

# Ontario Traffic Manual Book 12 - Traffic Signal Justifications 1 to 6

Intersection: Yankee Line and Frank Hill Road

Count Date: August 17, 2020

## Summary Results

Justification		Compliance		Signal Justified?	
				YES	NO
1. Minimum Vehicular Volume	A Total Volume	77	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	81	%		
2. Delay to Cross Traffic	A Main Road	56	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	62	%		
3. Combination	A Justificaton 1	77	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	56	%		
4. 4-Hr Volume		25	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Collision Experience		40	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Pedestrians	A Volume	Justification not met		<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Delay	Justification not met			

City of Kawartha Lakes  
All Way Stop Warrant



Intersection: Yankee Line and Frank Hill Road  
Count Date: August 17, 2020

Type: Rural Arterial

Warrant	Description	Urban Arterial	Collector or Rural Arterial	Local	Actual Count	Meets Warrant?
Minimum Vehicle Volume	<b>A.</b> Total vehicular volume entering intersection from all approaches to exceed specified amount for each hour of an eight hour period and	500 veh/hr	375 veh/hr	200 veh/hr for each highest 4 hours	<b>Avg 370 Veh/hr</b>	<b>No</b>
	<b>B.</b> Combined vehicle and pedestrian volume for minor street to exceed specified units for each hour in eight hour period.	200	150	75 /hr for same 4 hours	<b>Avg 100 Veh/hr</b>	<b>No</b>
	<b>or B2</b> Minor street veh and ped for each hour exceeds amount with average delay for minor street over eight hours.	150 with 30 sec delay	120 with 30 sec delay	N/A		
Directional Split	<b>D.</b> Major/Minor directional split of vehicle entering intersection over eight hours not to exceed. Major St veh only. Minor St veh and peds	70/30 4-way 75/25 3-way	70/30 4-way 75/25 3-way	70/30 4-way 75/25 3-way	<b>73 / 27</b>	<b>No</b>
Accident Criteria	<b>A.</b> Average reported accidents (susceptible to relief through multi-stop control) per year for a three year period.	4	3	3	<b>2</b>	<b>No</b>
	<b>B.</b> Adequate trail of less restrictive remedies has failed to reduce accident frequency.					
Interim Measure	All way stops may be used as an interim measure where traffic signals are warranted.					
Sight Distance	All way stops may be used where the minimum sight distance is not achieved.					
Warrant Met?	The warrant is deemed to be met if the minimum vehicle volume AND directional split is met OR the accident criteria is met.					
<b>Recommendation:</b>	Due to intersecting arterial, min decision sight distance (260m) recommended over min stopping sight distance (130m). Vertical curve east of intersection - stopping distance is met, decision distance is not. All-way recommended					

Minimum Vehicle Volume must be Yes for A, B or B2, and D

Accident Criteria must be Yes for A and B

Must meet both Minimum Vehicle Volume AND Directional Split, or just Accident Criteria.