

HCM Unsignalized Intersection Capacity Analysis 6: Cesar Chavez & Langham

UNM Gibson Commercial District
2015 AM Peak Hour - Build - With Left Out at Gibson

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (veh/h)	408	1166	97	4	465	2	41	1	14	1	0	77
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	474	1356	113	5	541	2	48	1	16	1	0	90
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	543			1469			2640	2913	508	1969	2969	181
vC1, stage 1 conf vol							2361	2361		551	551	
vC2, stage 2 conf vol							279	552		1418	2417	
vCu, unblocked vol	543			1469			2640	2913	508	1969	2969	181
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	54			99			0	94	97	98	100	89
cM capacity (veh/h)	1022			455			17	19	510	58	26	830
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	474	542	542	384	5	216	216	110	48	17	1	90
Volume Left	474	0	0	0	5	0	0	0	48	0	1	0
Volume Right	0	0	0	113	0	0	0	2	0	16	0	90
cSH	1022	1700	1700	1700	455	1700	1700	1700	17	190	58	830
Volume to Capacity	0.46	0.32	0.32	0.23	0.01	0.13	0.13	0.06	2.87	0.09	0.02	0.11
Queue Length 95th (ft)	63	0	0	0	1	0	0	0	165	7	2	9
Control Delay (s)	11.5	0.0	0.0	0.0	13.0	0.0	0.0	0.0	1319.7	25.8	68.4	9.9
Lane LOS	B				B				F	D	F	A
Approach Delay (s)	2.8				0.1				973.1		10.6	
Approach LOS									F		B	
Intersection Summary												
Average Delay				26.4								
Intersection Capacity Utilization			50.6%		ICU Level of Service				A			
Analysis Period (min)			15									