

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				
Direction of Travel	NB	SB	EB	WB
Design Speed	80 km/h	80 km/h	70 km/h	70 km/h
Advancing Traffic Volumes	296	81	63	72
Opposing Traffic Volumes	81	296	72	63
Left Turn Traffic Volume	102	12	1	5
%Percentage Left Turning Volume	34%	15%	2%	7%
Warranted	No	No	No	No
Storage Length	N/A	N/A	N/A	N/A

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		

Mississauga Road & Woodland Court Intersection, AM Peak Hour				
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 Intersection, PM Peak Hour				
Direction of Travel		SB		
Design Speed		70 km/h		
Advancing Traffic Volumes		70		
Opposing Traffic Volumes		230		
Left Turn Traffic Volume		2		
Percentage Left Turning Volume		3%		
Warranted		No		
Storage Length		N/A		

Mississauga Road & Caledon Mountain Drive 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 Drive Intersection, PM Peak Hour				
Direction of Travel		SB		
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		

Old Main Street & Bush Street Intersection, AM Peak Hour				
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 Intersection, PM Peak Hour				
Direction of Travel	NB	SB	EB	WB
Design Speed	50 km/h	50 km/h	50 km/h	50 km/h
Advancing Traffic Volumes	216	44	67	4
Opposing Traffic Volumes	44	216	4	67
Left Turn Traffic Volume	152	2	13	2
Percentage Left Turning Volume	70%	5%	19%	50%
Warranted	No	No	No	No
Storage Length	N/A	N/A	N/A	N/A

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, 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 & The Grange Sideroad 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 & The Grange Sideroad Intersection, PM Peak Hour				
Direction of Travel		SB		
Design Speed		80 km/h		
Advancing Traffic Volumes		61		
Opposing Traffic Volumes		149		
Left Turn Traffic Volume		6		
%Percentage Left Turning Volume		10%		
Warranted		No		
Storage Length		N/A		

Winston Churchill Boulevard & 5th Sideroad Intersection, AM Peak Hour				
Direction of Travel	NB			
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 & 5th Sideroad Intersection, PM Peak Hour				
Direction of Travel	NB			
Design Speed	80 km/h			
Advancing Traffic Volumes	182			
Opposing Traffic Volumes	61			
Left Turn Traffic Volume	50			
%Percentage Left Turning Volume	27%			
Warranted	No			
Storage Length	N/A			

Winston Churchill Boulevard & Olde Base Line Road Intersection, AM Peak Hour				
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 Base Line Road Intersection, PM Peak Hour				
Direction of Travel		SB		
Design Speed		70 km/h		
Advancing Traffic Volumes		84		
Opposing Traffic Volumes		60		
Left Turn Traffic Volume		62		
%Percentage Left Turning Volume		74%		
Warranted		No		
Storage Length		N/A		
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 Intersection, 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%	
Warranted			No	
Storage Length			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