
**Updated Roundabout Coefficients**
The coefficients for the roundabout lane capacity equation were updated based on the changes in the *HCM, 6th Edition*.

**Corrected Two-Way Stop Control (TWSC) Equations**
Capacity equations for the TWSC worksheet were corrected to conform with *HCM, 6th Edition* methodology. Calculations are based on vehicles per hour instead of passenger cars per hour.

**TWSC Lane Restrictions**
VJuST prevents the user from entering lane configurations that violate the limitations of *HCM* methodology. Examples include:
- No more than three through lanes on the major street
- No more than three total lanes on the minor street
- No more than one exclusive lane for each minor street movement

Consideration of Unsignalized Zones at Innovative Intersections

**Which Innovative Intersections Can VJuST Screen as Unsignalized?**
In addition to the original unsignalized intersections and interchanges (TWSC, Roundabout, Single Roundabout, Double Roundabout), VJuST can now consider unsignalized zones at the Restricted Crossing U-Turn (RCUT), Median U-Turn (MUT), Partial Median U-Turn (PMUT), and Quadrant Roadway (QR).

**Can All Zones be Considered as Unsignalized?**
No. The main intersection (Zone 5) at an MUT, PMUT, and QR is always considered to be signalized. The diagrams below illustrate which zones can be signalized or unsignalized.

**How Do I Screen an Unsignalized Innovative Intersection?**
A. In the *Data Input and Configuration* section of the lane configuration worksheet, select the control type for each zone from the drop down box.
B. For an unsignalized Quadrant Roadway zone, select 1- or 2-stage side street left turns from the drop down box.
C. A critical lane volume will no longer be calculated for an unsignalized zone. The volume to capacity (V/C) ratio will be calculated based on *HCM, 6th Edition* methodology.

*Legend:* 
- Signalized Zone
- Signalized or Unsignalized Zone

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