



HCS™
AWSC Module



USER GUIDE

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Introduction

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Getting Started

Getting Started

To begin, click on New File found on the left side of the screen under the Start header. There are two types of views available in AWSC – Page View (F9) or Full View (F10 and F11). These commands are also accessible through menu items. Normal Windows keyboard and mouse functions are available. In Full View, The PgUp and PgDn keys will scroll the entry screen up and down, respectively. In both views, tabbing, clicking to a new field, or pressing the Enter key will trigger a recalculation and update the Report pane.

All-Way Stop-Controlled (AWSC) Analysis

All-Way Stop-Controlled (AWSC) intersection analyses will estimate Capacity and Level of Service (LOS) for a given set of traffic and geometric conditions. This type of analysis is oriented toward the evaluation of an existing or planned facility. The methodology and procedures of application use the HCM Chapter 21 procedures.

General Controls

Menu Items

New – Creates a new AWSC file (*.xaw) and starts a new analysis project; shortcut is Ctrl+N

Open – Opens an existing AWSC file (*.xhu, *.xaw); shortcut is Ctrl+O

Example Folder – Opens folder with all HCS examples in File Explorer

Save – Saves an open AWSC file (*.xaw) using the current file name; shortcut is Ctrl+S

Save As... – Saves an open AWSC file (*.xaw) using a specified file name; shortcut is F12

Close – Closes an existing AWSC file (*.xaw); shortcut is Ctrl+W

Units

USC Units – Changes the units of the current file to U.S. Customary

Metric Units – Changes the units of the current file to Metric

Print – Brings up printer selection and prints an AWSC report to the printer or specified file type; shortcut is Ctrl+P

Print Preview – Displays preview of current report before printing; shortcut is Ctrl+F2

View

Page View – Changes the view to display inputs and reports by pages; shortcut is F9

Full View

Report -> Right – Changes the view to display both the input screen and report simultaneously; the report is displayed on the right portion of the screen; shortcut is F10

Report -> Bottom – Changes the view to display both the input screen and report simultaneously; the report is displayed on the bottom portion of the screen; shortcut is F11

Report

Formatted Report – Displays formatted report including the most important values; shortcut is F4

Text Report – Displays text report with all input, intermediary, and final results; shortcut is F6

Default Settings – Opens a dialog box for the user to input defaults for Analyst, Agency, and Jurisdiction, which will be applied to all new files; also allows selection of USC or SI units, which will be applied to all new files; shortcut is Alt+F

Help

Contents – Provides access to glossary, acknowledgements, copyrights, and information on the HCM procedure; shortcut is Ctrl+F1

Index – Allows user to search for keywords within the glossary

Search – Allows user to search for any word within the Contents

User Guide – Opens a comprehensive user guide in PDF format; shortcut is Ctrl+G

HCM6 Reference Guide – Opens the McTrans website in the default web browser to access the Highway Capacity Manual Reference Guide PDF

HCS Updates – Sends the HCS version number anonymously without any personally identifiable information to McTrans to check for a newer version

HCM/HCS Training – Opens the McTrans Training Page in the default web browser to view the latest training opportunities

HCSQ Web Page – Opens the TRB Highway Capacity and Quality of Service Committee page in the default web browser

Support

Frequently Asked Questions – Opens the McTrans support page for HCS in the default web browser

HCS on the Web – Opens the McTrans HCS Overview page in the default web browser

McTrans on the Web – Opens the McTrans home page in the default web browser

Email McTrans – Composes a new e-mail addressed to McTrans in the default e-mail client with registration number, serial key, module, and version number already populated in the Subject field

About HCS – Opens an about window with software version information, EULA, general acknowledgements, contact information, and other relevant links

CORSIM

View Animation – Sends data to the TSIS-CORSIM program for simulation and/or animation purposes, TRAFVU can be opened within TSIS-CORSIM to allow user to view animation; shortcut is Ctrl+Shift+A

Generate TRF File – Saves an open AWSC file (*.xaw) as a CORSIM file (*.trf), which is a file that contains the input data used to define a CORSIM network and to drive the CORSIM simulation for a single simulation case; shortcut is Ctrl+Shift+T

TransModeler

View Animation – Sends data to the TransModeler application by Caliper Corporation for simulation and/or animation purposes

Exit – Exits the HCS AWSC module; shortcut is Alt+F4

All-Way Stop-Controlled Intersections

HCM Chapter 21

The procedure in this chapter can be used to analyze the capacity and level of service, lane requirements, and effects of traffic and design features of all-way stop-controlled (AWSC) intersections.

The procedure for AWSC intersections with one or two lane approaches is addressed in Part 3 of this chapter. The procedure for three lane approaches is addressed in Part 4 of this chapter, but also references supplemental material in Part 4 of Chapter 32. Example problems that demonstrate the calculations and results achieved by applying the procedures are found in Part 5 of Chapter 32.

LIMITATIONS OF THE METHODOLOGY

All of the methods are for steady-state conditions (i.e., the demand and capacity conditions are constant during the analysis period); the methods are not designed to evaluate how fast or how often the facility transitions from one demand/capacity state to another. Analysts interested in that kind of information should consider applying simulation models.

Operational Data

First, the user enters the Project Properties into the respective fields: Analyst, Agency or Company, Date Performed, Time Analyzed, Jurisdiction, Analysis Year, and Project Description. Then, the user enters the Intersection Data into the respective fields: Intersection, East/West Street Name, North/South Street Name, Analysis Time Period (normally 15 minutes, to represent the length of time the peak flow is constant), and Peak Hour Factor.

Note: Hovering over numeric input fields will display the allowable range for that input.

Next, the user codes the lane configurations and traffic characteristics. The total number of lanes per approach is limited to three by the HCM methodology.

The Volume for each movement of the intersection is coded in vehicles per hour. An hourly volume is required for any movement to be included in the analysis.

When there is a thru lane(s) coded along-side a shared left-thru or shared thru-right lane, the Percent Thrus Using Shared Lane field is activated. The user must enter this value to provide for the traffic split for the lanes.

Note: The Percent Heavy Vehicles input is coded by lane and should not be entered by movement.

Results

Level of Service (LOS) criteria for AWSC intersections in control delay (s/veh):

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio ^a	
	$v/c \leq 1.0$	$v/c > 1.0$
0–10	A	F
>10–15	B	F
>15–25	C	F
>25–35	D	F
>35–50	E	F
>50	F	F

Note: ^a For approaches and intersectionwide assessment, LOS is defined solely by control delay.

Note: For individual lane evaluation, if any v/c ratio exceeds 1.0, the LOS assigned is F. However, for evaluation at the approach and intersection level, v/c ratio is not considered and LOS is defined only by control delay values.

AWSC Report

The formatted version of the AWSC report is the default report view. The user may easily view the text report instead by clicking the Switch to Formatted Report button found at the bottom of the formatted report. The report updates dynamically based on changes to input values.

Note: In the formatted report, only the first two fields in Vehicle Volumes and Adjustments (Volume and % Thrus in Shared Lane) pertain to movements, as denoted by L, T or R. All subsequent fields pertain to the lane being analyzed, as denoted by L1, L2 or L3. LOS is also reported per lane. Similarly in the text report, only the fields in Vehicle Volumes and Adjustments pertain to movements, as denoted by L, T, or R. All other fields refer to the lane being analyzed, as denoted by L1, L2 or L3.

All or a portion of the report can be copied to the Windows clipboard for insertion into other files by right-clicking into the Report pane and selecting Copy or by using keyboard shortcuts Ctrl+C or Ctrl+A to select all. The Report pane can also be printed or saved to a PDF or XPS by using menu items to access Print or by using keyboard shortcut Ctrl+P.

Note: Due to the iterative nature of the AWSC procedure, it is recommended to stay in Page View if the user is making multiple edits to the input fields.

How To

Create a New File

1. From the Start screen, there are three options for creating a new file:



Note: A new file can be created if an existing file is already open; you do not need to start from the Start screen.

- a. Selecting *File > New* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “New”



- b. Selecting “New File...” from the Start screen; this can be found below in the red box



- c. Using the keyboard shortcut “Ctrl+N”
2. Once a new file is created, you will be brought to the General page if in Page View or the input screen split with the report either on the right or the bottom of the screen if in Full View

a. Page View

AWSC1.xaw - HCS AWSC

START **GENERAL** LANES REPORT

Project Properties

Analyst Jurisdiction

Agency Analysis Year

Date Project Description

Time Analyzed Units

Intersection Data

Intersection Analysis Time Period hours

East/West Street Name Peak Hour Factor

North/South Street Name

Back Next

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b. Full View

AWSC1.xaw - HCS AWSC

Project Properties

Analyst Jurisdiction

Agency Analysis Year

Date Project Description

Time Analyzed Units

Intersection Data

Intersection Analysis Time Period hours

East/West Street Name Peak Hour Factor

North/South Street Name

Lanes

HCS All-Way Stop Control

General Information

Field	Value	Site Information
Analyst		Intersecting
Agency/Co		Jurisdiction
Date Performed	11/28/2021	East/West
Analysis Year	2021	North/South
Analysis Time Period (hrs)	0.25	Peak Hour
Time Analyzed		
Project Description		

Lanes

Vehicle Volume and Adjustments

Approach	Eastbound		Westbound	
Movement	L	T	L	T
Volume				
% Thru in Shared Lane				
Lane	L1	L2	L3	L4
Provisional				

Switch to Text Report

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Open an Existing File

1. From the Start screen, there are six options for opening an existing file:



Note: A file can be opened even if another file is currently open; you do not need to start from the Start screen.

- a. Selecting *File > Open* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Open”



- b. Selecting “Open File...” from the Start screen; this can be found below in the red box



- c. Using the keyboard shortcut “Ctrl+O”
- d. Selecting a file under the Recent files list from the Start screen; this can be found below in the red box



- e. Selecting *File > Example Folder* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Example Folder”. Opening the example folder will open the path of the HCS example files in File Explorer. The desired example file can be double-clicked or right-clicked and selecting ‘Open’, which will open the example file in the AWSC program.



- f. Selecting “Example Folder...” from the Start screen; this can be found below in the red box. Opening the example folder will open the path of the HCS example files in File Explorer. The desired example file can be double-clicked or right-clicked and selecting ‘Open’, which will open the example file in the AWSC program.



2. Once an existing file is opened, you will be brought to the General page if in Page View or the input screen split with the report either on the right or the bottom of the screen if in Full View

a. Page View

AWSC1-SingleLaneThreeLeg.xaw - HCS AWSC

START **GENERAL** LANES REPORT

Project Properties

Analyst	<input type="text"/>	Jurisdiction	<input type="text"/>
Agency	<input type="text"/>	Analysis Year	2017
Date	2/20/2017	Project Description	Chapter 32: Example Problem 1
Time Analyzed	<input type="text"/>	Units	U.S. Customary

Intersection Data

Intersection	<input type="text"/>	Analysis Time Period	0.25 hours
East/West Street Name	<input type="text"/>	Peak Hour Factor	0.95
North/South Street Name	<input type="text"/>		

Back Next

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b. Full View

AWSC1-SingleLaneThreeLeg.xaw - HCS AWSC

Project Properties

Analyst	<input type="text"/>	Jurisdiction	<input type="text"/>
Agency	<input type="text"/>	Analysis Year	2017
Date	2/20/2017	Project Description	Chapter 32: Example Problem 1
Time Analyzed	<input type="text"/>	Units	U.S. Customary

Intersection Data

Intersection	<input type="text"/>	Analysis Time Period	0.25 hours
East/West Street Name	<input type="text"/>	Peak Hour Factor	0.95
North/South Street Name	<input type="text"/>		

Lanes

Vehicle Volume and Adjustments

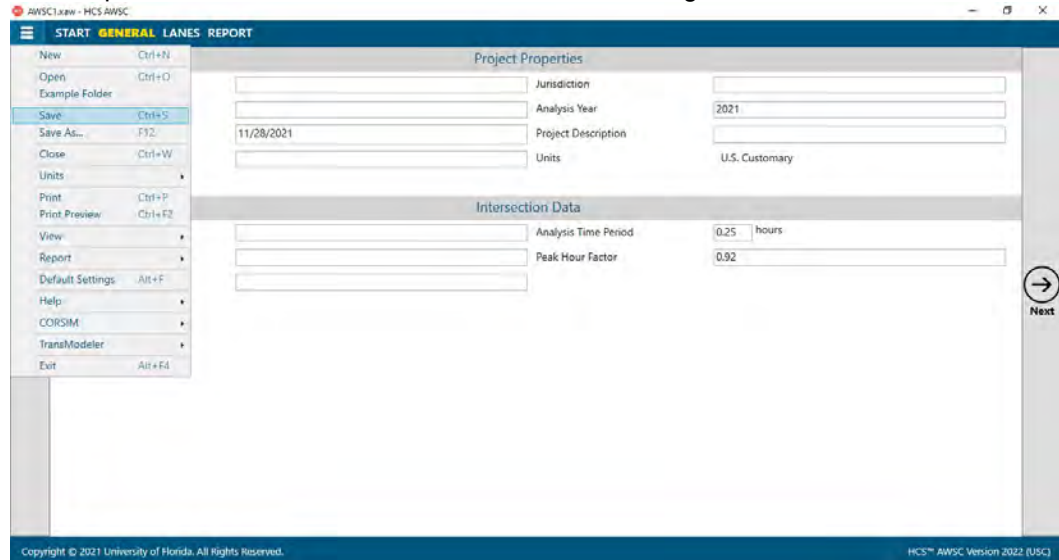
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Volume	50	200				300
% Thru in Shared Lane						
Lane	L1	L2	L3	L1	L2	L3
Proportion	1	1	1	1	1	1

Switch to Text Report

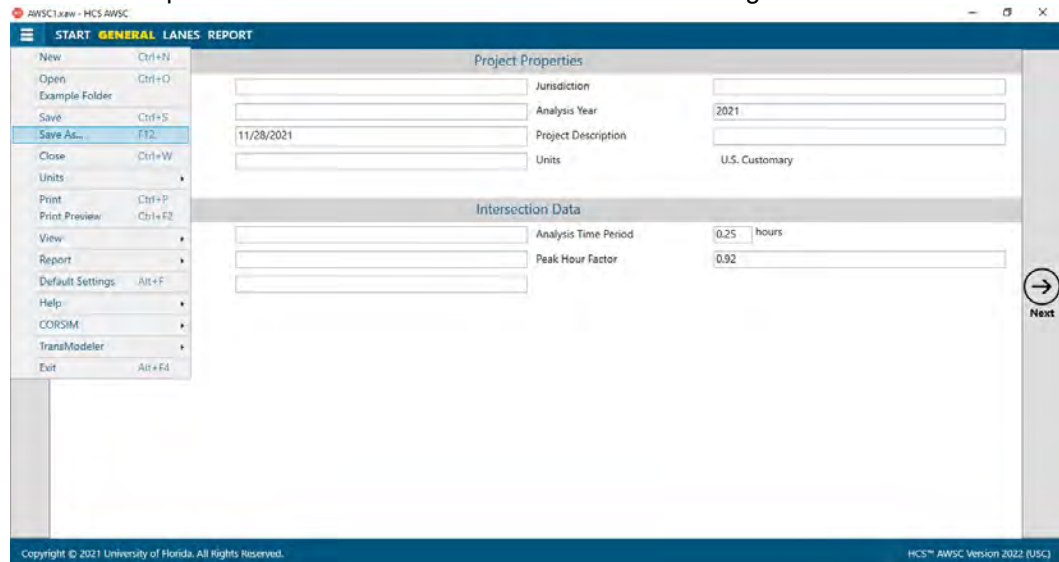
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Save a File

1. There are five options for saving an open file:
 - a. Selecting *File* > *Save* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Save”

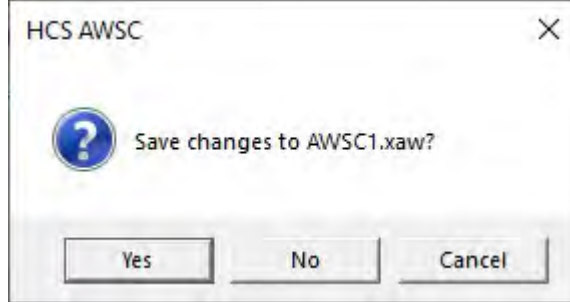


- b. Selecting *File* > *Save As...* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Save As...”



- c. Using the keyboard shortcut “Ctrl+S” for Save
 - d. Using the keyboard shortcut “F12” for Save As

- e. Exiting the program or closing the file without saving changes beforehand; this will prompt you to save changes to the file before anything is closed

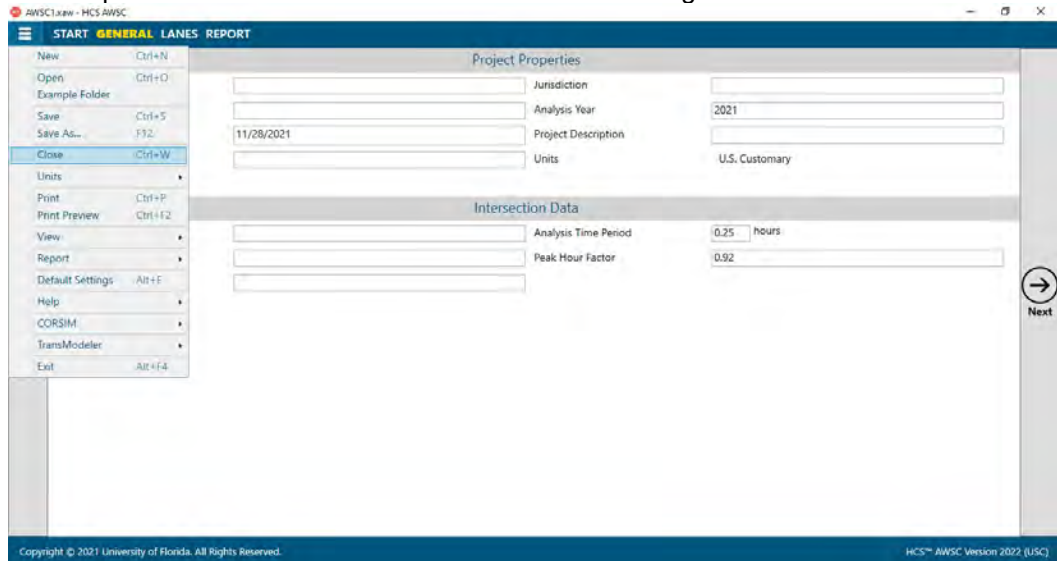


- i. Selecting "Yes" will save the file if it is an existing file. If the file has not been previously saved, the Save As dialog box will pop up allowing you to change the file name and save it.
- ii. Selecting "No" will exit the program or close the file without saving the file
- iii. Selecting "Cancel" will prevent the file from closing

Note: Using Save with an existing file will save a file without prompting you to specify a file name. Using Save with a new file will bring up the Save As dialog box for you to specify a file name for saving. Using Save As will always bring up the Save As dialog box for you to specify a file name for saving.

Close a File

- 1. There are three options for closing an open file:
 - a. Selecting *File > Close* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting "Close"



- b. Using the keyboard shortcut "Ctrl+W"
- c. Exiting the program itself; please see *How To: Exit the Program*

Exit the Program

1. From the Start screen, there are three options for exiting the program:



Note: The program can be exited even if a file is still open; you do not need to start from the Start screen.

- a. Selecting *File > Exit* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Exit”



- b. Using the keyboard shortcut “Alt+F4”

- c. Selecting “X” in the top right-hand corner of the screen; this can be found below in the red box



Edit the Default Settings

1. From the Start screen, there are two options for editing the Default Settings:



Note: The Default Settings can be changed even if an existing file is already open; you do not need to start from the Start screen.

- a. Selecting **File > Default Settings** from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Default Settings”



- b. Using the keyboard shortcut “Alt+F”

2. Opening the Default Settings will cause a Default Settings window to pop up:

3. You can specify Analyst, Agency, and Jurisdiction by clicking in the corresponding text boxes and typing the desired text.
4. Under ‘Units’, you are given the option of running the analysis in either *U.S. Customary (USC)* or *SI (Metric)* units.
5. Clicking “OK” will save the changes made and close the Default Settings window; clicking “Cancel” will close the Default Settings window without saving any changes.
6. When a new file is created, the Analyst, Agency, and Jurisdiction fields will automatically be populated with the text specified in the Default Settings.
7. When starting a new file, the input and results will display according to the unit specified in the Default Settings.

Change the View

1. When a file is open, there are three main options for the view of the program:
 - a. Page View: the inputs and results reports are separated into pages as seen below. You can navigate between pages using the “Back” and “Next” buttons or by clicking the page names found at the top of the screen.

- b. Full View with the report on the right of the screen: the screen is split with all inputs on the left side and the results reports on the right side. You can access all inputs and view all of the current report by using the corresponding scroll bars. There is also a screen splitter that can be moved to adjust the views of the input screen and results report.

- c. Full View with the report on the bottom of the screen: the screen is split with all inputs on the top of the screen and the results reports on the bottom of the screen. You can access all inputs and view all of the current report by using the corresponding scroll bars. There is also a screen splitter that can be moved to adjust the views of the input screen and results report.

Project Properties

Analyst: _____ Jurisdiction: _____

Agency: _____ Analysis Year: 2017

Date: 2/20/2017 Project Description: Chapter 32: Example Problem 1

Time Analyzed: _____ Units: U.S. Customary

HCS All-Way Stop Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/CO		Jurisdiction	
Date Performed	2/20/2017	East/West Street	
Analysis Year	2017	North/South Street	
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.95
Time Analyzed			
Project Description	Chapter 32: Example Problem 1		

Lanes

Switch to End Report

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2. Views can be changed by using the main menu items or the keyboard shortcuts.

- a. Main Menu Items

- i. To switch to Page View, select *File > View > Page View* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen, hovering over “View”, and then selecting “Page View”.

START GENERAL LANES REPORT

File Edit View Report Default Settings Help CORSIM TransModeler Exit

View: Page View (F8) Full View

Project Properties

Analyst: _____ Jurisdiction: _____

Agency: _____ Analysis Year: 2017

Date: 2/20/2017 Project Description: Chapter 32: Example Problem 1

Time Analyzed: _____ Units: U.S. Customary

Intersection Data

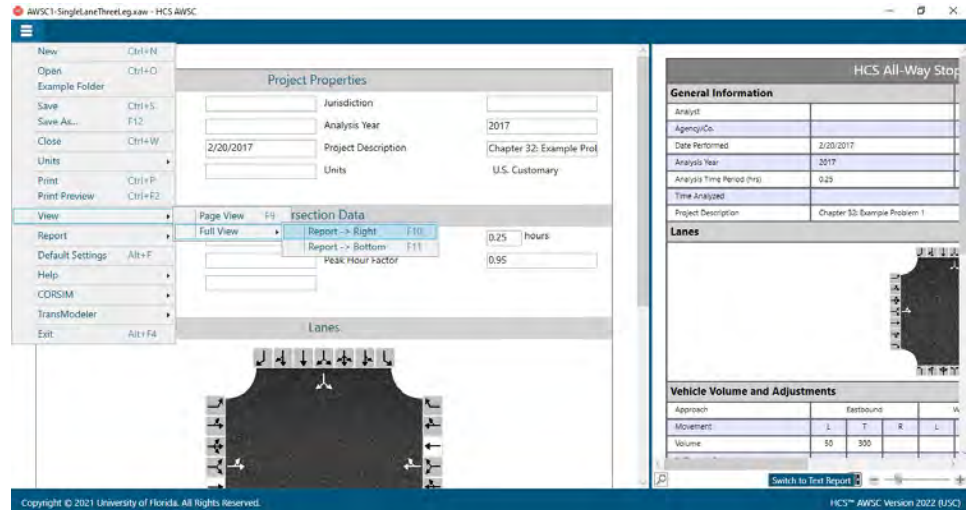
Analysis Time Period: 0.25 hours

Peak Hour Factor: 0.95

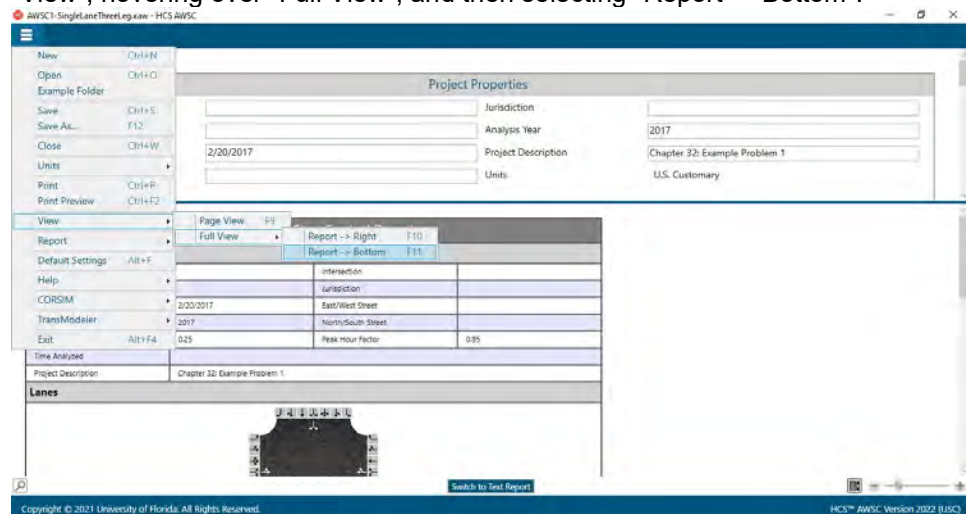
Next

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- ii. To switch to Full View with the report on the right of the screen, select *File > View > Full View > Report -> Right* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen, hovering over “View”, hovering over “Full View”, and then selecting “Report -> Right”.



- iii. To switch to Full View with the report on the bottom of the screen, select *File > View > Full View > Report -> Bottom* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen, hovering over "View", hovering over "Full View", and then selecting "Report -> Bottom".



- b. Keyboard Shortcuts
 - i. Page View: keyboard shortcut is "F9"
 - ii. Full View with report on the right of the screen: keyboard shortcut is "F10"
 - iii. Full View with report on the bottom of the screen: keyboard shortcut is "F11"

Change the Lane Configuration

1. When a new file is created or an existing file is opened, the lane configuration can be changed under the Lanes sections. This can be found on the Lanes page if using Page View or the input portion of the split screen if using Full View

a. Page View

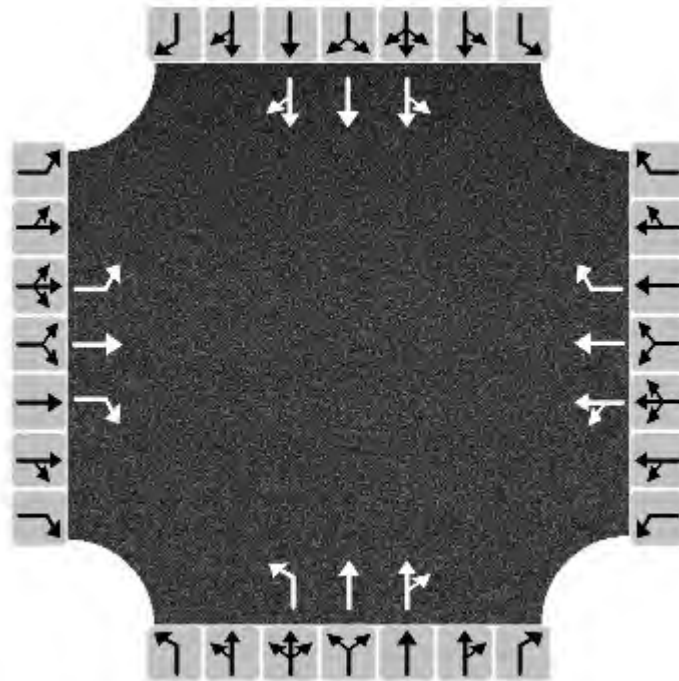
The screenshot shows the 'Page View' of the HCS AWSC software. The top navigation bar includes 'START', 'GENERAL', 'LANES', and 'REPORT'. The 'LANES' section is highlighted with a red border, showing a diagram of a four-way intersection with lane buttons (black arrows) on the edges. Below the diagram is the 'Vehicle Volume and Adjustments' section, which contains input fields for volume (vph), percent thru, and percent heavy vehicles for each approach (Eastbound, Westbound, Northbound, Southbound). The bottom of the screen displays the copyright notice: 'Copyright © 2021 University of Florida. All Rights Reserved.' and the version: 'HCS™ AWSC Version 2022 (USC)'.

b. Full View

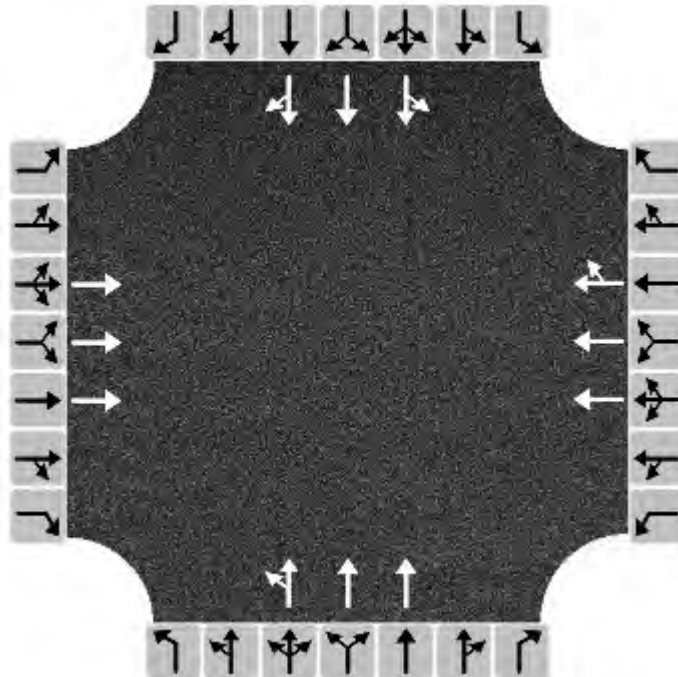
The screenshot shows the 'Full View' of the HCS AWSC software. The top navigation bar includes 'START', 'GENERAL', 'LANES', and 'REPORT'. The 'LANES' section is highlighted with a red border, showing a diagram of a four-way intersection with lane buttons (black arrows) on the edges. Below the diagram is the 'Vehicle Volume and Adjustments' section, which contains input fields for volume (vph), percent thru, and percent heavy vehicles for each approach (Eastbound, Westbound, Northbound, Southbound). The right side of the screen displays the 'General Information' section, which includes fields for Analyst, Agency/Co., Date Performed, Analysis Year, Analysis Time Period (hrs), Time Analysis, and Project Description. The bottom of the screen displays the copyright notice: 'Copyright © 2021 University of Florida. All Rights Reserved.' and the version: 'HCS™ AWSC Version 2022 (USC)'.

2. To add lanes, click on the lane buttons (black arrows) on the edges of the lanes graphic. If the background of a lane button is white, the lane is available to add to the corresponding approach. If the background of a lane button is gray, it is disabled and cannot be added to the corresponding approach based on the current lane configuration.

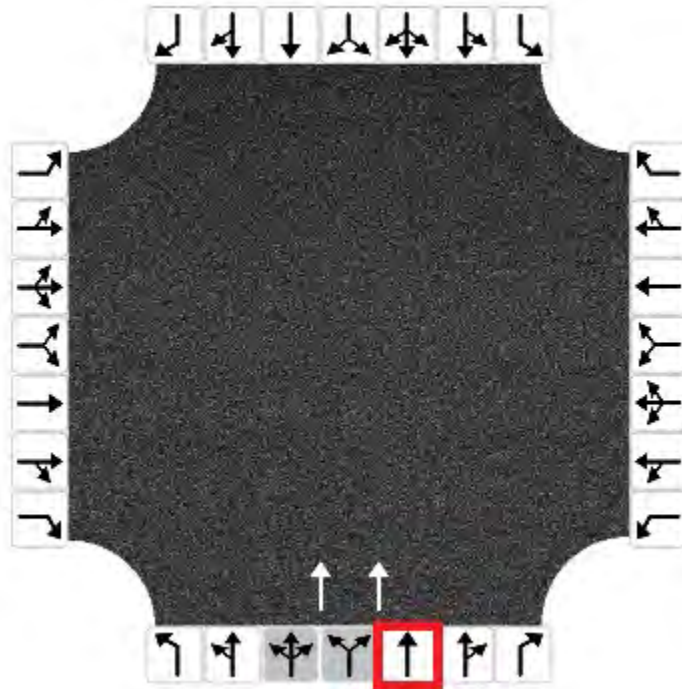
- a. Each approach allows up to three lanes to be added



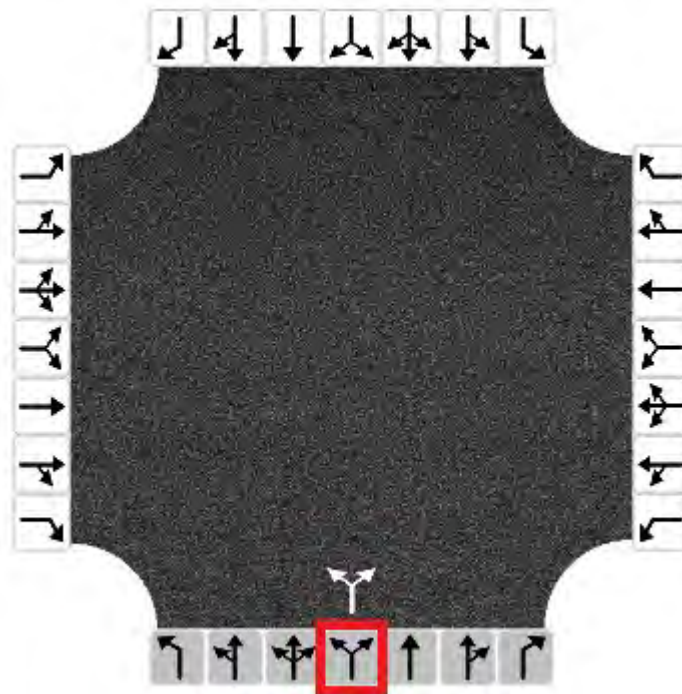
- b. Each approach allows up to three thru (exclusive or shared) lanes to be added



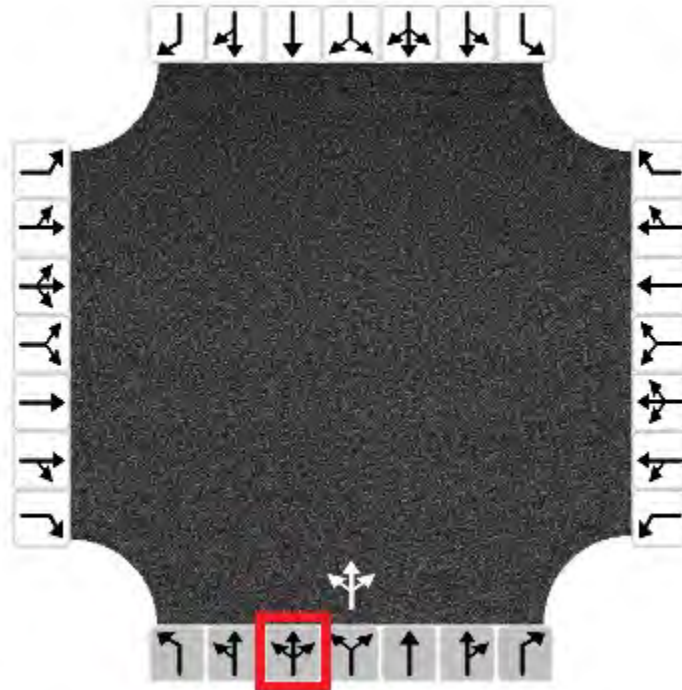
- c. Adding one or two exclusive thru (T) lanes will disable the shared left-thru-right (LTR) and shared left-right (LR) lanes



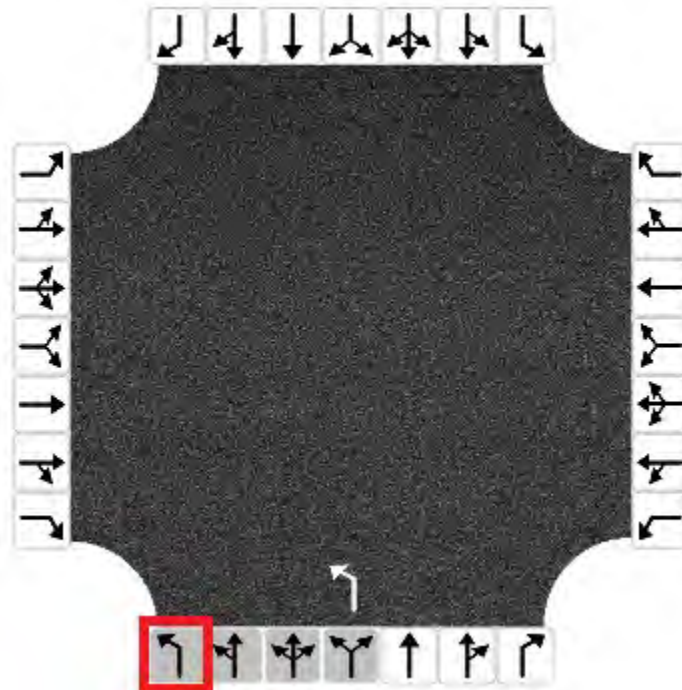
- d. Adding a shared left-right (LR) lane will disable all other lanes



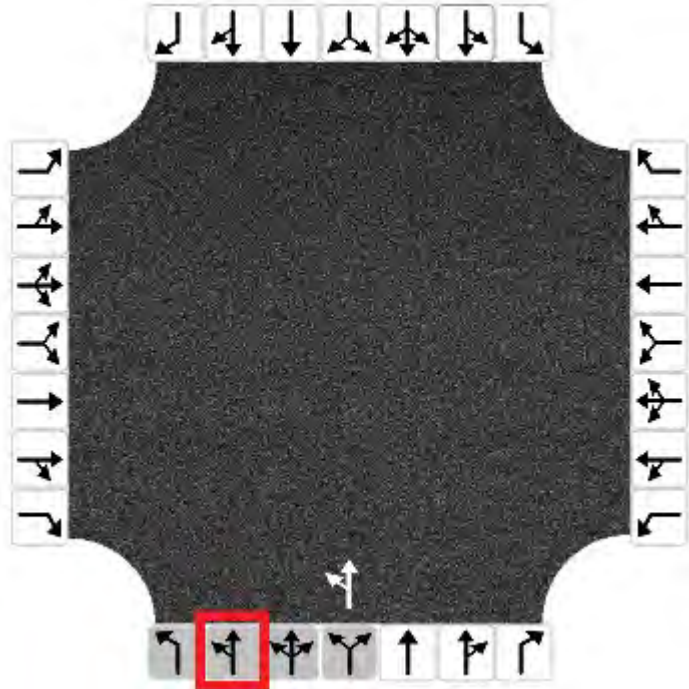
- e. Adding a shared left-thru-right (LTR) lane will disable all other lanes



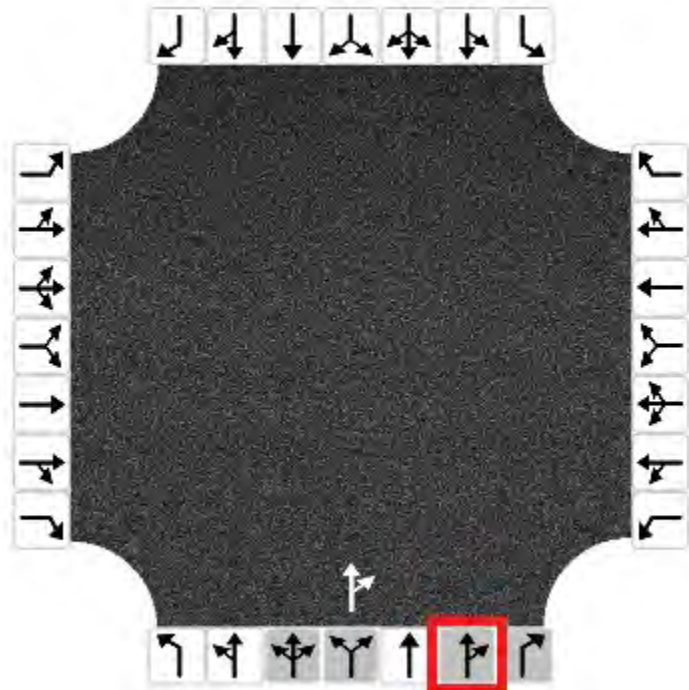
- f. Adding an exclusive left (L) lane will disable the exclusive left (L), shared left-thru (LT), shared left-thru-right (LTR), and shared left-right (LR) lanes



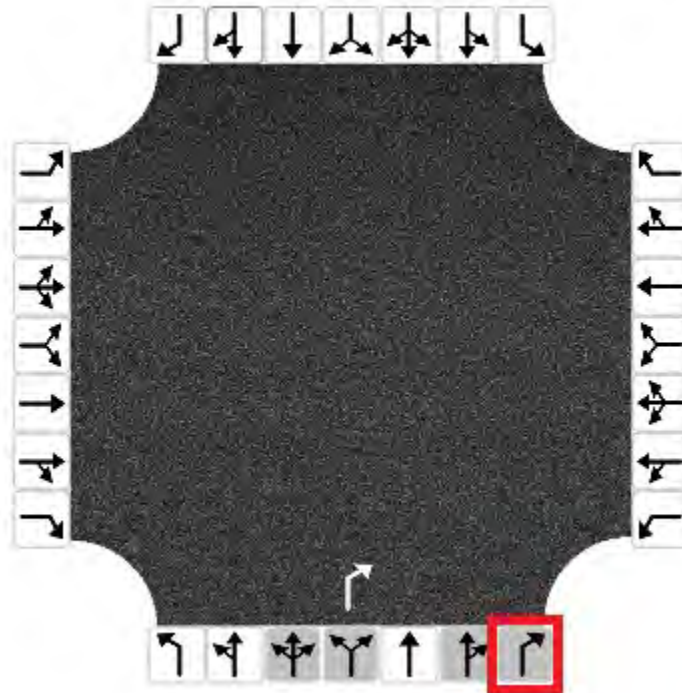
- g. Adding a shared left-thru (LT) lane will disable the exclusive left (L), shared left-thru (LT), shared left-thru-right (LTR), and shared left-right (LR) lanes



- h. Adding a shared thru-right (TR) lane will disable the shared left-thru-right (LTR), shared left-right (LR), shared thru-right (TR), and exclusive right (R) lanes



- i. Adding an exclusive right (R) lane will disable the shared left-thru-right (LTR), shared left-right (LR), shared thru-right, and exclusive right (R) lanes



3. To remove lanes, click on the lanes within the center of the lanes graphic (white arrows). Clicking on an arrow will immediately remove the lane and change which lane buttons are enabled/disabled for the corresponding approach.
4. Changes to the lane configuration on the lanes graphic in the input screen will be reflected on the lanes graphic in the formatted report and the lane information in both the formatted and text reports.

Enable and Edit the Percent Thrus Using Shared Lane Fields

1. To enable the 'Percent Thrus Using Shared Lane (%)' field(s) for a specific approach, the lane configuration for the approach should have at least two thru lanes and one of the thru lanes must be a shared thru lane.

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Volume (vph)	0	0		0	0	0	0	0		0	0	0
Percent Thrus Using Shared Lane (%)	50			50		50			33	33		33
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3
Percent Heavy Vehicles (%)	2	2		2	2		2	2	2	2	2	2

- a. To enable the Left field for 'Percent Thrus Using Shared Lane (%)' field, the lane configuration for the approach should include one of the following:
 - i. LT, T
 - ii. LT, T, T
 - iii. LT, T, TR
 - iv. LT, T, R
 - v. LT, TR
- b. To enable the Right field for 'Percent Thrus Using Shared Lane (%)' field, the lane configuration for the approach should include one of the following:
 - i. T, TR
 - ii. L, T, TR
 - iii. LT, T, TR
 - iv. T, T, TR

- v. LT, TR
- 2. The percentage defaults populated in the 'Percent Thrus Using Shared Lane (%)' fields is dependent on the number of thru lanes coded.
 - a. If there are two thru lanes coded for an approach, the corresponding percentage would be 50.
 - i. LT, T: Left = enabled, 50; Right = disabled
 - ii. LT, T, TR: Left = enabled, 50; Right = disabled
 - iii. T, TR: Left = disabled; Right = enabled, 50
 - iv. L, T, TR: Left = disabled; Right = enabled, 50
 - v. LT, TR: Left = enabled, 50; Right = enabled, 50
 - b. If there are three thru lanes coded for an approach, the corresponding percentage would be 33.
 - i. LT, T, T: Left = enabled, 33; Right = disabled
 - ii. LT, T, TR: Left = enabled, 33; Right = enabled, 33
 - iii. T, T, TR: Left = disabled; Right = enabled, 33
- 3. The range for the 'Percent Thrus Using Shared Lane (%)' is from 0 to 100.
- 4. The percentages can be edited and will maintain a maximum total of 100% for the approach.
 - a. Lane Configuration: LT, TR (both Left and Right fields are enabled)
 - i. If one field is edited that will cause the total of the two fields to exceed 100, the other field will automatically adjust according to the initial field edited. For example: if both fields are set at 50, one is edited to 70, the other will automatically be set to 30.
 - ii. When there are only two thru lanes, the total of the two fields must equal 100. For example: if both fields are set at 50, one is edited to 25, the other will automatically be set to 75.
 - b. Lane Configuration: LT, T, TR
 - i. The total of the two fields can be less than 100. For example, if both fields are set at 33, one is edited to 20, the other will remain at 33.
 - ii. When there are three thru lanes, the total of the two fields cannot exceed 100. For example, if both fields are set at 33, one is edited to 80, the other will automatically be set to 20.

View Results of the Analysis

1. After editing all the necessary inputs, results of the analysis can be found in the form of reports. Reports can be found on the Report page if using Page View or on the results portion of the split screen if using Full View.
 - a. Page View with Report page displayed

HCS7 All-Way Stop Control Report

General Information				Site Information			
Analyst				Intersection			
Agency/Co.				Jurisdiction			
Date Performed	2/20/2017			East/West Street			
Analysis Year	2017			North/South Street			
Analysis Time Period (hrs)	0.25			Peak Hour Factor	0.95		
Time Analyzed							
Project Description	Chapter 32: Example Problem 1						

Lanes

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	50	300			300	100				100		50
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT			TR								LR

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- b. Full View with the report on the right of the screen

HCS7 All-Way Stop Control Report

General Information				Site Information			
Analyst				Intersection			
Agency/Co.				Jurisdiction			
Date Performed	2/20/2017			East/West Street			
Analysis Year	2017			North/South Street			
Analysis Time Period (hrs)	0.25			Peak Hour Factor	0.95		
Time Analyzed							
Project Description	Chapter 32: Example Problem 1						

Lanes

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	50	300			300	100				100		50
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT			TR								LR

Departure Headway and Service Time

Initial Queue Length (ft)	0.25	0.25	0.25	0.25
Initial Degree of Saturation (s)	0.007	0.076		0.140
Final Degree of Saturation (s)	0.007	0.076		0.140
Final Degree of Saturation (s)	0.007	0.076		0.140
Service Time (s)	0.07	0.07		0.14
Service Time (s)	0.07	0.07		0.14

Capacity, Delay and Level of Service

Flow Rate (veh/hr)	401	401	401
Capacity	727	791	801
80% Queue Length (ft)	2.8	3.4	1.0
Control Delay (s/veh)	10.8	10.4	10.8

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- c. Full View with the report on the bottom of the screen

The screenshot shows the HCS All-Way Stop Control Report interface. The top section contains input fields for Project Properties (Analyst, Agency, Date, Time Analyzed, Jurisdiction, Analysis Year, Project Description, Units) and Intersection Data (Intersection, East/West Street Name, North/South Street Name, Analysis Time Period, Peak Hour Factor). Below this is a detailed report table with sections for General Information, Site Information, Lanes, and Vehicle Volume and Adjustments. The report table includes data for various approaches (Eastbound, Westbound, Northbound, Southbound) and movements (L, T, R). A diagram of the intersection layout is also shown.

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	2/20/2017	East/West Street	
Analysis Year	2017	North/South Street	
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.95
Time Analyzed			
Project Description: Chapter 32: Example Problem 1			

Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	50	100		300	100					100		50
% Thru in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT			TR			LR			LR		
Flow Rate, v (veh/h)	368			421						158		
Percent Heavy Vehicles	2			2						2		

2. There are two options for reports: Formatted and Text

- a. Formatted reports show the most important results in a presentable format

HCS All-Way Stop Control Report

General Information				Site Information						
Analyst				Intersection						
Agency/Co.				Jurisdiction						
Date Performed	2/20/2017			East/West Street						
Analysis Year	2017			North/South Street						
Analysis Time Period (hrs)	0.25			Peak Hour Factor	0.95					
Time Analyzed										
Project Description	Chapter 32: Example Problem 1									

Lanes

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	50	100			300	100				100		50
% Thru in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT			TR			LR			LR		
Flow Rate, v (veh/h)	368			421						158		
Percent Heavy Vehicles	2			2						2		

Departure Headway and Service Time

Initial Departure Headway, h _d (s)	3.20			3.20						3.20		
Initial Degree of Utilization, x _i	0.327			0.374						0.140		
Final Departure Headway, h _f (s)	4.95			4.73						5.70		
Final Degree of Utilization, x _f	0.507			0.553						0.250		
Move-Up Time, m (s)	2.0			2.0						2.0		
Service Time, t _s (s)	2.95			2.73						3.70		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	368			421						158		
Capacity	727			761						631		
95% Queue Length, Q ₉₅ (veh)	2.9			3.4						1.0		
Control Delay (s/veh)	12.9			13.4						10.6		
Level of Service, LOS	B			B						B		
Approach Delay (s/veh)	12.9			13.4						10.6		
Approach LOS	B			B						B		
Intersection Delay, d (s/veh) LOS	12.8						B					

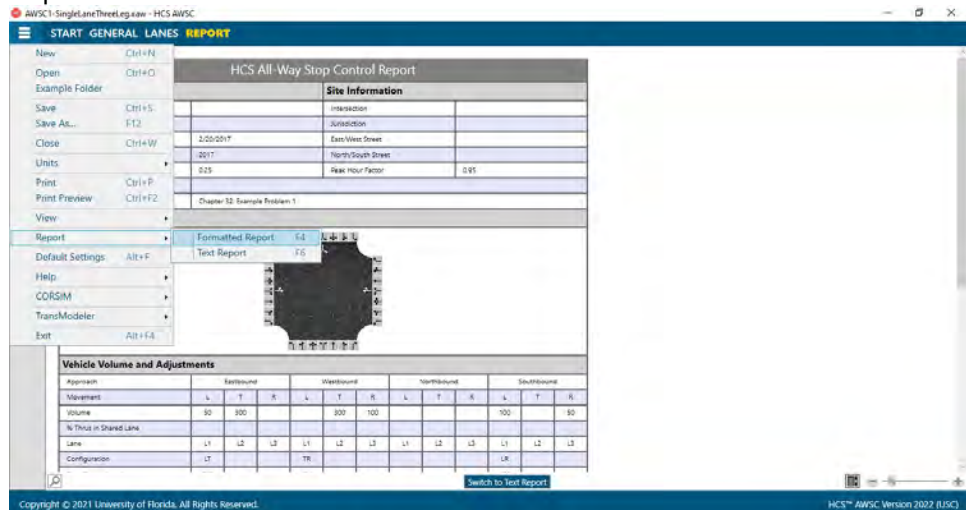
b. Text reports show a more detailed analysis in plain text

HCS All-Way Stop-Control (AWSC) Analysis										v/c Ratio	0.5	0.6	0.3
File Name: AWSCT-SingleLaneThreeWay.exe										WSS Course Length, 0.35	2.5	1.4	0.9
Analysis: AWSCT-SingleLaneThreeWay.exe										Lane Control Delay	12.9	11.4	10.6
Date Performed: 2/20/2017										Lane LOS	12.9	11.4	10.6
Time Analyzed: 12:00										Approach delay	12.9	11.4	10.6
Jurisdiction: 2017										Approach LOS	12.9	11.4	10.6
Analysis Year: 2017										Intersection delay	12.9	11.4	10.6
Chapter 12: Example Problem 1										Intersection LOS	12.9	11.4	10.6
Units: U.S. Customary										This AWSCT text report was created in HCS AWSCT version 2022 on 11/28/2023 2:14:19 PM			
Intersection Name:													
East/West Street Name:													
North/South Street Name:													
Analysis Time Period (hrs): 0.25													
Peak Hour Factor, PHF: 0.95													
Vehicle Volumes and Adjustments													
Approach	Eastbound			Westbound			Northbound			Southbound			
Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	50	300	100	300	100	100	100	50	50				
% Trucks in Shared Lane	53	336	316	316	105	105	105	53					
Step 2: LANE FLOW RATES													
Approach	Eastbound			Westbound			Northbound			Southbound			
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
Lane Configuration	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
Lane Flow Rate	17	12	12	17	12	12	17	12	12				
% Heavy Vehicles	2	2	2	2	2	2	2	2	2				
Step 3: GEOMETRY GROUPS													
Approach	Eastbound			Westbound			Northbound			Southbound			
Approach No. of Lanes	1			1			0			0			
Opposing No. of Lanes	0			0			1			1			
Conflicting No. of Lanes	0			0			0			0			
Geometry Group	Group1			Group1			None			Group1			
Possible DCC Combinations, I	64			64			64			64			
Step 4: SATURATION HEADWAY ADJUSTMENTS													
Approach	Eastbound			Westbound			Northbound			Southbound			
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
N.L.T. Adj	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20				
N.L.T. Adj	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20				
Prop. Lefts, P _L T	0.14	0.00	0.00	0.14	0.00	0.00	0.14	0.00	0.00				
Prop. Rights, P _R T	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Prop. Thru, P _T T	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Headway Adj., H _L Adj	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06				
Steps 5-11: DEPARTURE HEADWAY ITERATIONS FOR CONVERGENCE													
Approach	Eastbound			Westbound			Northbound			Southbound			
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
Lane Flow Rate	368	421	421	368	421	421	368	421	421				
N.L.T. (Initial)	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127				
N.L.T. (Second to Last)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06				
N.L.T. (Last)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06				
N.L.T. (First)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06				
No. of Iterations	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50				
Converged?	Yes			Yes			Yes			Yes			
Steps 12-16: CAPACITY, DELAY AND LEVEL OF SERVICE													
Approach	Eastbound			Westbound			Northbound			Southbound			
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
Lane Flow Rate	368	421	421	368	421	421	368	421	421				
Service Time, S	2.85	2.85	2.85	2.85	2.85	2.85	2.85	2.85	2.85				
Level of Utilization, U	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07				
Departure Headway, H _d	4.95	4.71	4.71	4.95	4.71	4.71	4.95	4.71	4.71				
Capacity	727	761	761	727	761	761	727	761	761				

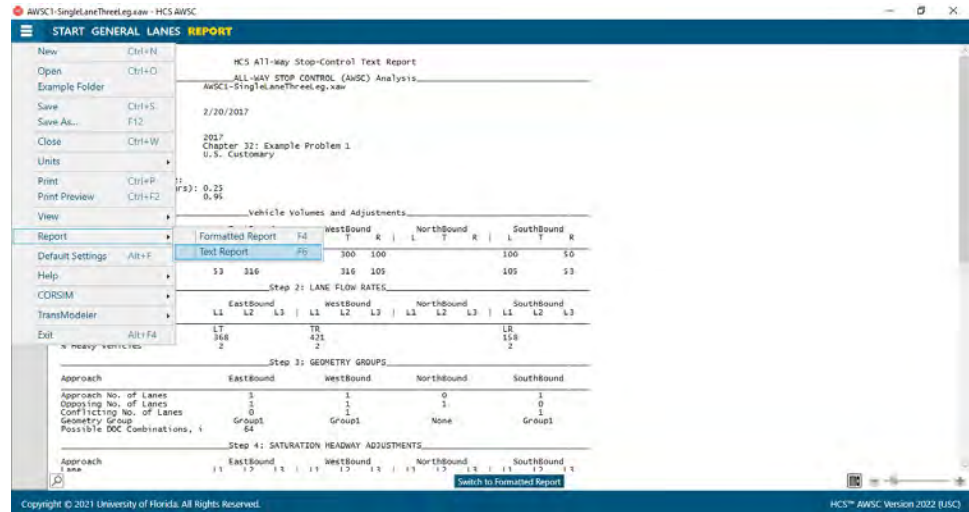
3. The type of report displayed can be changed by using the main menu items, keyboard shortcuts, or toggle buttons found under the report

a. Main Menu Items

- To switch to the Formatted Report, select *File > Report > Formatted Report* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen, hovering over "Report", and then selecting "Formatted Report".



- To switch to the Text Report, select *File > Report > Text Report* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen, hovering over "Report", and then selecting "Text Report".

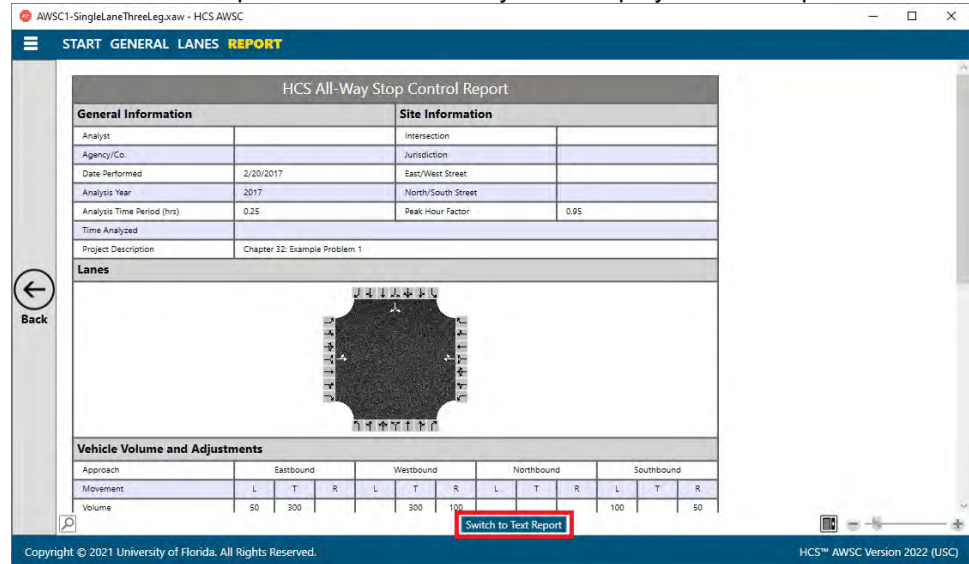


b. Keyboard Shortcuts

- i. Formatted Report: keyboard shortcut is "F4"
- ii. Text Report: keyboard shortcut is "F6"

c. Report Toggle Buttons

- i. Whether viewing the report in Page View or Full View, a toggle button will be available at the bottom of the screen underneath the report.
- ii. If the formatted report is currently being displayed, the toggle button will say "Switch to Text Report" which will allow you to display the text report if clicked.



- iii. If the text report is currently being displayed, the toggle button will say “Switch to Formatted Report” which will allow you to display the formatted report if clicked.

HCS All-Way Stop Control Text Report

ALL-WAY STOP CONTROL (AWSC) Analysis

File Name: AWSC1-SingleLaneThreeLeg.xaw

Analyst: (blank)

Agency: (blank)

Date Performed: 2/20/2017

Time Analyzed: (blank)

Jurisdiction: (blank)

Analysis Year: 2017

Project Description: Chapter 32: Example Problem 1

Units: U.S. Customary

Intersection Name: (blank)

East/West Street Name: (blank)

North/South Street Name: (blank)

Analysis Time Period (hrs): 0.25

Peak Hour Factor, PHF: 0.95

Vehicle Volumes and Adjustments

Approach	EastBound	WestBound	NorthBound	SouthBound					
Movement	L	T	R	L	T	R	L	T	R
Volume	50	300	300	100			100		50
% Thrus in Shared Lane	53	316	316	105			105		53

Step 2: LANE FLOW RATES

Approach	EastBound	WestBound	NorthBound	SouthBound					
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane Configuration	LT			TR			LR		
Lane Flow Rate	368			421			158		
% Heavy Vehicles	2			2			2		

Step 3: GEOMETRY GROUPS

Approach	EastBound	WestBound	NorthBound	SouthBound
Approach No. of Lanes	1	1	0	1
Opposing No. of Lanes	1	1	1	0
Conflicting No. of Lanes	0	1	1	1

Switch to Formatted Report

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4. The magnification of the report currently being displayed can be changed using the zoom slider found at the bottom right-hand corner of the screen.

HCS All-Way Stop Control Report

General Information		Site Information	
Analyst	(blank)	Intersection	(blank)
Agency/Co.	(blank)	Jurisdiction	(blank)
Date Performed	2/20/2017	East/West Street	(blank)
Analysis Year	2017	North/South Street	(blank)
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.95
Time Analyzed	(blank)		
Project Description	Chapter 32: Example Problem 1		

Lanes

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	50	300		300	100					100		50

Switch to Text Report

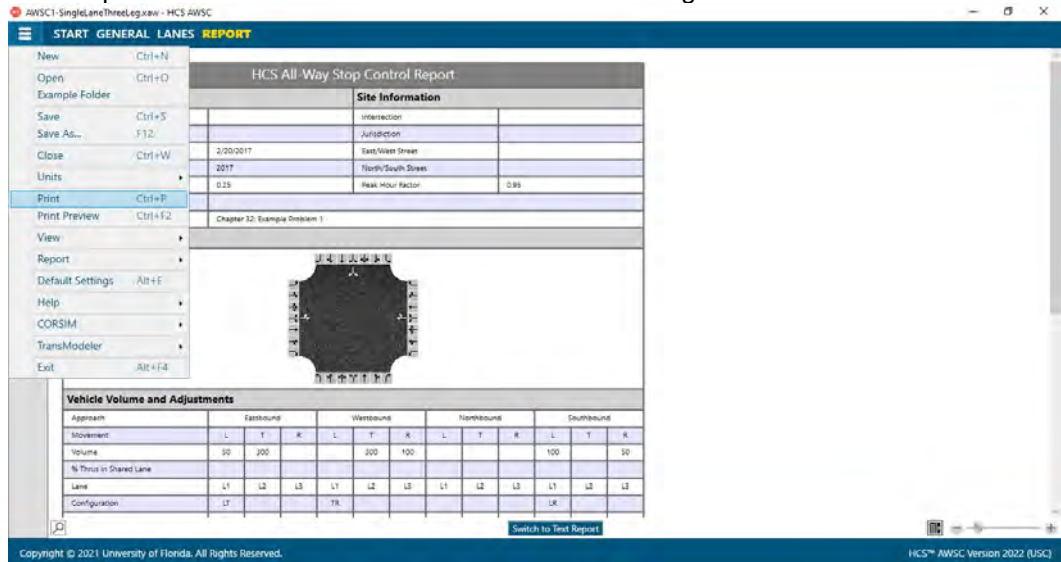
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- a. To zoom in, drag the slider to the right; to zoom out, drag the slider to the left
- b. Clicking the plus (+) button will zoom in; clicking the minus (-) button will zoom out

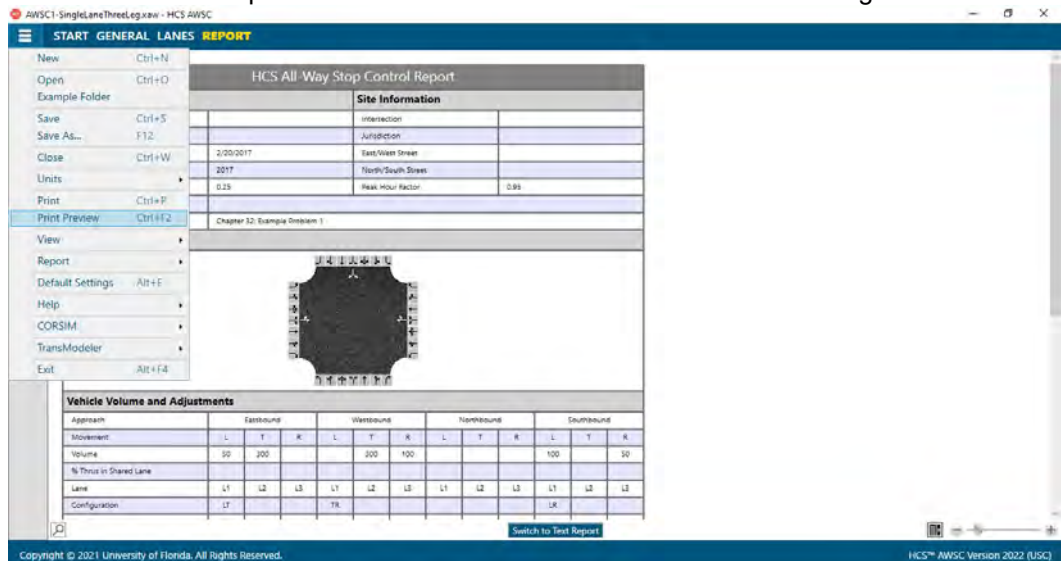
- c. Holding down “ctrl” on the keyboard and scrolling up on the mouse wheel will zoom in; holding down “ctrl” on the keyboard and scrolling down on the mouse wheel will zoom out

Print a Report

1. There are four options for printing a report:
 - a. Selecting *File > Print* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Print”



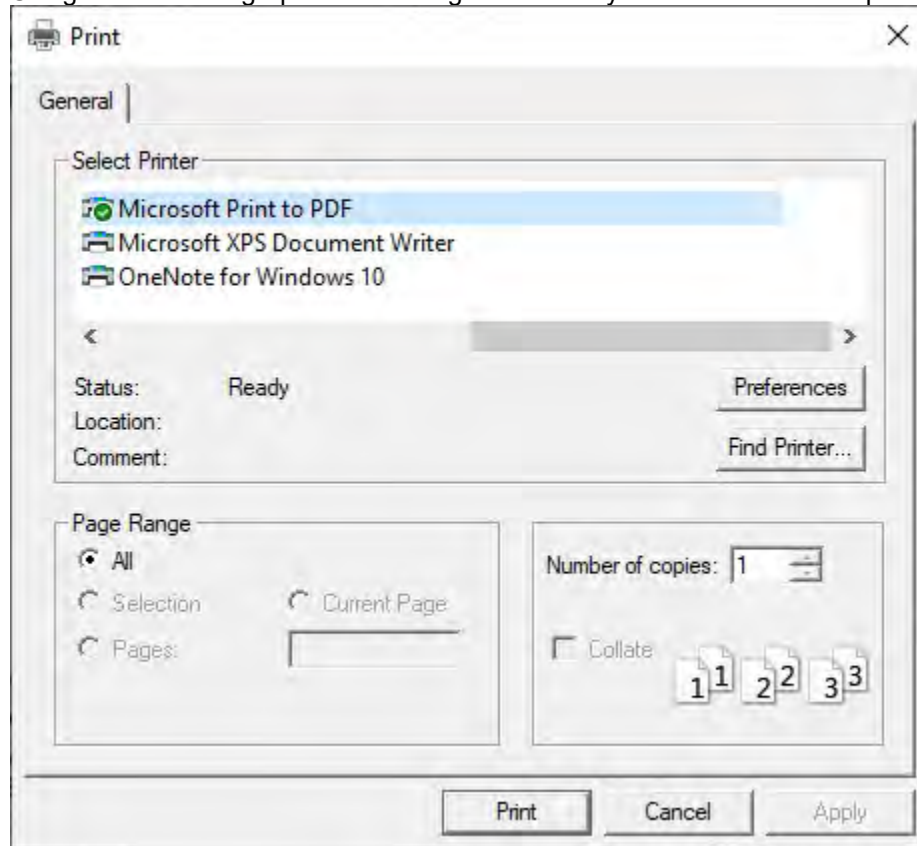
- b. Selecting *File > Print Preview* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Print Preview”



- c. Using keyboard shortcut “Ctrl+P” for Print
- d. Using keyboard shortcut “Ctrl+F2” for Print Preview

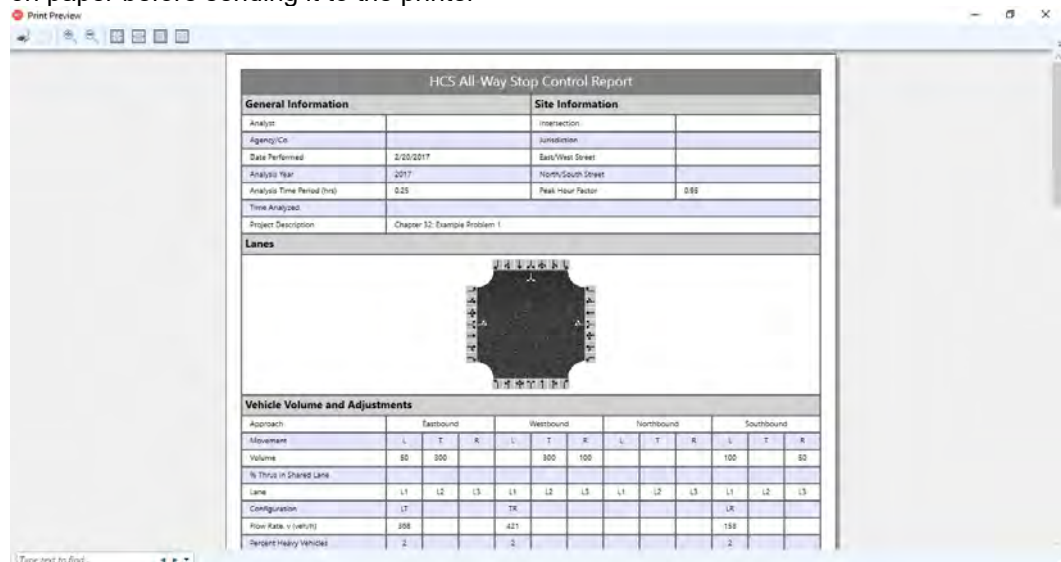
2. Print

- a. Using Print will bring up a Print dialog box where you can select which printer to print to



3. Print Preview

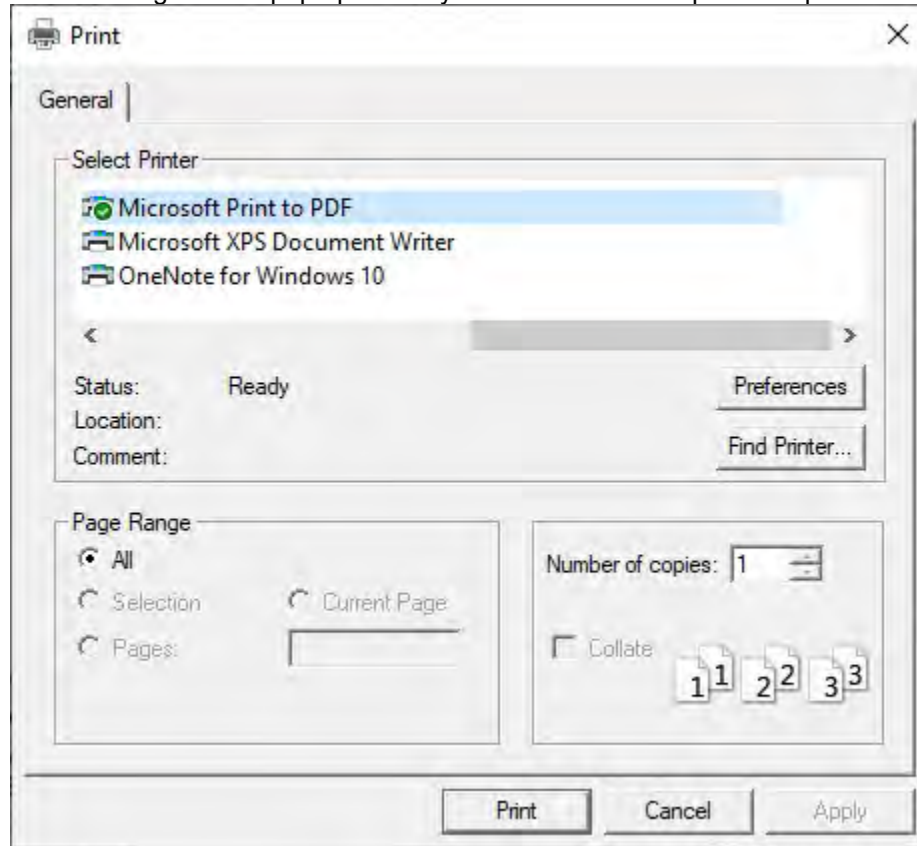
- a. Using Print Preview will bring up a window where you can view how the report will look on paper before sending it to the printer



- b. The print icon in the toolbar found in the top left-hand corner can then be selected



- c. A Print dialog box will pop up where you can select which printer to print to



Glossary of Terms

Agency

This field is provided to document the agency or company associated with this analysis or project.

Analysis Time Period

The length of time (T) the peak flow remains constant (usually 0.25 hours) and is used in the delay equations. If v/c exceeds 0.90, control delay may be significantly affected by the value of T. The range is 0.25 hrs to 3.00 hours. The default is 0.25 hours.

Analysis Year

This field is provided to document the year for which the analysis is being performed.

Analyst

The field is provided to document the individual performing the analysis.

Capacity

Capacity is the maximum hourly rate at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a given time period under prevailing roadway, traffic, and roadway conditions.

Control Delay

Control Delay is the portion of total delay attributed to traffic control measures, either traffic signals or stop signs.

Date Performed

The date will default to the computer's date, but may be edited. The format of the date is determined by the user's 'Short date style' preferences (regional setting icon on the Control Panel).

Delay

The difference between the travel time actually experienced and the reference travel time that would result during conditions with ideal geometric characteristics and in the absence of incidents, control, and traffic.

East/West Street Name

The name of the east/west intersecting street is coded to document the intersection being analyzed.

Intersection

The name of the intersection, usually defined by the two intersecting streets, is coded to document the intersection being analyzed and will be printed on the report.

Jurisdiction

The field is provided to document any jurisdiction convention or project related information.

Lanes

Lanes is a graphic data entry screen for coding lane configuration data. Lane combinations can be selected by clicking on the appropriate arrows to place them on the central diagram for each approach. Clicking on an arrow on the central diagram will remove it. As arrows are selected, others may become disabled as appropriate.

Note: As stipulated in the HCM methodology, each approach can have up to three lanes.

Level of Service (LOS)

A level of service is a letter designation that describes a range of operating conditions on a particular type of facility. Six levels of service are defined, using the letters A through F. Level of service A represents the best level of service, and generally describes operation of free flow and very low delay. Level of service F represents the worst operating conditions.

LOS criteria for AWSC intersections are given in the exhibit below. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio ^a	
	$v/c \leq 1.0$	$v/c > 1.0$
0–10	A	F
>10–15	B	F
>15–25	C	F
>25–35	D	F
>35–50	E	F
>50	F	F

Note: ^a For approaches and intersectionwide assessment, LOS is defined solely by control delay.

Movement Volume

The value of movement volume is a number between 0 and 9999 veh/h. The default value is 0 veh/h.

North/South Street Name

The name of the north/south intersecting street is coded to document the intersection being analyzed.

Peak-Hour Factor

The hourly volume during the analysis hour divided by the peak 15-min flow rate within the analysis hour; a measure of traffic demand fluctuation within the analysis hour. The peak-hour factor (PHF) is entered for the intersection to compute peak flow rates.

Percent Heavy Vehicles

The percentage of heavy vehicles is entered for each movement. This value is used in the calculation of headway adjustment.

Percent Thrus Using Shared Lane

When there is a shared left-thru or shared thru-right lane coded beside a thru lane(s), this field is activated to provide for the percentage traffic split.

Project Description

This field is provided for the user to document the analysis with any information for identification purposes.

Queue Length

Queue Length is the number of vehicles in queue.

Time Analyzed

Documenting the time frame of the analysis as morning peak, afternoon peak, existing conditions, future projections, etc.

Traffic Volume

The hourly volumes (V) for each movement are coded in vehicles per hour (veh/h).

v/c Ratio

The v/c Ratio is the volume capacity ratio, which is the volume of one movement (or shared-lane movements) divided by the movement capacity of the movement (or shared-lane movements).

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