

Table 1.2.5.7 Decision Sight Distance⁴

Design Speed (km/h)	Decision Sight Distance for Avoidance Manoeuvre (m)				
	A	B	C	D	E
50	75	160	145	160	200
60	95	205	175	205	235
70	125	250	200	240	275
80	155	300	230	275	315
90	185	360	275	320	360
100	225	415	315	365	405
110	265	455	335	390	435
120+	305	505	375	415	470

Notes: Avoidance Manoeuvre A: stop on rural roadway.
 Avoidance Manoeuvre B: stop on urban roadway.
 Avoidance Manoeuvre C: speed/path/direction change on rural roadway.
 Avoidance Manoeuvre D: speed/path/direction change on suburban roadway.
 Avoidance Manoeuvre E: speed/path/direction change on urban roadway.



Photo 1 – CKL 121 from 75m South of the proposed entrance location.



Photo 2 – CKL 121 from 145m South of the proposed entrance location. Note the proposed entrance location is not visible due to the horizontal curve.



Photo 3 – CKL 121 from 75m North of the proposed entrance location.



Photo 4 – CKL 121 from 145m North of the proposed entrance location. Note, view of the proposed entrance is partially obstructed by brush between the road and the Victoria County Rail Trail.