Appendix M Left-Turn Lane Warrants

LEFT-TURN LANE WARRANTS

Left-turn lane warrants were reviewed as per MTO Geometric Design Standards for Ontario Highways.

Mississauga Road & Olde Base Line Intersection, AM Peak Hour					
Direction of Travel	NB	SB	EB	WB	
Design Speed	80 km/h	80 km/h	70 km/h	70 km/h	
Advancing Traffic Volumes	62	216	190	38	
Opposing Traffic Volumes	216	62	38	190	
Left Turn Traffic Volume	13	15	0	7	
Percentage Left Turning Volume	21%	7%	0%	18%	
Warranted	No	No	No	No	
Storage Length	N/A	N/A	N/A	N/A	
Mississauga Road & Olde Base Line Intersection , PM Peak Hour					
	e Intersection , F	M Peak Hour			
	e Intersection , F NB	M Peak Hour SB	EB	WB	
Mississauga Road & Olde Base Lin Direction of Travel	,		EB 70 km/h	WB 70 km/h	
Mississauga Road & Olde Base Lin Direction of Travel Design Speed	NB	SB			
Mississauga Road & Olde Base Lin	NB 80 km/h	SB 80 km/h	70 km/h	70 km/h	
Mississauga Road & Olde Base Lin Direction of Travel Design Speed Advancing Traffic Volumes Opposing Traffic Volumes	NB 80 km/h 296	SB 80 km/h 81	70 km/h 63	70 km/h 72	
Mississauga Road & Olde Base Lin Direction of Travel Design Speed Advancing Traffic Volumes Opposing Traffic Volumes Left Turn Traffic Volume	NB 80 km/h 296 81	SB 80 km/h 81 296	70 km/h 63	70 km/h 72 63	
Mississauga Road & Olde Base Lin Direction of Travel Design Speed Advancing Traffic Volumes	NB 80 km/h 296 81 102	SB 80 km/h 81 296 12	70 km/h 63 72 1	70 km/h 72 63 5	

Mississauga Road & The Grange Sideroad Intersection, AM Peak Hour				
Direction of Travel	NB	SB		
Design Speed	80 km/h	70 km/h		
Advancing Traffic Volumes	42	187		
Opposing Traffic Volumes	187	42		
Left Turn Traffic Volume	1	4		
Percentage Left Turning Volume	2%	2%		
Warranted	No	No		
Storage Length	N/A	N/A		

Mississauga Road & The Grange Sideroad Intersection, PM Peak Hour

Direction of Travel	NB	SB
Design Speed	80 km/h	70 km/h
Advancing Traffic Volumes	243	71
Opposing Traffic Volumes	71	243
Left Turn Traffic Volume	12	5
Percentage Left Turning Volume	5%	7%
Warranted	No	No
Storage Length	N/A	N/A

Direction of Travel	SB	
Design Speed	70 km/h	
Advancing Traffic Volumes	192	
Opposing Traffic Volumes	26	
Left Turn Traffic Volume	0	
Percentage Left Turning Volume	0%	
Warranted	No	
Storage Length	N/A	
Mississauga Road & Woodland Court Inte	rsection, PM Peak Hour	
Mississauga Road & Woodland Court Inte Direction of Travel	rsection, PM Peak Hour SB	
<u> </u>	,	
Direction of Travel	SB	
Direction of Travel Design Speed	SB 70 km/h	
Direction of Travel Design Speed Advancing Traffic Volumes	SB 70 km/h 70	
Direction of Travel Design Speed Advancing Traffic Volumes Opposing Traffic Volumes	SB 70 km/h 70 230	
Direction of Travel Design Speed Advancing Traffic Volumes Opposing Traffic Volumes Left Turn Traffic Volume	SB 70 km/h 70 230 2	

Mississauga Road & Caledon Mountain Dr	rive Intersection, AM Peak Hour	
Direction of Travel	SB	
Design Speed	70 km/h	
Advancing Traffic Volumes	194	
Opposing Traffic Volumes	49	
Left Turn Traffic Volume	1	
Percentage Left Turning Volume	1%	
Warranted	No	
Storage Length	N/A	
Mississauga Road & Caledon Mountain Dr	ive Intersection, PM Peak Hour	
Direction of Travel	SB	
Design Speed	70 km/h	

Design Speed	70 km/h	
Advancing Traffic Volumes	75	
Opposing Traffic Volumes	203	
Left Turn Traffic Volume	4	
Percentage Left Turning Volume	5%	
Warranted	No	
Storage Length	N/A	

Direction of Travel	NB	SB	EB	WB
Design Speed	50 km/h	50 km/h	50 km/h	50 km/h
Advancing Traffic Volumes	36	61	143	11
Opposing Traffic Volumes	61	36	11	143
Left Turn Traffic Volume	28	4	7	5
Percentage Left Turning Volume	78%	7%	5%	45%
Warranted	No	No	No	No
Storage Length	N/A	N/A	N/A	N/A
Old Main Street & Bush Street Int	ersection, PM Pe	eak Hour		
Direction of Travel	NB	SB	EB	WB
	50 km/h	50 km/h	50 km/h	50 km/h
Design Speed	001111111			4
Advancing Traffic Volumes	216	44	67	4
0 1		44 216	67 4	4 67
Advancing Traffic Volumes	216		• ·	•
Advancing Traffic Volumes Opposing Traffic Volumes Left Turn Traffic Volume	216 44	216	4	67
Advancing Traffic Volumes Opposing Traffic Volumes	216 44 152	216 2	4 13	67 2

Bush Street & Winston Churchill Boulevard Intersection, AM Peak Hour				
Direction of Travel	EB	WB		
Design Speed	90 km/h	90 km/h		
Advancing Traffic Volumes	164	54		
Opposing Traffic Volumes	106	246		
Left Turn Traffic Volume	9	2		
Percentage Left Turning Volume	5%	4%		
Warranted	No	No		
Storage Length	N/A	N/A		
Bush Street & Winston Churchill Boulevard Intersection	on, PM Peak Hour			
Direction of Travel	EB	WB		
Design Speed	90 km/h	90 km/h		
Advancing Traffic Volumes	89	134		
Opposing Traffic Volumes	280	122		
Left Turn Traffic Volume	9	2		
Percentage Left Turning Volume	10%	1%		
Warranted	No	No		
Storage Length	N/A	N/A		

Winston Churchill Boulevard & Tl	he Grange Sider	oad Intersection	, AM Peak Hour	
Direction of Travel		SB		
Design Speed		80 km/h		
Advancing Traffic Volumes		155		
Opposing Traffic Volumes		56		
Left Turn Traffic Volume		6		
%Percentage Left Turning Volume		4%		
Warranted		No		
Storage Length		N/A		
Winston Churchill Boulevard & Th	he Grange Sider	1	, PM Peak Hour	1
Direction of Travel		SB 80 km/h		
Design Speed		61		
Advancing Traffic Volumes		149		
Opposing Traffic Volumes Left Turn Traffic Volume		6		
%Percentage Left Turning Volume		10%		
Warranted		No		
Storage Length		N/A		
Winston Churchill Boulevard & 5t	h Sideroad Inter	section, AM Pea	ak Hour	
Direction of Travel	NB			
Design Speed	80 km/h			

Design Speed	80 km/h			
Advancing Traffic Volumes	44			
Opposing Traffic Volumes	153			
Left Turn Traffic Volume	6			
%Percentage Left Turning Volume	14%			
Warranted	No			
Storage Length	N/A			
Winston Churchill Boulevard & 5t	h Sideroad Inter	section, PM Peal	k Hour	
Direction of Travel	NB			
	NB 80 km/h			
Direction of Travel				
Direction of Travel Design Speed	80 km/h			
Direction of Travel Design Speed Advancing Traffic Volumes	80 km/h 182			
Direction of Travel Design Speed Advancing Traffic Volumes Opposing Traffic Volumes	80 km/h 182 61			
Direction of Travel Design Speed Advancing Traffic Volumes Opposing Traffic Volumes Left Turn Traffic Volume	80 km/h 182 61 50			

Warranted Storage Length

Direction of Travel	SB	
Design Speed	70 km/h	
Advancing Traffic Volumes	198	
Opposing Traffic Volumes	34	
Left Turn Traffic Volume	158	
%Percentage Left Turning Volume	80%	
Warranted	No	
Storage Length	N/A	
Winston Churchill Boulevard & Olde Ba	,	ak Hour
Winston Churchill Boulevard & Olde Ba Direction of Travel	ase Line Road Intersection, PM Pea	ak Hour
Direction of Travel Design Speed	,	ak Hour
Direction of Travel Design Speed Advancing Traffic Volumes	SB	ak Hour
Direction of Travel Design Speed	SB 70 km/h	ak Hour
Direction of Travel Design Speed Advancing Traffic Volumes	SB 70 km/h 84	ak Hour
Direction of TravelDesign SpeedAdvancing Traffic VolumesOpposing Traffic Volumes	SB 70 km/h 84 60	ak Hour
Direction of TravelDesign SpeedAdvancing Traffic VolumesOpposing Traffic VolumesLeft Turn Traffic Volume	SB 70 km/h 84 60 62	ak Hour

Olde Base Line Road & Shaws Creek Road Intersection, AM Peak Hour				
Direction of Travel	EB			
Design Speed	70 km/h			
Advancing Traffic Volumes	175			
Opposing Traffic Volumes	53			
Left Turn Traffic Volume	2			
%Percentage Left Turning Volume	1%			
Warranted	No			
Storage Length	N/A			
Olde Base Line Road & Shaws Creek Road Intersec	tion, PM Peak Hour			
Direction of Travel	EB			
Design Speed	70 km/h			
Advancing Traffic Volumes	77			
Opposing Traffic Volumes	174			
Left Turn Traffic Volume	4			
%Percentage Left Turning Volume	5%			

No N/A

Olde Base Line Road & Rockside Road Intersection, AM Peak Hour	
Direction of Travel	WB
Design Speed	70 km/h
Advancing Traffic Volumes	36
Opposing Traffic Volumes	179
Left Turn Traffic Volume	1
%Percentage Left Turning Volume	3%
Warranted	No
Storage Length	N/A
Olde Base Line Road & Rockside Road Intersection, PM Peak Hour	
Direction of Travel	WB
Design Speed	70 km/h
Advancing Traffic Volumes	180
Opposing Traffic Volumes	62
Left Turn Traffic Volume	4
%Percentage Left Turning Volume	2%
Warranted	No
Storage Length	N/A