

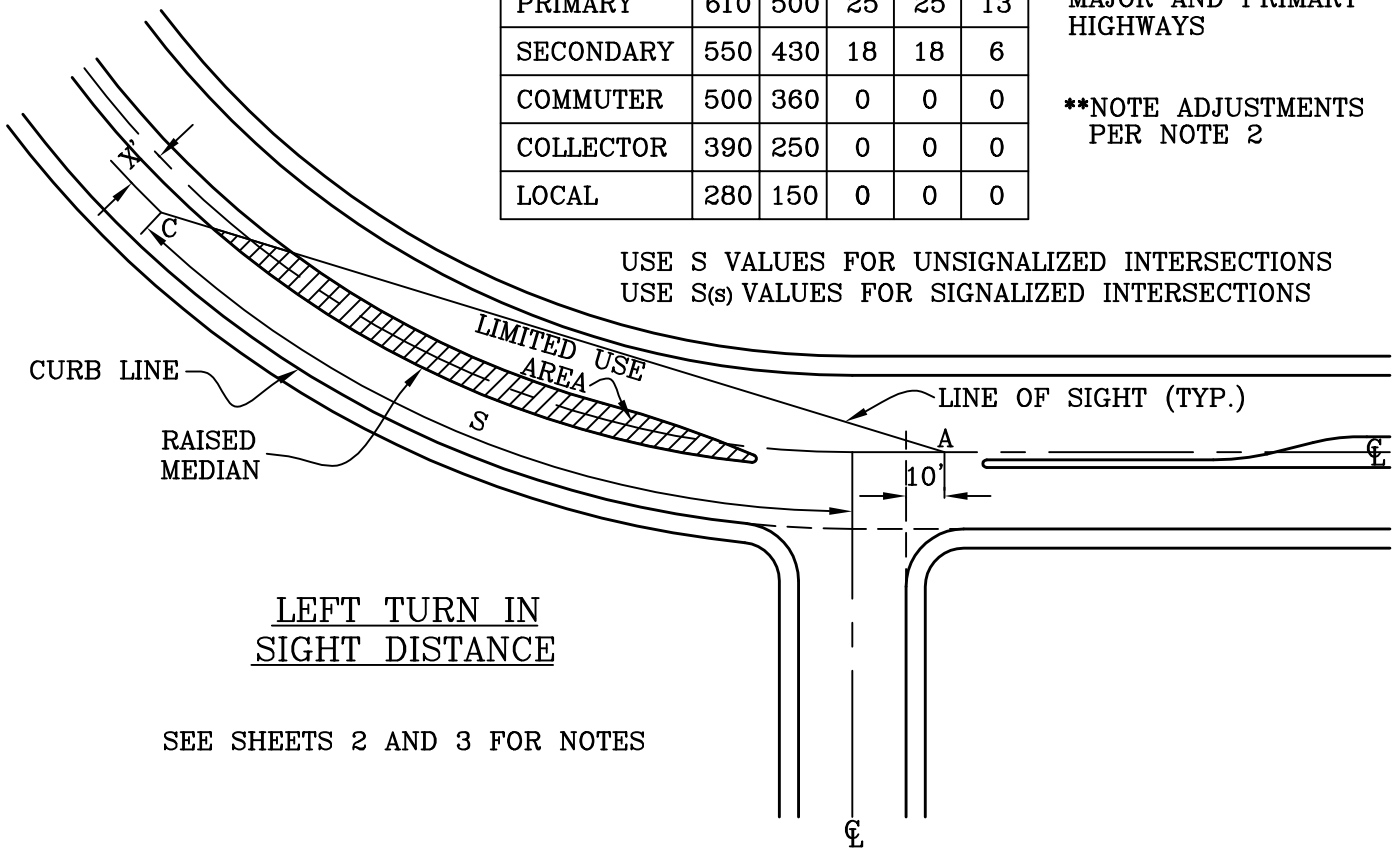
DISTANCE (FT.)

	S **	S(s) **	Y'	X*	X'*
MAJOR	660	580	37	37	13
PRIMARY	610	500	25	25	13
SECONDARY	550	430	18	18	6
COMMUTER	500	360	0	0	0
COLLECTOR	390	250	0	0	0
LOCAL	280	150	0	0	0

*X AND X' ARE BASED UPON A STANDARD 14' MEDIAN FOR MAJOR AND PRIMARY HIGHWAYS

**NOTE ADJUSTMENTS PER NOTE 2

USE S VALUES FOR UNSIGNALIZED INTERSECTIONS
USE S(s) VALUES FOR SIGNALIZED INTERSECTIONS



CITY OF MISSION VIEJO



INTERSECTION SIGHT DISTANCE

STANDARD
PLAN NO.

315

Robert Anderson

9-23-03

APPROVED

RCE 30190

DATE

SHT 1 OF 3

NOTES:

1. THE DISTANCE S REPRESENTS THE CORNER SIGHT DISTANCE MEASURED ALONG THE CENTERLINE OF THE ROAD. THE CORNER SIGHT DISTANCE IS THE DISTANCE REQUIRED TO ALLOW 7 1/2 SECONDS FOR THE DRIVER ON THE CROSS ROAD (OR LEFT TURN POCKET) TO SAFELY CROSS THE MAIN ROADWAY OR TURN LEFT WHILE THE APPROACH VEHICLE TRAVELS AT THE ASSUMED DESIGN SPEED OF THE MAIN ROADWAY.
2. THE DISTANCE S SHOULD BE INCREASED BY 20% FROM THE AMOUNT SHOWN ON THE TABLE ON SUSTAINED DOWNGRADES STEEPER THAN 3% AND LONGER THAN ONE MILE.
3. POINTS A AND A' ARE THE LOCATIONS OF A DRIVERS LINE OF SIGHT (3.5 FOOT EYE HEIGHT) TO ONCOMING VEHICLES (4.25 FOOT OBJECT HEIGHT) LOCATED AT POINTS C AND C' WHILE IN A VEHICLE AT AN INTERSECTION 10 FEET BACK FROM THE PROJECTION OF THE CURB LINE. IN NO CASE SHALL POINTS A OR A' BE LESS THAN 15 FEET FROM THE EDGE OF THE TRAVELED WAY.
4. THE DISTANCE Y' IS THE DISTANCE MEASURED FROM THE CENTERLINE OF THE MAIN ROAD TO THE FAR RIGHT THROUGH TRAVEL LANE. THE DISTANCE Y' IS EQUAL TO ZERO FOR T-INTERSECTIONS. THE DISTANCE X IS THE CENTER OF THE FAR RIGHT THROUGH TRAVEL LANE. THE DISTANCE X' IS THE DISTANCE MEASURED FROM THE CENTERLINE OF THE MAIN ROAD TO THE CENTER OF THE TRAVEL LANE NEAREST THE CENTERLINE OF THE ROAD.
5. THE LIMITED USE AREA IS DETERMINED BY THE GEOGRAPHICAL METHOD USING THE APPROPRIATE DISTANCES GIVEN IN THE IN THE TABLE. IT SHALL BE USED FOR THE PURPOSE OF PROHIBITING OR CLEARING OBSTRUCTIONS IN ORDER TO MAINTAIN ADEQUATE SIGHT DISTANCE AT INTERSECTIONS.
6. THE LINE OF SIGHT LINE SHALL BE SHOWN AT INTERSECTIONS ON ALL LANDSCAPING PLANS, GRADING PLANS AND TENTATIVE TRACT PLANS WHERE SAFE SIGHT DISTANCE IS QUESTIONABLE. IN CASES WHERE AN INTERSECTION IS LOCATED ON A VERTICAL CURVE, A PROFILE OF THE LINE OF SIGHT MAY BE REQUIRED.
7. OBSTRUCTIONS SUCH AS BUS SHELTERS, WALLS OR LANDSCAPING WITHIN THE LIMITED USE AREA WHICH COULD RESTRICT THE LINE OF SIGHT SHALL NOT BE PERMITTED.
 - a. PLANTS AND SHRUBS WITHIN THE LIMITED USE AREA SHALL BE OF THE TYPE THAT WILL GROW NO HIGHER THAN 12 INCHES ABOVE THE GROUND AND SHALL BE MAINTAINED AT A MAXIMUM HEIGHT OF 12 INCHES ABOVE THE GROUND. MAINTENANCE AT A LOWER HEIGHT MAY BE REQUIRED ON CREST VERTICAL CURVES PER NOTE 6 ABOVE.
 - b. A PROFILE OF THE LINE OF SIGHT MAY BE REQUIRED TO VERIFY 12" MINIMUM VERTICAL CLEARANCE ABOVE VARIABLE HEIGHT OBSTRUCTIONS SUCH AS SLOPE LANDSCAPING, PLANTS AND SHRUBS.

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NOTES CONTINUED:

- c. THE TOE OF THE SLOPE MAY ENCROACH INTO THE LIMITED USE AREA PROVIDED THAT THE REQUIREMENTS OF (b) ABOVE ARE SATISFIED.
- d. IN LIEU OF PROVIDING A PROFILE OF THE LINE OF SIGHT, THE TOE OF SLOPE SHALL NOT ENCROACH INTO THE LIMITED USE AREA, AND THE LIMITED USE AREA SHALL SLOPE AT 2% MAXIMUM TO THE ROADWAY.
- 8. TREES SHALL NOT BE PERMITTED WITHIN ANY PORTION OF THE LIMITED USE AREA.
- 9. RESIDENTIAL DRIVEWAYS SERVING FOUR OR MORE UNITS AND COMMERCIAL DRIVEWAYS SHALL BE TREATED AS A LOCAL STREET INTERSECTION.

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