

PLAN AND PROFILE

NOT TO SCALE

SPEED V	MIN. S.S.D.	
	FOR LEFT OR THROUGH TRAFFIC	FOR RIGHT TURNS ONLY
20	220'	120'
25	275'	150'
30	330'	190'
35	385'	220'
40	440'	270'
45	495'	320'
50	550'	360'
55	605'	410'
60	660'	450'

E = 8' AT DRIVEWAYS AND 18' AT PUBLIC ROAD INTERSECTIONS (LESSER VALUES MAY BE CONSIDERED ONLY UNDER SPECIAL SITUATIONS)

HEIGHT OF EYE/OBJECT AT POINTS A AND B AND C AND WITHIN THE SIGHT TRIANGLE = 3' LOWER LIMIT AND 7' 6" UPPER LIMIT

V = SPEED (MPH) = THE GREATER OF THE FOLLOWING:

- 1) ANTICIPATED SPEED (TBD BY CITY ENGINEER)
- 2) PREVAILING SPEED
- 3) DESIGN SPEED
- 4) POSTED SPEED

S.S.D. = MINIMUM STOPPING SIGHT DISTANCE - NO OBSTRUCTION PERMITTED IN THESE AREAS

☒ LIMITS OF VERTICAL SIGHT ZONE


THERE SHALL BE NO SIGHT DISTANCE OBSTRUCTIONS IN EITHER THE HORIZONTAL OR VERTICAL SIGHT ZONES FOR CONTROLLED INTERSECTIONS OR WITHIN THE SIGHT DISTANCE TRIANGLE AT UNCONTROLLED INTERSECTIONS. SIGHT DISTANCE OBSTRUCTIONS ARE OBJECTS THAT MAY BLOCK THE VIEW OF MOTORISTS INCLUDING UTILITY VENTS, HILLS, WALLS, SIGNS, STREET FURNITURE, MATURE LANDSCAPING*, HORIZONTAL AND VERTICAL ROAD CURVATURES ETC., IN THE COMBINED HORIZONTAL AND VERTICAL SIGHT ZONES. INDIVIDUAL ELEMENTS (INCLUDING STREET TREES) SHALL BE NO THICKER THAN 12 INCHES NOR SPACED CLOSER THAN 100 FEET APART AT INTERSECTIONS OR 50 FEET APART AT DRIVEWAYS.

CITY POLICY FOR EVALUATING SIGHT DISTANCE ON ALL PROPOSED PROJECTS:

1. THE DEVELOPER'S ENGINEER SHALL EVALUATE ALL PROPOSED INTERSECTIONS AND DRIVEWAYS TO MAINTAIN THE MINIMUM S.S.D. CRITERIA FOR STREET PLANS, SITE PLANS, GRADING PLANS, TRACT MAPS, AND LANDSCAPE PLANS.
2. IF ANY LOCATIONS ARE IDENTIFIED WITH AN S.S.D. LESS THAN THE MINIMUM S.S.D. FOR ANY OF THE SPEEDS LISTED ABOVE, THE DEVELOPER'S ENGINEER SHALL BRING THESE LOCATIONS TO THE ATTENTION OF THE CITY ENGINEER BY IDENTIFYING THE EXACT LENGTH OF S.S.D. THAT IS AVAILABLE AS TO EACH ASSOCIATED SPEED; AND THE OBSTRUCTION LIMITING THE S.S.D. SHALL BE IDENTIFIED. THE DEVELOPER'S ENGINEER SHALL ALSO NOTE ON THE PLANS WHAT IMPROVEMENTS WOULD BE NECESSARY TO OBTAIN THE 'MINIMUM' S.S.D. A PROFILE PLAN DEPICTING S.S.D. FINAL IMPROVEMENTS AND MATURE LANDSCAPING THEME SHALL BE PROVIDED.

* NOTE:

IT IS ESPECIALLY CRITICAL THAT "MATURE LANDSCAPING" AND FINISH SLOPED SURFACES BE CONSIDERED IN THIS S.S.D. CRITERIA, NOT JUST THE BARE GROUND.

CHANGE	DESCRIPTION	DATE	INITIAL	APPROVED: 	5/24/18
				CITY ENGINEER	DATE



CITY OF THOUSAND OAKS
PUBLIC WORKS DEPARTMENT

**STANDARD INTERSECTION AND CORNER
SIGHT DISTANCE REQUIREMENTS AT
INTERSECTION AND DRIVEWAYS**

PLATE NO.

3-10