TAC; TRANSPORTATION ASSOCIATION OF CANADA
THE GEOMETRIC DESIGN GUIDE FOR CANADIAN ROADS
SEPTEMBER 1999

METRIC
ALL DIMENSIONS IN METRES

	LOCAL RESIDENTIAL ROADS	LOCAL INDUSTRIAL ROADS	MINOR RESIDENTIAL COLLECTOR ROADS	COLLECTOR ROADS	ARTERIAL ROADS
DESIGN SPEED	50 km/h	50 km/h	50/60 km/h	70 km/h	90 km/h
STOPPING SIGHT DISTANCE (TAC TABLE 2.1.3.2)	65 m	65 m	85 m SEE NOTE 7	110 m	170 m
STOPPING SIGHT DISTANCE (FOR CREST (VERTICAL CURVES)	65 m	65 m	90m SEE NOTE 7	120m	180m
MINIMUM RADIUS (C_L OF ROAD)	N/A	N/A	150m SEE NOTE 7	325m	580m
GRADE (MINIMUM) SEE NOTE 4	0.5%	0.5%	0.5%	0.5%	0.5%
GRADE (MAXIMUM)	7.0%	6.0%	6.0%	6.0%	6.0%
GRADE (MAXIMUM) THROUGH ROADS AT INTERSECTIONS	3.5%	3.0%	3.0%	3.0%	2.0%
GRADE (MAXIMUM) STOP ROADS AT INTERSECTIONS	2.5%	2.0%	2.0%	2.0%	1.0%
INTERSECTION ANGLE	70-90°	70-90°	70-90°	70-90°	80-90°
MINIMUM TANGENT LENGTH FOR INTERSECTION APPROACHES (FROM C_L)	40m	45m	45m	45m	75m

NOTES:

1. THIS STANDARD TO BE USED IN CONJUNCTION WITH CITY OF MISSISSAUGA STANDARDS (SECTION 2211 ROADWAYS)
2. CHANGES IN VERTICAL ALIGNMENT SHALL BE AS PER CITY OF MISSISSAUGA STANDARDS 2211.020 AND 2211.030
3. CHANNELIZATION WILL NORMALLY BE USED AT ARTERIAL TO ARTERIAL INTERSECTIONS. SEE CITY OF MISSISSAUGA STANDARD 2211.210
4. ON CUL-DE-SACS, THE CURB LINES OR EDGE OF PAVEMENT ARE TO MAINTAIN A MINIMUM GRADE OF 0.5%
5. STOPPING SIGHT DISTANCE REFER TO THE TAC MANUAL, TABLES 1.2.5.2 AND 1.2.5.3 DERIVED USING THE COEFFICIENT OF FRICTION FOR WET PAVEMENT.
6. MINIMUM RADII MAY BE REDUCED WITH THE USE OF SUPERELEVATION AS DIRECTED BY THE COMMISSIONER OF TRANSPORTATION AND WORKS. IF SUPERELEVATION IS USED, THE DESIGN IS TO ADHERE TO THE REQUIREMENTS OF TABLE 2.1.2.6 IN THE TAC MANUAL.
7. STOPPING SIGHT DISTANCES MEETS 60 km/h, MINIMUM RADIUS MEETS 50 km/h REQUIREMENTS.

MISSISSAUGA
Transportation and Works

STANDARD
GEOMETRIC DESIGN
STANDARDS FOR ROADS

EFF. DATE	2002-01-01	SCALE	N.T.S.
REV.		STANDARD No.	2211.010