

# Traffic Scoring Sheet

TRAFFIC PERFORMANCE COMPARISON WITH NO-BUILD ALTERNATIVE - 2030

Preliminary Alternative/Concept Number & Description	Map	Traffic Circulation	Potential North Street Intersections Performance Improvement	Traffic Reduction on Camden-Wyoming Avenue	Reduction in Through Traffic*	Improved Access and Mobility Across NS Railroad within Study Area
Preliminary Alternative 1						
No-Build		---	---	---	---	---
Preliminary Alternative 2 - To New Burton Rd.						
Preliminary Alternative 2A		●	●	○-	○-	●
Preliminary Alternative 2B		●	●	○-	○-	●
Preliminary Alternative 2C		●	●	○-	○-	●
Preliminary Alternative 2D		○	●	○-	○-	●
Preliminary Alternative 3						
Tie in to Wyoming Avenue to US 13		●	●	○	●	●
Preliminary Alternative 4						
Tie in to Webbs Lane to US 13; Auxiliary Connection to Wyoming Mill Road		●	●	●	●	●
Preliminary Alternative 5C**						
Tie in to (or in the vicinity of) Charles Polk Rd to US 13; Auxiliary Connection to Wyoming Mill Road		○	●	●	●	●
Concept 6						
Bypass Around Towns of Camden & Wyoming to US 13		○	●	●	○	○
Preliminary Alternative 7C**						
Connect to New Burton Road North of Wyoming Avenue, Use New Burton Road & Connect to (or in the vicinity of) Charles Polk to US 13		●	●	●	○-	●
Preliminary Alternative 7D						
Connect to New Burton Road North of Wyoming Avenue, Use New Burton Road & Connect to Webbs Lane to US 13		●	●	●	○-	●
Concept 8						
Connect Wyoming Mill Road to Webbs Lane to US 13		○	○	○	○	●
Concept 9						
Connect Wyoming Mill Road to (or in the vicinity of) Charles Polk Road to US 13		○	○	○	○	●
Concept 10						
Widen North Street from Saulsbury Road to Governors Avenue		○-	○-	○-	○-	○
Concept 11						
Transportation system Management Improvements		○	●	○	○	○
Preliminary Alternative 12 -Extend Saulsbury Road, connect to and widen New Burton Road. Relocate the railroad						
Preliminary Alternative 12A - Connect to Webbs Lane		●	●	●	●	●
Preliminary Alternative 12B - Connect to Charles Polk Road		●	●	●	●	●
Concept 13						
Extend Saulsbury Road, connect to Wyoming Mill Road; swing around Wyoming Lake, Camden and Wyoming; connect to US 13 in the vicinity of Briar Park		○	●	●	○	○
Concept 14A						
Capacity Improvement along Existing Roads: Wyoming Avenue, New Burton Road and Webbs Lane		○-	○-	○	○-	○
Preliminary Alternative 14B						
Extension of Saulsbury Road and Capacity Improvement along Existing Roads: Wyoming Avenue, New Burton Road and Webbs Lane		●	●	●	○-	●

## Legend

●	Most Trip Reduction / High Intersection Benefits / Underpass or Overpass Railroad Crossing within Study Area
○	Moderate Trip Reduction / Moderate Intersection Benefits / Underpass or Overpass Railroad Crossing within Study Area with One Directional Access
○	Low Trip Reduction / Low Intersection Benefits / No Underpass or Overpass Access Across Railroad Within Study Area / No Change
○-	No Trip Reduction (Increase in Trips) / Negative Impact of Intersection Performance

\*Note - Reduction in (cut-) through traffic on all other streets between New Burton Road and Governors Avenue

\*\* Note - Graphic in Column 2 shows all subset alternatives: A, B, C and Spur; scores in columns 3 thru 7 apply to all subset alternatives.

Note: Shading identifies alternatives retained for detailed study.