

Appendix P
Sight Distance Analysis

Driveway Sight Distance

Road	Driveway ID	Driveway Location	Side of Road	Design Speed (km/h)	Sufficient Stopping Sight Distance?	Minimum Turning Sight Distance B-1 (m)	Sight Distance to Left (m)	Minimum Turning Sight Distance B-2b & Cb (m)	Sight Distance to Left (m)	Sight Distance to Right (m)
Mississauga Road	1	20+790	W	80	Yes	155	218	250	218	250
Mississauga Road	2	20+845	W	80	Yes	155	165	250	165	250
Mississauga Road	3	20+955	W	80	Yes	155	250	250	250	228
Mississauga Road	4	20+975	E	80	Yes	155	233	250	233	250
Mississauga Road	5	21+340	E	80	Yes	155	250	250	250	183
Mississauga Road	6	21+340	W	80	Yes	155	187	250	187	250
Mississauga Road	7	21+365	W	80	Yes	155	157	250	157	250
Mississauga Road	8	21+390	W	80	Yes	155	132	250	132	250
Mississauga Road	9	21+405	E	80	Yes	155	250	250	250	119
Mississauga Road	10	21+410	E	80	Yes	155	250	250	250	110
Mississauga Road	11	21+941	W	80	No	155	156	250	156	250
Mississauga Road	12	21+970	E	80	Yes	155	250	250	250	128
Mississauga Road	13	22+005	W	80	Yes	155	91	250	91	92
Mississauga Road	14	22+076	E	80	No	155	173	250	173	250
Mississauga Road	15	22+076	W	80	No	155	250	250	250	168
Mississauga Road	16	22+114	W	80	Yes	155	250	250	250	48
Mississauga Road	17	22+277	E	80	Yes	155	205	250	205	186
Mississauga Road	18	22+362	E	80	Yes	155	250	250	250	84
Mississauga Road	19	22+362	W	80	Yes	155	87	250	87	250
Mississauga Road	20	22+418	W	80	Yes	155	250	250	250	250
Mississauga Road	21	22+456	E	80	No	155	250	250	250	250
Mississauga Road	22	22+928	W	80	No	155	250	250	250	69
Mississauga Road	23	23+072	E	80	No	155	179	250	179	250
Mississauga Road	24	23+350	E	70	Yes	140	250	200	250	250
Mississauga Road	25	23+391	W	70	Yes	140	250	200	250	250
Mississauga Road	26	23+457	E	70	Yes	140	127	200	127	171
Mississauga Road	27	23+552	E	70	Yes	140	228	200	228	152
Mississauga Road	28	23+630	W	70	Yes	140	250	200	250	250
Mississauga Road	29	23+681	W	70	Yes	140	250	200	250	150
Mississauga Road	30	23+714	W	70	Yes	140	250	200	250	162
Mississauga Road	31	23+728	E	70	Yes	140	160	200	160	250
Mississauga Road	32	23+810	E	70	Yes	140	176	200	176	233
Mississauga Road	33	23+928	E	70	Yes	140	250	200	250	184
Mississauga Road	34	24+097	W	70	Yes	140	250	200	250	210
Mississauga Road	35	24+160	W	70	Yes	140	206	200	206	113
Mississauga Road	36	24+182	W	70	Yes	140	166	200	166	100
Mississauga Road	37	24+206	W	70	Yes	140	136	200	136	119
Mississauga Road	38	24+207	E	70	Yes	140	133	200	133	134
Mississauga Road	39	24+218	W	70	Yes	140	123	200	123	131
Mississauga Road	40	24+277	W	70	Yes	140	87	200	87	198
Mississauga Road	41	24+303	W	70	No	140	250	200	250	228
Mississauga Road	42	24+335	E	70	Yes	140	250	200	250	243
Mississauga Road	43	24+348	W	70	Yes	140	227	200	227	250
Mississauga Road	44	24+380	E	70	Yes	140	84	200	84	193
Mississauga Road	45	24+382	W	70	Yes	140	187	200	187	90
Mississauga Road	46	24+490	W	70	Yes	140	81	200	81	250
Mississauga Road	47	24+503	E	70	Yes	140	250	200	250	73
Mississauga Road	48	24+570	E	70	No	140	250	200	250	160
Mississauga Road	49	24+588	W	70	No	140	155	200	155	62
Mississauga Road	50	24+845	W	70	Yes	140	250	200	250	173

Driveway Sight Distance

Road	Driveway ID	Driveway Location	Side of Road	Design Speed (km/h)	Sufficient Stopping Sight Distance?	Minimum Turning Sight Distance B-1 (m)	Sight Distance to Left (m)	Minimum Turning Sight Distance B-2b & Cb (m)	Sight Distance to Left (m)	Sight Distance to Right (m)
Mississauga Road	51	25+022	E	70	Yes	140	250	200	250	183
Mississauga Road	52	25+170	E	70	No	140	204	200	204	92
Old Main Street	53	25+602	N	60	Yes	120	187	160	187	96
Old Main Street	54	25+658	N	60	Yes	120	222	160	222	250
Old Main Street	55	25+955	S	60	Yes	120	217	160	217	72
Old Main Street	56	26+078	N	60	Yes	120	200	160	200	99
Old Main Street	57	26+112	S	50	Yes	100	67	125	67	236
Old Main Street	58	26+137	S	50	Yes	100	118	125	118	250
Old Main Street	59	26+155	S	50	Yes	100	103	125	103	250
Old Main Street	60	26+171	S	50	Yes	100	89	125	89	250
Old Main Street	61	26+188	S	50	Yes	100	72	125	72	115
Old Main Street	62	26+213	S	50	Yes	100	59	125	59	110
Old Main Street	63	26+235	S	50	No	100	237	125	237	156
Old Main Street	64	26+255	E	50	Yes	100	102	125	102	215
Old Main Street	65	26+273	E	50	Yes	100	40	125	40	198
Old Main Street	66	26+277	W	50	Yes	100	194	125	194	56
Old Main Street	67	26+297	W	50	Yes	100	174	125	174	68
Old Main Street	68	26+303	E	50	Yes	100	66	125	66	167
Old Main Street	69	26+311	W	50	Yes	100	158	125	158	80
Old Main Street	70	26+316	E	50	Yes	100	77	125	77	155
Old Main Street	71	26+330	W	50	Yes	100	138	125	138	95
Old Main Street	72	26+335	E	50	Yes	100	97	125	97	130
Old Main Street	73	26+364	W	50	Yes	100	100	125	100*	127
Old Main Street	74	26+367	E	50	Yes	100	129	125	129	96*
Old Main Street	75	26+384	W	50	Yes	100	79*	125	79*	147
Old Main Street	76	26+397	E	50	Yes	100	158	125	158	71*
Old Main Street	77	26+411	W	50	Yes	100	59*	125	59*	175
Bush Street	78	12+087	N	50	Yes	100	32*	125	32*	199
Bush Street	79	12+087	S	50	Yes	100	63	125	63	33*
Bush Street	80	12+035	S	50	Yes	100	163	125	163	81*
Bush Street	81	12+028	N	50	Yes	100	88*	125	88*	160
Bush Street	82	11+990	N	50	Yes	100	127	125	127	220
Bush Street	83	11+961	N	50	Yes	100	115	125	115	194
Bush Street	84	11+955	S	50	Yes	100	92	125	92	124
Bush Street	85	11+940	N	50	Yes	100	137	125	137	175
Bush Street	86	11+918	N	50	Yes	100	164	125	164	156
Bush Street	87	11+918	S	50	Yes	100	158	125	158	185
Bush Street	88	11+898	N	50	Yes	100	177	125	177	136
Bush Street	89	11+890	S	50	Yes	100	131	125	131	184
Bush Street	90	11+854	N	50	Yes	100	91	125	91	90
Bush Street	91	11+828	N	50	Yes	100	116	125	116	72
Bush Street	92	11+807	S	50	Yes	100	154	125	154	138
Bush Street	93	11+800	N	50	Yes	100	151	125	151	174
Bush Street	94	11+780	N	50	Yes	100	166	125	166	250
Bush Street	95	11+770	N	50	Yes	100	173	125	173	250
Bush Street	96	11+750	S	50	Yes	100	96	125	96	80
Bush Street	97	11+715	S	50	Yes	100	250	125	250	116
Bush Street	98	11+715	N	50	Yes	100	115	125	115	250
Bush Street	99	11+697	N	50	Yes	100	133	125	133	250
Bush Street	100	11+660	N	50	Yes	100	158	125	158	250

Driveway Sight Distance

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Bush Street	101	11+658	S	50	Yes	100	250	125	250	160
Bush Street	102	11+638	S	50	Yes	100	242	125	242	175
Bush Street	103	11+600	S	50	Yes	100	187	125	187	115
Bush Street	104	11+586	S	50	Yes	100	167	125	167	129
Bush Street	105	11+457	N	50	Yes	100	250	125	250	64
Bush Street	106	11+449	S	50	Yes	100	250	125	250	250
Bush Street	107	11+420	N	50	No	100	48	125	48	250
Bush Street	108	11+316	N	90	Yes	175	127	310	127	250
Bush Street	109	11+230	N	90	Yes	175	206	310	206	195
Bush Street	110	10+992	N	90	Yes	175	117	310	117	250
Bush Street	111	10+955	S	90	Yes	175	250	310	250	121
Bush Street	112	10+502	S	90	Yes	175	250	310	250	250
Bush Street	113	10+388	N	90	Yes	175	250	310	250	190
Winston Churchill Boulevard	114	45+980	W	70	Yes	140	36*	200	36*	250
Winston Churchill Boulevard	115	45+955	E	70	Yes	140	250	200	250	58*
Winston Churchill Boulevard	116	45+798	W	70	Yes	140	224	200	224	139
Winston Churchill Boulevard	117	45+706	W	70	No	140	250	200	250	143
Winston Churchill Boulevard	118	45+615	W	70	Yes	140	108	200	108	250
Winston Churchill Boulevard	119	45+572	E	70	Yes	140	250	200	250	131
Winston Churchill Boulevard	120	45+507	E	70	Yes	140	250	200	250	168
Winston Churchill Boulevard	121	45+454	E	70	Yes	140	250	200	250	211
Winston Churchill Boulevard	122	45+390	W	70	Yes	140	250	200	250	223
Winston Churchill Boulevard	123	45+188	E	70	Yes	140	250	200	250	250
Winston Churchill Boulevard	124	45+124	E	70	Yes	140	250	200	250	234
Winston Churchill Boulevard	125	44+684	E	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	126	44+588	W	80	Yes	155	104	250	104	240
Winston Churchill Boulevard	127	44+495	E	80	Yes	155	250	250	250	191
Winston Churchill Boulevard	128	44+496	W	80	Yes	155	191	250	191	250
Winston Churchill Boulevard	129	44+430	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	130	44+377	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	131	44+330	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	132	44+197	E	80	Yes	155	213	250	213	250
Winston Churchill Boulevard	133	44+190	W	80	Yes	155	250	250	250	208
Winston Churchill Boulevard	134	44+110	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	135	44+054	E	80	Yes	155	250	250	250	221
Winston Churchill Boulevard	136	44+050	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	137	43+980	W	80	Yes	155	237	250	237	250
Winston Churchill Boulevard	138	43+930	E	80	Yes	155	250	250	250	215
Winston Churchill Boulevard	139	43+730	E	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	140	43+730	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	141	43+594	E	80	Yes	155	165	250	165	250
Winston Churchill Boulevard	142	43+591	W	80	Yes	155	250	250	250	143
Winston Churchill Boulevard	143	43+361	E	80	Yes	155	250	250	250	168
Winston Churchill Boulevard	144	43+327	W	80	Yes	155	199	250	199	250
Winston Churchill Boulevard	145	43+125	E	80	Yes	155	141	250	141	250
Winston Churchill Boulevard	146	42+828	E	80	Yes	155	194	250	194	133
Winston Churchill Boulevard	147	42+808	W	80	Yes	155	155	250	155	162
Winston Churchill Boulevard	148	42+706	W	80	No	155	250	250	250	217
Winston Churchill Boulevard	149	42+650	E	80	No	155	250	250	250	250
Winston Churchill Boulevard	150	42+528	E	80	Yes	155	250	250	250	177

Driveway Sight Distance

Road	Driveway ID	Driveway Location	Side of Road	Design Speed (km/h)	Sufficient Stopping Sight Distance?	Minimum Turning Sight Distance B-1 (m)	Sight Distance to Left (m)	Minimum Turning Sight Distance B-2b & Cb (m)	Sight Distance to Left (m)	Sight Distance to Right (m)
Winston Churchill Boulevard	151	42+472	W	80	Yes	155	228	250	228	250
Winston Churchill Boulevard	152	42+412	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	153	42+121	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	154	42+070	E	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	155	41+872	E	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	156	41+410	W	80	Yes	155	115	250	115	172
Winston Churchill Boulevard	157	41+307	E	80	No	155	59	250	59	219
Winston Churchill Boulevard	158	41+245	E	80	No	155	205	250	205	250
Winston Churchill Boulevard	159	41+222	W	80	No	155	250	250	250	181
Winston Churchill Boulevard	160	41+172	E	80	Yes	155	129	250	129	122
Winston Churchill Boulevard	161	41+062	E	80	No	155	250	250	250	236
Winston Churchill Boulevard	162	41+045	W	80	No	155	250	250	250	250
Winston Churchill Boulevard	163	40+847	E	80	Yes	155	250	250	250	212
Winston Churchill Boulevard	164	40+810	W	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	165	40+675	W	80	Yes	155	250	250	250	235
Winston Churchill Boulevard	166	40+530	E	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	167	40+467	E	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	168	40+467	W	80	Yes	155	250	250	250	243
Winston Churchill Boulevard	169	40+385	W	80	Yes	155	250	250	250	147
Winston Churchill Boulevard	170	40+267	W	80	Yes	155	250	250	250	235
Winston Churchill Boulevard	171	40+161	W	80	Yes	155	152	250	152	106
Winston Churchill Boulevard	172	40+122	W	80	Yes	155	192	250	192	88
Winston Churchill Boulevard	173	40+081	W	80	Yes	155	248	250	248	69
Old Base Line Road	174	30+620	S	70	Yes	140	49	200	49	215
Old Base Line Road	175	30+685	N	70	No	140	146	200	146	77
Old Base Line Road	176	30+823	N	70	No	140	53	200	53	238
Old Base Line Road	177	30+917	N	70	Yes	140	250	200	250	95
Old Base Line Road	178	31+086	N	70	Yes	140	178	200	178	250
Old Base Line Road	179	31+196	N	70	Yes	140	250	200	250	250
Old Base Line Road	180	31+412	N	70	Yes	140	250	200	250	224
Old Base Line Road	181	31+770	N	70	Yes	140	95	200	95	250
Old Base Line Road	182	31+850	S	70	No	140	250	200	250	34
Old Base Line Road	183	32+152	N	70	Yes	140	250	200	250	128
Old Base Line Road	184	32+182	N	70	Yes	140	250	200	250	155

Notes:

- As per Geometric Design Guide for Canadian Roads, TAC, Figure 2.3.3.4, Sight Distance for Turning Movements from Stop
 - Minimum Turning Sight Distance B-1 is the sight distance for a passenger vehicle turning left onto a two-lane roadway across a passenger vehicle approaching from the left.
 - Minimum Turning Sight Distance B-2b is the sight distance for a passenger vehicle to turn left onto a two-lane roadway and attain 85% of the design speed without being overtaken by a vehicle approaching from the right and reducing speed from the design speed to 85% of the design speed.
 - Minimum Turning Sight Distance Cb is the sight distance for a passenger vehicle to turn right onto a two-lane roadway and attain 85% of the design speed without being overtaken by a vehicle approaching from the left and reducing speed from the design speed to 85% of the design speed.
- Sight Distances noted as 250m within the table were determined to be >250m
- * Sight distance is sufficient, as the measured distance is the maximum sight distance from a controlled intersection or the terminus of a road.
- As per Geometric Design Guide for Canadian Roads, TAC, Table 2.1.3.2, K Factors to Provide Minimum Stopping Sight Distance on Crest Vertical Curves, and Table 2.1.3.4, K Factors to Provide Minimum Stopping Sight Distance on Sag Vertical Curves

Intersection Sight Distance

Road	Intersection	Intersection Location	Direction	Design Speed (km/h)	Sufficient Stopping Sight Distance?	Minimum Turning Sight Distance B-1 (m)	Sight Distance to Left (m)	Minimum Turning Sight Distance B-2b & Cb (m)	Sight Distance to Left (m)	Sight Distance to Right (m)
Mississauga Road	Olde Base Line Road	20+315	WB	80	-	155	250*	250	250*	221
Mississauga Road	Olde Base Line Road	20+315	EB	80	-	155	227	250	227	250
Mississauga Road	The Grange Sideroad	23+338	EB	80	Yes	155	250	250	250	250
Mississauga Road	The Grange Sideroad	23+342	WB	80	Yes	155	250	250	250	250
Mississauga Road	Woodland Court	25+212	WB	70	No	140	110	200	110	250
Old Main Street	Caledon Mountain Drive	25+380	WB	70	Yes	140	207	200	207	168
Old Main Street	Bush Street	26+415	WB	50	-	100	178	125	178	57
Bush Street	Shaws Creek Road	11+370	SB	60	-	120	83	160	83	250
Bush Street	Shaws Creek Road	11+370	NB	60	-	120	250	160	250	80
Bush Street	Winston Churchill Boulevard	10+042	SB	90	-	175	127	310	127	43
Winston Churchill Boulevard	Bush Street	10+130	NB	90	-	175	134	310	134	120
Winston Churchill Boulevard	Sideroad 10	44+963	EB	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	The Grange Sideroad	43+125	WB	80	Yes	155	141	250	141	250
Winston Churchill Boulevard	Sideroad 5	41+870	EB	80	Yes	155	250	250	250	250
Winston Churchill Boulevard	Old Base Line Road	30+000	WB	70	-	140	21	200	21	250
Old Base Line Road	Shaws Creek Road	31+291	SB	70	Yes	140	250	200	250	157
Old Base Line Road	Rockside Road	31+410	NB	70	Yes	140	222	200	222	250
Old Base Line Road	Mississauga Road	32+700	SB	70	-	140	121	200	121	250
Old Base Line Road	Mississauga Road	32+700	NB	70	-	140	250	200	250	117

Notes:

- As per Geometric Design Guide for Canadian Roads, TAC, Figure 2.3.3.4, Sight Distance for Turning Movements from Stop
 - Minimum Turning Sight Distance B-1 is the sight distance for a passenger vehicle turning left onto a two-lane roadway across a passenger vehicle approaching from the left.
 - Minimum Turning Sight Distance B-2b is the sight distance for a passenger vehicle to turn left onto a two-lane roadway and attain 85% of the design speed without being overtaken by a vehicle approaching from the right and reducing speed from the design speed to 85% of the design speed.
 - Minimum Turning Sight Distance Cb is the sight distance for a passenger vehicle to turn right onto a two-lane roadway and attain 85% of the design speed without being overtaken by a vehicle approaching from the left and reducing speed from the design speed to 85% of the design speed.
- Sight Distances noted as 250m within the table were determined to be >250m
- * Left turn sight distance is deficient as it is blocked by existing guide rail
- As per Geometric Design Guide for Canadian Roads, TAC, Table 2.1.3.2, K Factors to Provide Minimum Stopping Sight Distance on Crest Vertical Curves, and Table 2.1.3.4, K Factors to Provide Minimum Stopping Sight Distance on Sag Vertical Curves
- Controlled intersections were not included in the stopping sight distance analysis

Intersection Decision Sight Distance

Intersection	Direction	Design Speed (km/h)	Available Decision Sight Distance (m)	Minimum Decision Sight Distance (m)	Desireable Decision Sight Distance (m)
Bush Street and Winston Churchill Boulevard	Westbound	90	140	270	355
Winston Churchill Boulevard and Olde Base Line Road	Southbound	80	260	240	315
Mississauga Road and Olde Base Line Road	Southbound	80	340	240	315

Notes:

1. As per Geometric Design Guide for Canadian Roads, TAC, Figure 2.3.3.4, Decision Sight Distance