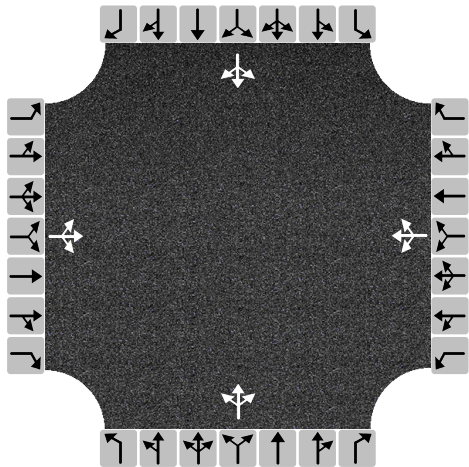


HCS All-Way Stop Control Report

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	PM 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	0.82

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)	29	20	10	23	38	17	14	256	7	18	244	28
% 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)	72			95			338			354		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.064			0.085			0.300			0.314		
Final Departure Headway, h_d (s)	5.78			5.66			4.88			4.82		
Final Degree of Utilization, x	0.116			0.150			0.458			0.474		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.78			3.66			2.88			2.82		

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)	72			95			338			354		
Capacity (veh/h)	623			636			738			746		
95% Queue Length, Q ₉₅ (veh)	0.4			0.5			2.4			2.6		
95% Queue Length, Q ₉₅ (ft)	10.2			12.7			61.0			66.0		
Control Delay (s/veh)	9.5			9.7			11.9			12.1		
Level of Service, LOS	A			A			B			B		
Approach Delay (s/veh) LOS	9.5		A	9.7		A	11.9		B	12.1		B
Intersection Delay (s/veh) LOS	11.5						B					