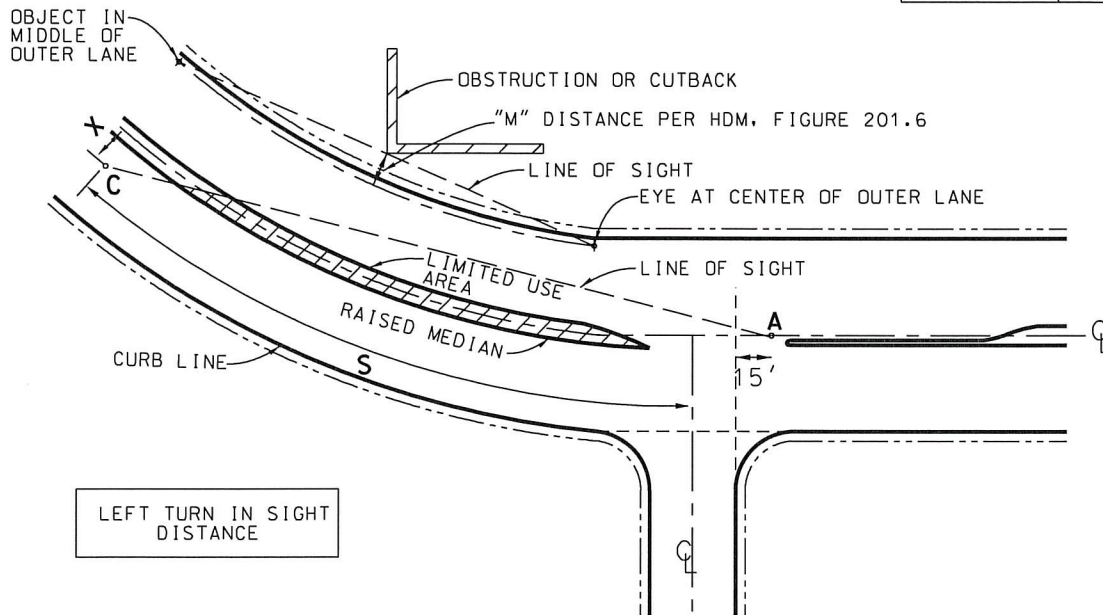


X AND X' ARE BASED UPON A STANDARD 14' MEDIAN FOR MAJOR AND PRIMARY HIGHWAYS.

SPEED (MPH)	S
60	660
55	605
50	550
45	495
40	440
35	385
30	330
25	275



APPROVED: *[Signature]* DATE: 8/2/2017  
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DATE		REVISION
05/01/17	MJ	UPDATED VALUES FOR S
05/02/17	VC	UPDATED LT IN SIGHT DISTANCE
07/03/17	MJ	UPDATED VALUES FOR Y', X, X'

INTERSECTION SIGHT DISTANCE

STD. PLAN NUMBER  
1125E  
SHT. 1 OF 3

Table 1125E.1

Approach Grade (%)	Design Speed (mph)													
	15	20	25	30	35	40	45	50	55	60	65	70	75	80
-6	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2
-5	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2
-4	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
-3 to +3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
+4	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+5	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+6	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

Adjustment Factors for Sight Distance Based on Approach Grade



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DATE

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INTERSECTION SIGHT DISTANCE

STD. PLAN NUMBER  
1125E  
SHT. 2 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 7.5 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. This is based on two-lane road. For every extra lane add 0.5 seconds.
2. The distance S should be increased according to the amount shown on Table 1125E.1 on sustained downgrades steeper than 3% and longer than one mile.
3. Points A and A' are the locations of a driver's 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 fifteen 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 distance measured from the centerline of the main road to 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 traveled lane nearest the centerline of the road.
5. The Limited Use Area is determined by the graphical method using the appropriate distances given in the above 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 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. The landscape plan submitted shall show the name, location, and mature dimensions, plotted to scale of all the proposed trees within the Limited Use Area.
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 24 inches above the ground and shall be maintained at a maximum height of 24 inches above the ground. Trees shall not be permitted within any portion of the Limited Use Area. Maximum height of any object in the Limited Use Area is 2.5'. 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 vertical height obstructing such as slope landscaping, plants and shrubs.
  - c. The toe of 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% to the roadway.
8. Median areas less than six (6) feet width shall be paved with concrete per standard plan 1118.
9. Driveway approaches shall be treated as local street intersections.



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DATE		REVISION
05/01/17	MJ	CHANGE OF NOTE 2, 7, & 9
05/01/17	MJ	NOTE 8, & 10-12 REMOVED

**INTERSECTION SIGHT DISTANCE**

**STD. PLAN  
NUMBER  
1125E  
SHT. 3 OF 3**