

EXHIBIT: C
CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS

| | | | |
|-----------------------|--------------------------------------|----------|-----------------------|
| Location: | <u>Woodbine Ave at Agincourt Ave</u> | Date: | <u>April 16, 2010</u> |
| Date of TM Count: | <u>March 24, 2010</u> | Analyst: | <u>JR</u> |
| Type of Intersection: | <u>T</u> | | |
| Roadway Type | <u>Minor Collector</u> | | |
| AADT of Main Road: | <u>4600</u> | | |

All-Way Stop Warrant Summary

| | | | |
|------------|-------------------------|-------------|-----|
| Warrant #1 | Minimum Vehicle Volume | <u>36.4</u> | % |
| Warrant #2 | Collision History | <u>0.0</u> | % |
| Warrant #3 | Traffic Control Signals | <u>No</u> | Y/N |

| | | |
|--------------------------------|-----------|-----|
| All-Way Stop Warranted? | <u>No</u> | 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 \geq | 500/hr | 350/hr | 250/hr | 412 | 100.0% |
| Veh + Pedestrian volume from side street is \geq | 200/hr | 140/hr | N/A | 51 | 36.4% |
| Traffic Split | 70/30 | 70/30 | 70/30 | 88 / 12 | 40.0% |

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* | 0 | 0.0% |

| | | | |
|-------------------|---|-----------|-----|
| Warrant #3 | Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures. | <u>No</u> | 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.