

CHAPTER 20
TWO-WAY STOP-CONTROLLED INTERSECTIONS

CONTENTS

1. INTRODUCTION 20-1
 Chapter Organization..... 20-1
 Related HCM Content..... 20-2

2. CONCEPTS..... 20-3
 Intersection Analysis Boundaries and Travel Modes 20-3
 Gap Acceptance Theory 20-4
 Level-of-Service Criteria 20-6

3. MOTORIZED VEHICLE CORE METHODOLOGY..... 20-7
 Scope of the Methodology 20-7
 Required Input Data And Sources..... 20-10
 Computational Steps 20-11

4. EXTENSION TO THE MOTORIZED VEHICLE METHODOLOGY..... 20-33
 Introduction 20-33
 Replacement Steps to Incorporate Pedestrian Effects on Motorized
 Vehicle Capacity 20-33

5. PEDESTRIAN MODE 20-37
 Scope of the Methodology 20-37
 Required Input Data And Sources..... 20-38
 Computational Steps 20-38

6. BICYCLE MODE 20-45

7. APPLICATIONS..... 20-46
 Types of Analysis..... 20-46
 Example Problems 20-46
 Example Results 20-47

8. REFERENCES..... 20-49

LIST OF EXHIBITS

Exhibit 20-1 Vehicular and Pedestrian Movements at a TWSC Intersection.....	20-5
Exhibit 20-2 LOS Criteria: Motorized Vehicle Mode.....	20-6
Exhibit 20-3 LOS Criteria: Pedestrian Mode.....	20-6
Exhibit 20-4 Limitations of the HCM TWSC Intersection Motorized Vehicle Procedure	20-8
Exhibit 20-5 Required Input Data, Potential Data Sources, and Default Values for TWSC Motorized Vehicle Analysis	20-10
Exhibit 20-6 TWSC Intersection Methodology.....	20-11
Exhibit 20-7 Illustration of Conflicting Movements for Major-Street Left-Turn Movements.....	20-13
Exhibit 20-8 Illustration of Conflicting Movements for Minor-Street Right-Turn Movements.....	20-14
Exhibit 20-9 Illustration of Conflicting Movements for Major-Street U-Turn Movements	20-15
Exhibit 20-10 Illustration of Conflicting Movements for Minor-Street Through Movements	20-16
Exhibit 20-11 Illustration of Conflicting Movements for Minor-Street Left-Turn Movements.....	20-17
Exhibit 20-12 Base Critical Headways for TWSC Intersections	20-18
Exhibit 20-13 Base Follow-Up Headways for TWSC Intersections	20-19
Exhibit 20-14 Proportion of Analysis Period Blocked for Each Movement.....	20-20
Exhibit 20-15 Short Left-Turn Pocket on Major-Street Approach.....	20-23
Exhibit 20-16 Adjustment to Impedance Factors for Major-Street Left-Turn Movement and Minor-Street Crossing Movement.....	20-26
Exhibit 20-17 Capacity of a Flared-Lane Approach.....	20-28
Exhibit 20-18 Relative Pedestrian–Vehicle Hierarchy for Rank 2 Movements.....	20-34
Exhibit 20-19 Relative Pedestrian–Vehicle Hierarchy for Rank 3 Movements.....	20-35
Exhibit 20-20 Relative Pedestrian–Vehicle Hierarchy for Rank 4 Movements.....	20-36
Exhibit 20-21 Limitations of the HCM TWSC Pedestrian Procedure.....	20-38
Exhibit 20-22 Required Input Data, Potential Data Sources, and Default Values for TWSC Pedestrian Analysis	20-38
Exhibit 20-23 TWSC Pedestrian Methodology	20-38
Exhibit 20-24 Effect of Pedestrian Crossing Treatments on Motorist Yield Rates.....	20-42