



**EXHIBIT: A**  
**CITY OF GREATER SUDBURY**  
**ALL-WAY STOP WARRANTS**

Location:	<u>Brookfield /Hudson/Tulane</u>	Date:	<u>7/2/2019</u>
Date of TM Count:	<u>6/12/2019</u>	Analyst:	<u>SB</u>
Type of Intersection:	<u>5 legs Intersection</u>		

<b>All-Way Stop Warrant Summary</b>			
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Warrant #1	Minimum Vehicle Volume	50%	%
Warrant #2	Collision History	0%	%
Warrant #3	Traffic Control Signals	NO	Y/N
<b>All-Way Stop Warranted?</b>		<b>NO</b>	Y/N

<b>Warrant #1 - Minimum Vehicle Volume</b>
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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	350	250	126	50%
Veh + Pedestrian volumes from side street is ≥	200/hr	140/hr	N/A		
Traffic Split	70/30	70/30	70/30	82/18	60%

<b>Warrant #2 - Collision History</b>
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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%

<b>Warrant #3</b>	<b>Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.</b>	<b>NO</b>	<b>Y/N</b>
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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.