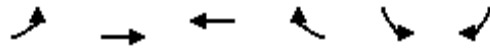


HCM Unsignalized Intersection Capacity Analysis

2: Gibson & Entrance

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Volume (veh/h)	245	1231	2577	159	135	320				
Sign Control		Free	Free		Stop					
Grade		0%	0%		0%					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Hourly flow rate (vph)	253	1269	2657	164	139	330				
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)			718							
pX, platoon unblocked	0.57				0.57	0.57				
vC, conflicting volume	2821				3585	886				
vC1, stage 1 conf vol					2657					
vC2, stage 2 conf vol					928					
vCu, unblocked vol	1549				2892	0				
tC, single (s)	4.1				6.8	6.9				
tC, 2 stage (s)					5.8					
tF (s)	2.2				3.5	3.3				
p0 queue free %	0				0	47				
cM capacity (veh/h)	241				0	617				
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	SB 2
Volume Total	253	423	423	423	886	886	886	164	139	330
Volume Left	253	0	0	0	0	0	0	0	139	0
Volume Right	0	0	0	0	0	0	0	164	0	330
cSH	241	1700	1700	1700	1700	1700	1700	1700	0	617
Volume to Capacity	1.05	0.25	0.25	0.25	0.52	0.52	0.52	0.10	Err	0.53
Queue Length 95th (ft)	262	0	0	0	0	0	0	0	Err	79
Control Delay (s)	115.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Err	17.3
Lane LOS	F								F	C
Approach Delay (s)	19.1				0.0				Err	
Approach LOS									F	
Intersection Summary										
Average Delay			Err							
Intersection Capacity Utilization			80.8%		ICU Level of Service				D	
Analysis Period (min)			15							