

EXHIBIT: E2



CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Lansing Avenue at Melbourne Street Date: October 4, 2011
Date of TM Count: 09/28/2011 Analyst: JR
Type of Intersection: Cross
Roadway Type: Arterial/Major Collector
AADT of Main Road: 7300

All-Way Stop Warrant Summary

Warrant #1 Minimum Vehicle Volume %
Warrant #2 Collision History %
Warrant #3 Traffic Control Signals Y/N

All-Way Stop Warranted? 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 | 509 | 100.0% |
| Veh + Pedestrian volume from side street is ≥ | 200/hr | 140/hr | N/A | 39 | 19.6% |
| Traffic Split | 70/30 | 70/30 | 70/30 | 92 / 8 | 26.7% |

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* | 2/3 | 16.7% |

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

* 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.