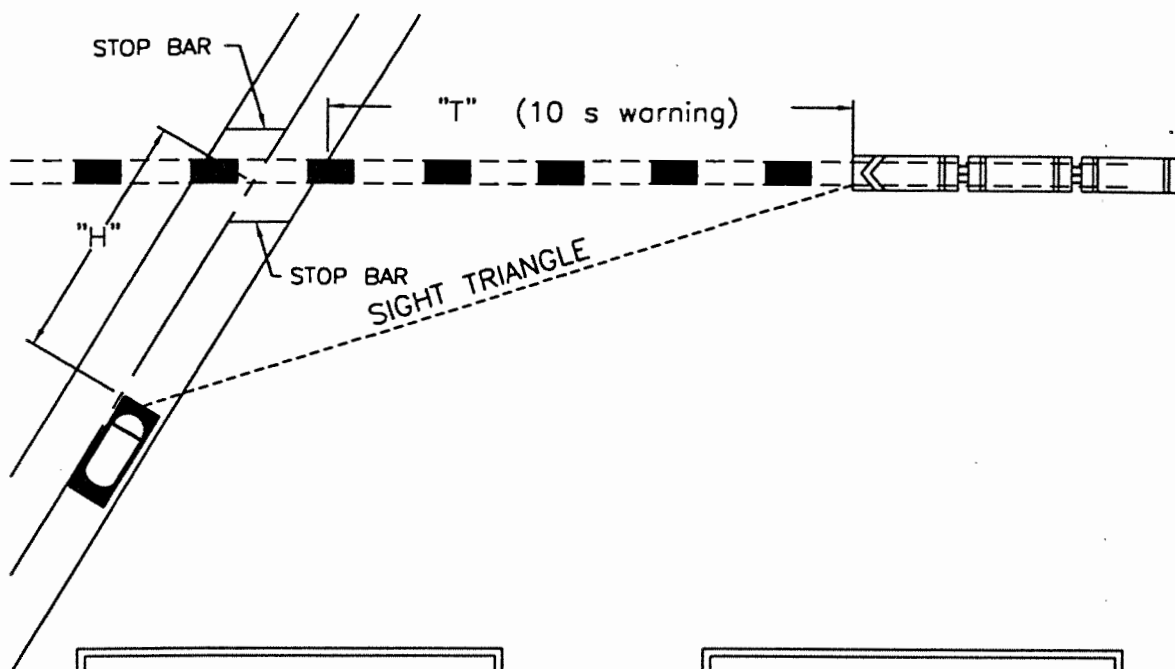




### HIGHWAY

| Design Speed<br>km/h | Distance<br>"H"<br>m |
|----------------------|----------------------|
| 50                   | 60                   |
| 60                   | 80                   |
| 70                   | 105                  |
| 80                   | 130                  |
| 90                   | 160                  |
| 100                  | 190                  |
| 110                  | 230                  |
| 120                  | 265                  |
| 130                  | 290                  |

### RAILWAY

| Maximum Train Speed<br>mph | Minimum Distance<br>"T"<br>m |
|----------------------------|------------------------------|
| STOP                       | 30                           |
| 1 - 10                     | 45                           |
| 11 - 20                    | 91                           |
| 21 - 30                    | 136                          |
| 31 - 40                    | 182                          |
| 41 - 50                    | 227                          |
| 51 - 60                    | 273                          |
| 61 - 70                    | 318                          |
| 71 - 80                    | 364                          |
| 81 - 90                    | 409                          |
| 91 - 100                   | 455                          |

### NOTES:

1. View from 1.05 m above road to 1.2 m above track level.
2. Where gradients within 8 m of the rail exceed 5%, the crossing angle is less than 70° or greater than 110°, there are more than 2 tracks, or heavy or long vehicles regularly cross, clear view from a vehicle stopped at the crossing must also extend a minimum of 50% beyond "T", and more if necessary, so stopped vehicles have sufficient time to start up and cross safely.
3. Where heavy vehicles operate on long descending approaches, increase "H" to 'stopping sight distances' calculated in accordance with the TAC's Geometric Design Manual.
4. If clear view cannot be achieved for existing speeds, reduce the posted speed of the highway or maximum train speed or both to the extent that required sight lines are achieved.
5. For railway crossings with automatic warning systems, only the right of ways must be kept clear to the distances shown in the above tables.



**Saskatchewan  
Highways and  
Transportation**

## SIGHT TRIANGLE AT RAILWAY CROSSINGS WITHOUT AUTOMATIC WARNING SYSTEMS

|                 |                      |                                                 |      |          |                  |        |
|-----------------|----------------------|-------------------------------------------------|------|----------|------------------|--------|
| RECOMMENDED BY: | <i>Red Stotts</i>    | SENIOR DESIGN ENGINEER                          | DATE | 97/09/19 | STANDARD PLAN NO | 20645  |
| APPROVED BY:    | <i>David D. Webb</i> | EXECUTIVE DIRECTOR<br>ENGINEERING SERVICES DIV. | DATE | 97-09-29 | SHEET            | 1 of 1 |

LAST REV DATE: 97/09/15

ACAD DWG: 20645