

EXHIBIT: F



CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Gold Street at Zinc Street Date: December 4, 2013
 Date of TM Count: October 1, 2013 Analyst: RP
 Type of Intersection: T Intersection
 Roadway Type: Local
 AADT of Main Road: 500

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	<table border="1"><tr><td>34</td><td>%</td></tr></table>	34	%
34	%			
Warrant #2	Collision History	<table border="1"><tr><td>0</td><td>%</td></tr></table>	0	%
0	%			
Warrant #3	Traffic Control Signals	<table border="1"><tr><td>No</td><td>Y/N</td></tr></table>	No	Y/N
No	Y/N			

All-Way Stop Warranted?

No	Y/N
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Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	85	34%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	39	N/A
Traffic Split	70/30	70/30	70/30	58/42	100%

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Total Number of Collisions	Percent Compliance
Total Collisions over a 3 year period	12*	9*	6*	0	0%

Warrant #3 **Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**

No	Y/N
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* Only those collisions susceptible to relief through multi-way stop control must be consider (i.e. right angle and turning types).

- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.