

EXHIBIT: H



CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

| | | | |
|-----------------------|-------------------------------|----------|---------------|
| Location: | Roy Avenue and Lamothe Street | Date: | June 22, 2012 |
| Date of TM Count: | Thursday, May 10, 2012 | Analyst: | JR |
| Type of Intersection: | Cross | | |
| Roadway Type | Minor Collector | | |
| AADT of Main Road: | 3600 | | |

All-Way Stop Warrant Summary

| | | | |
|------------|-------------------------|------|-----|
| Warrant #1 | Minimum Vehicle Volume | 27.9 | % |
| Warrant #2 | Collision History | 33.3 | % |
| Warrant #3 | Traffic Control Signals | 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 | 164 | 46.9% |
| Veh + Pedestrian volume from side street is | 200/hr | 140/hr | N/A | 39 | 27.9% |
| Traffic Split | 70/30 | 70/30 | 70/30 | 76/24 | 80.0% |

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* | 1 | 33.3% |

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

No Y/N

- * Only those collisions susceptible to relief through multi-way stop control must be considered (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.