Approach	Movement	Characteristics	Volume	LOS	Delay	LOS+Delay	VC_Ratio	Queue_Length	Storage_Length
Intersection 1: Intersection 1									
Overall Intersection			3909	C	34.4	C (34.4)	0.68	-	-
Eastbound (Road 1)	EBU	DNE							
	EBL		157	F	91.3	**F (91.3)**	0.65	m125	285
	EBT		2345	A	5.3	A (5.3)	0.69	m172	-
	EBR	s	9	s	s	s	s	s	s
	EB Approach		2511	B	10.7	B (10.7)	-	-	-
Westbound (Road 1)	WBU	DNE							
	WBL		4	F	118	**F (118.0)**	0.33	m15	145
	WBT		889	A	4.3	A (4.3)	0.23	70	-
	WBR	s	13	s	s	s	s	s	s
	WB Approach		906	A	4.7	A (4.7)	-	-	-
Northbound (Street 1)	NBU	DNE							
	NBL	s	9	s	s	s	s	s	s
	NBT		3	F	86.3	**F (86.3)**	0.23	54	-
	NBR	s	16	s	s	s	s	s	s
	NB Approach		28	F	86.3	-	-	-	-
Southbound (Street 1)	SBU	DNE							
	SBL		71	F	84.8	**F (84.8)**	0.62	156	170
	SBT		6	F	225.4	**F (225.4)**	0.20	134	-
	SBR		387	F	256	**F (256.0)**	0.14	135	-
	SB Approach		464	F	217	**F (217.0)**	-	-	-
Intersection 2: Intersection 2									
Overall Intersection			1465	B	13.9	B (13.9)	0.49	-	-
Eastbound (Road 2)	EBU	DNE							
	EBL		781	B	19.2	B (19.2)	0.64	250	110
	EBT	DNE	0						
	EBR		58	C	20.2	C (20.2)	0.04	m13	-
	EB Approach		839	A	0	A (0.0)	-	-	-
Westbound (Road 2)	WBU	DNE							
	WBL	DNE	0						
	WBT	DNE	0						
	WBR	DNE	0						
	WB Approach	DNE	0					-	-
Northbound (Street 2)	NBU	DNE							
	NBL		0	A	0	A (0.0)	0.00	0	-
	NBT		185	A	5.9	A (5.9)	0.19	14	-
	NBR	DNE	0						
	NB Approach		185	A	5.9	-	-	-	-
Southbound (Street 2)	SBU	DNE							
	SBL	DNE	0						
	SBT		441	A	7	A (7.0)	0.45	-	-
	SBR		0	A	0	A (0.0)	0.00	0	-
	SB Approach		441	A	7	A (7.0)	-	-	-