.E., PTP, NH LPA
Project Manager

Attachments

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ATTACHMENTS

Trip-Generation Calculations: Existing Use
Trip-Generation Calculations: Proposed Use
Exeter Spring Observations

Tighe&Bond

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 210 - Single-Family Detached Housing

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 4

AVERAGE WEEKDAY DAILY
T = 9.52 * (X)
T = 9.52 * 4
T = 38.08
T = 38 vehicle trips
with 50% (19 vpd) entering and 50% (19 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC
T = 0.75 * (X)
T = 0.75 * 4
T = 3.00
T = 3 vehicle trips
with 25% (1 vph) entering and 75% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC
T = 1.00 * (X)
T = 1.00 * 4
T = 4.00
T = 4 vehicle trips
with 63% (3 vph) entering and 37% (1 vph) exiting.

SATURDAY PEAK HOUR OF GENERATOR
T = 0.93 * (X)
T = 0.93 * 4
T = 3.72
T = 4 vehicle trips
with 54% (2 vph) entering and 46% (2 vph) exiting.

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 210 - Single-Family Detached Housing

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 42

AVERAGE WEEKDAY DAILY
T = 9.52 * (X)
T = 9.52 * 42
T = 399.84
T = 400 vehicle trips
with 50% (200 vpd) entering and 50% (200 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC
T = 0.75 * (X)
T = 0.75 * 42
T = 31.50
T = 32 vehicle trips
with 25% (8 vph) entering and 75% (24 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC
T = 1.00 * (X)
T = 1.00 * 42
T = 42.00
T = 42 vehicle trips
with 63% (26 vph) entering and 37% (16 vph) exiting.

SATURDAY PEAK HOUR OF GENERATOR
T = 0.93 * (X)
T = 0.93 * 42
T = 39.06
T = 39 vehicle trips
with 54% (21 vph) entering and 46% (18 vph) exiting.

Exeter Spring Observation Summary

Time	# Vehicles	Average Stopped Time	
		Seconds	Min:Sec
7:25-7:40 AM	1	150	2:30
7:40-7:55 AM	1	348	5:48
7:55-8:32 AM	1	237	3:57
TOTAL	3	245	4:05
4:00-4:15 PM	2	426	7:06
4:15-4:30 PM	4	263.25	4:23
4:30-4:45 PM	1	504	8:24
4:45-5:00 PM	2	312.5	5:12
5:00-5:15 PM	4	475.5	7:56
5:15-5:30 PM	1	233	3:53
5:30-5:50 PM	2	505.5	8:26
TOTAL	16	388.54	6:28
11:00-11:15 AM	5	283	4:43
11:15-11:30 AM	3	224.7	3:45
11:30-11:45 AM	1	153	2:33
11:45 AM-12:00 PM	3	396.7	6:37
12:00-12:15 PM	1	72	1:12
12:15-12:30 PM	4	824.25	13:44
12:30-12:45 PM	1	81	1:21
12:45-1:00 PM	4	331.25	5:31
TOTAL	22	295.74	4:56

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282AM01
Site Code : 12820001
Start Date : 11/17/2016
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	7:25:01 AM	7:27:31 AM	150

Summary Information:

7:25:00 AM - 7:40:00 AM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	150.00
Maximum Stopped Time:	150
Min. Secs. for Delay:	0
Average Queue:	0.99
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	150

Ln.	No.	Joined Queue	Released From Queue	Delay
1	2	7:46:45 AM	7:52:33 AM	348

Summary Information:

7:40:00 AM - 7:55:00 AM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	348.00
Maximum Stopped Time:	348
Min. Secs. for Delay:	0
Average Queue:	1.00
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	348

Ln.	No.	Joined Queue	Released From Queue	Delay
1	3	8:27:37 AM	8:31:34 AM	237

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282AM01
Site Code : 12820001
Start Date : 11/17/2016

Summary Information:

7:55:00 AM - 8:32:00 AM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	237.00
Maximum Stopped Time:	237
Min. Secs. for Delay:	0
Average Queue:	1.00
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	237

Summary Information:

7:25:00 AM - 8:32:00 AM	Lane 1
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	245.00
Maximum Stopped Time:	348
Min. Secs. for Delay:	0
Average Queue:	0.18
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.18
Total Delay:	735

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282PM01
Site Code : 12820001
Start Date : 11/17/2016
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	4:00:00 PM	4:07:05 PM	425
1	2	4:13:12 PM	4:20:19 PM	427

Summary Information:

4:00:00 PM - 4:15:00 PM	Lane 1
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	426.00
Maximum Stopped Time:	427
Min. Secs. for Delay:	0
Average Queue:	0.70
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.70
Total Delay:	852

Ln.	No.	Joined Queue	Released From Queue	Delay
1	3	4:20:14 PM	4:26:23 PM	369
1	4	4:26:19 PM	4:27:46 PM	87
1	5	4:26:25 PM	4:31:03 PM	278
1	6	4:29:05 PM	4:34:24 PM	319

Summary Information:

4:15:00 PM - 4:30:00 PM	Lane 1
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	263.25
Maximum Stopped Time:	369
Min. Secs. for Delay:	0
Average Queue:	1.24
Queue Density:	1.24
Maximum Queue:	2
Delay in Vehicle Hour:	1.24
Total Delay:	1053

Ln.	No.	Joined Queue	Released From Queue	Delay
1	7	4:31:17 PM	4:39:41 PM	504

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282PM01
Site Code : 12820001
Start Date : 11/17/2016
Page No : 2

Summary Information:

4:30:00 PM - 4:45:00 PM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	504.00
Maximum Stopped Time:	504
Min. Secs. for Delay:	0
Average Queue:	1.00
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	504

Ln.	No.	Joined Queue	Released From Queue	Delay
1	8	4:45:26 PM	4:47:18 PM	112
1	9	4:53:25 PM	5:01:58 PM	513

Summary Information:

4:45:00 PM - 5:00:00 PM	Lane 1
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	312.50
Maximum Stopped Time:	513
Min. Secs. for Delay:	0
Average Queue:	0.63
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.63
Total Delay:	625

Ln.	No.	Joined Queue	Released From Queue	Delay
1	10	5:05:35 PM	5:11:34 PM	359
1	11	5:06:53 PM	5:15:35 PM	522
1	12	5:09:40 PM	5:18:31 PM	531
1	13	5:13:26 PM	5:21:36 PM	490

Summary Information:

5:00:00 PM - 5:15:00 PM	Lane 1
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	475.50

Accurate Counts

978-664-2565

Maximum Stopped Time:	531
Min. Secs. for Delay:	0
Average Queue:	1.98
Queue Density:	1.98
Maximum Queue:	3
Delay in Vehicle Hour:	1.98
Total Delay:	1902

Ln.	No.	Joined Queue	Released From Queue	Delay
1	14	5:21:43 PM	5:25:36 PM	233

Summary Information:

5:15:00 PM - 5:30:00 PM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	233.00
Maximum Stopped Time:	233
Min. Secs. for Delay:	0
Average Queue:	1.00
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	233

Ln.	No.	Joined Queue	Released From Queue	Delay
1	15	5:38:43 PM	5:45:24 PM	401
1	16	5:39:37 PM	5:49:47 PM	610

Summary Information:

5:30:00 PM - 5:50:00 PM	Lane 1
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	505.50
Maximum Stopped Time:	610
Min. Secs. for Delay:	0
Average Queue:	1.52
Queue Density:	1.52
Maximum Queue:	2
Delay in Vehicle Hour:	1.52
Total Delay:	1011

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282PM01
Site Code : 12820001
Start Date : 11/17/2016

Summary Information:

4:00:00 PM - 5:50:00 PM	Lane 1
Total Vehicle Count:	16
Delayed Vehicle Count:	16
Through Vehicle Count:	0
Average Stopped Time:	386.25
Maximum Stopped Time:	610
Min. Secs. for Delay:	0
Average Queue:	0.94
Queue Density:	1.37
Maximum Queue:	3
Delay in Vehicle Hour:	0.94
Total Delay:	6180

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282SAT1
Site Code : 12820001
Start Date : 11/19/2016
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	11:00:01 AM	11:02:00 AM	119
1	2	11:00:21 AM	11:08:10 AM	469
1	3	11:04:32 AM	11:08:39 AM	247
1	4	11:05:43 AM	11:10:21 AM	278
1	5	11:07:31 AM	11:12:33 AM	302

Summary Information:

11:00:00 AM - 11:15:00 AM	Lane 1
Total Vehicle Count:	5
Delayed Vehicle Count:	5
Through Vehicle Count:	0
Average Stopped Time:	283.00
Maximum Stopped Time:	469
Min. Secs. for Delay:	0
Average Queue:	1.88
Queue Density:	1.88
Maximum Queue:	4
Delay in Vehicle Hour:	1.88
Total Delay:	1415

Ln.	No.	Joined Queue	Released From Queue	Delay
1	6	11:21:12 AM	11:25:40 AM	268
1	7	11:28:24 AM	11:30:14 AM	110
1	8	11:29:41 AM	11:34:37 AM	296

Summary Information:

11:15:00 AM - 11:30:00 AM	Lane 1
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	224.67
Maximum Stopped Time:	296
Min. Secs. for Delay:	0
Average Queue:	0.84
Queue Density:	1.05
Maximum Queue:	2
Delay in Vehicle Hour:	0.84
Total Delay:	674

Ln.	No.	Joined Queue	Released From Queue	Delay
1	9	11:43:26 AM	11:45:59 AM	153

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282SAT1
Site Code : 12820001
Start Date : 11/19/2016
Page No : 2

Summary Information:

11:30:00 AM - 11:45:00 AM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	153.00
Maximum Stopped Time:	153
Min. Secs. for Delay:	0
Average Queue:	0.99
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	153

Ln.	No.	Joined Queue	Released From Queue	Delay
1	10	11:48:01 AM	11:52:36 AM	275
1	11	11:49:02 AM	11:57:05 AM	483
1	12	11:52:34 AM	11:59:46 AM	432

Summary Information:

11:45:00 AM - 12:00:00 PM	Lane 1
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	396.67
Maximum Stopped Time:	483
Min. Secs. for Delay:	0
Average Queue:	1.69
Queue Density:	1.69
Maximum Queue:	3
Delay in Vehicle Hour:	1.69
Total Delay:	1190

Ln.	No.	Joined Queue	Released From Queue	Delay
1	13	12:07:18 PM	12:08:30 PM	72

Summary Information:

12:00:00 PM - 12:15:00 PM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	72.00
Maximum Stopped Time:	72
Min. Secs. for Delay:	0

Accurate Counts

978-664-2565

Average Queue:	0.99
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	72

Ln.	No.	Joined Queue	Released From Queue	Delay
1	14	12:16:57 PM	12:26:52 PM	595
1	15	12:18:38 PM	12:28:04 PM	566
1	16	12:19:31 PM	12:33:58 PM	867
1	17	12:24:57 PM	12:46:06 PM	1269

Summary Information:

12:15:00 PM - 12:30:00 PM	Lane 1
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	824.25
Maximum Stopped Time:	1269
Min. Secs. for Delay:	0
Average Queue:	1.88
Queue Density:	1.89
Maximum Queue:	4
Delay in Vehicle Hour:	1.89
Total Delay:	3297

Ln.	No.	Joined Queue	Released From Queue	Delay
1	18	12:44:53 PM	12:46:14 PM	81

Summary Information:

12:30:00 PM - 12:45:00 PM	Lane 1
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	81.00
Maximum Stopped Time:	81
Min. Secs. for Delay:	0
Average Queue:	0.99
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	1.00
Total Delay:	81

Ln.	No.	Joined Queue	Released From Queue	Delay
1	19	12:45:37 PM	12:50:35 PM	298
1	20	12:48:15 PM	12:52:48 PM	273
1	21	12:52:04 PM	12:57:24 PM	320
1	22	12:52:56 PM	1:00:10 PM	434

Accurate Counts

978-664-2565

N/S Street : 9 Oak Street Extension
E/W Street :
City/State : Exeter, NH
Weather : Clear

File Name : 1282SAT1
Site Code : 12820001
Start Date : 11/19/2016

Summary Information:

12:45:00 PM - 1:01:00 PM	Lane 1
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	331.25
Maximum Stopped Time:	434
Min. Secs. for Delay:	0
Average Queue:	1.52
Queue Density:	1.52
Maximum Queue:	2
Delay in Vehicle Hour:	1.52
Total Delay:	1325

Summary Information:

11:00:00 AM - 1:01:00 PM	Lane 1
Total Vehicle Count:	22
Delayed Vehicle Count:	22
Through Vehicle Count:	0
Average Stopped Time:	373.05
Maximum Stopped Time:	1269
Min. Secs. for Delay:	0
Average Queue:	1.14
Queue Density:	1.67
Maximum Queue:	4
Delay in Vehicle Hour:	1.14
Total Delay:	8207