



EXHIBIT: N

CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	<u>Morin Avenue at King Street</u>	Date:	<u>September 12, 2011</u>
Date of TM Count:	<u>Wednesday, June 29, 2011</u>	Analyst:	<u>JR</u>
Type of Intersection:	<u>T</u>		
Roadway Type	<u>Minor Collector</u>		
AADT of Main Road:	<u>2700</u>		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	<table border="1"><tr><td>26</td><td>%</td></tr></table>	26	%
26	%			
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

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	215	61%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	36	26%
Traffic Split	70/30	70/30	70/30	83/17	57%

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	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.