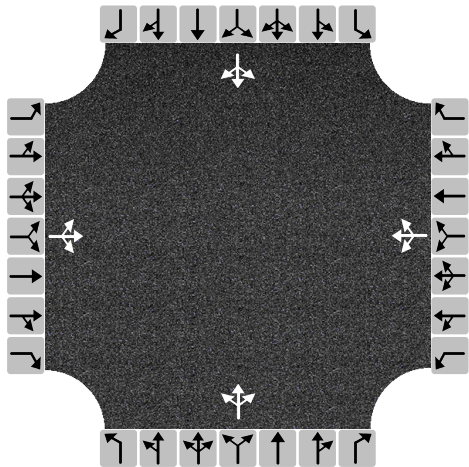


HCS All-Way Stop Control Report

General and Site Information

|                            |                                    |
|----------------------------|------------------------------------|
| Analyst                    | Jon Grimm                          |
| Agency/Co.                 | OHM Advisors                       |
| Date Performed             | 11/4/2025                          |
| Analysis Year              | 2025                               |
| Analysis Time Period (hrs) | 0.25                               |
| Time Analyzed              | AM Peak                            |
| Project Description        | Salem Analysis - Signal Conversion |
| Intersection               | N Lincoln St (SR 9) & 6th St       |
| Jurisdiction               | Salem                              |
| East/West Street           | 6th St                             |
| North/South Street         | N Lincoln St (SR 9)                |
| Peak Hour Factor           | 0.65                               |

Lanes



Turning Movement Demand Volumes

| Approach               | Eastbound |    |   | Westbound |    |    | Northbound |     |    | Southbound |     |    |
|------------------------|-----------|----|---|-----------|----|----|------------|-----|----|------------|-----|----|
| Movement               | L         | T  | R | L         | T  | R  | L          | T   | R  | L          | T   | R  |
| Volume (veh/h)         | 49        | 27 | 9 | 22        | 29 | 20 | 1          | 201 | 21 | 14         | 224 | 35 |
| % Thrus in Shared Lane |           |    |   |           |    |    |            |     |    |            |     |    |

Lane Flow Rate and Adjustments

| Approach                                      | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound |    |    |
|-----------------------------------------------|-----------|----|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane                                          | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2 | L3 | L1         | L2 | L3 |
| Configuration                                 | LTR       |    |    | LTR       |    |    | LTR        |    |    | LTR        |    |    |
| Flow Rate, v (veh/h)                          | 131       |    |    | 109       |    |    | 343        |    |    | 420        |    |    |
| Percent Heavy Vehicles                        | 2         |    |    | 2         |    |    | 2          |    |    | 2          |    |    |
| Initial Departure Headway, h <sub>d</sub> (s) | 3.20      |    |    | 3.20      |    |    | 3.20       |    |    | 3.20       |    |    |
| Initial Degree of Utilization, x              | 0.116     |    |    | 0.097     |    |    | 0.305      |    |    | 0.373      |    |    |
| Final Departure Headway, h <sub>d</sub> (s)   | 6.21      |    |    | 6.11      |    |    | 5.26       |    |    | 5.15       |    |    |
| Final Degree of Utilization, x                | 0.225     |    |    | 0.185     |    |    | 0.502      |    |    | 0.601      |    |    |
| Move-Up Time, m (s)                           | 2.0       |    |    | 2.0       |    |    | 2.0        |    |    | 2.0        |    |    |
| Service Time, t <sub>s</sub> (s)              | 4.21      |    |    | 4.11      |    |    | 3.26       |    |    | 3.15       |    |    |

Capacity, Delay and Level of Service

| Approach                                | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound |    |    |
|-----------------------------------------|-----------|----|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane                                    | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2 | L3 | L1         | L2 | L3 |
| Configuration                           | LTR       |    |    | LTR       |    |    | LTR        |    |    | LTR        |    |    |
| Flow Rate, v (veh/h)                    | 131       |    |    | 109       |    |    | 343        |    |    | 420        |    |    |
| Capacity (veh/h)                        | 580       |    |    | 589       |    |    | 684        |    |    | 699        |    |    |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.9       |    |    | 0.7       |    |    | 2.8        |    |    | 4.0        |    |    |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 22.9      |    |    | 17.8      |    |    | 71.1       |    |    | 101.6      |    |    |
| Control Delay (s/veh)                   | 11.0      |    |    | 10.5      |    |    | 13.4       |    |    | 15.6       |    |    |
| Level of Service, LOS                   | B         |    |    | B         |    |    | B          |    |    | C          |    |    |
| Approach Delay (s/veh)   LOS            | 11.0      |    | B  | 10.5      |    | B  | 13.4       |    | B  | 15.6       |    | C  |
| Intersection Delay (s/veh)   LOS        | 13.7      |    |    |           |    |    | B          |    |    |            |    |    |