

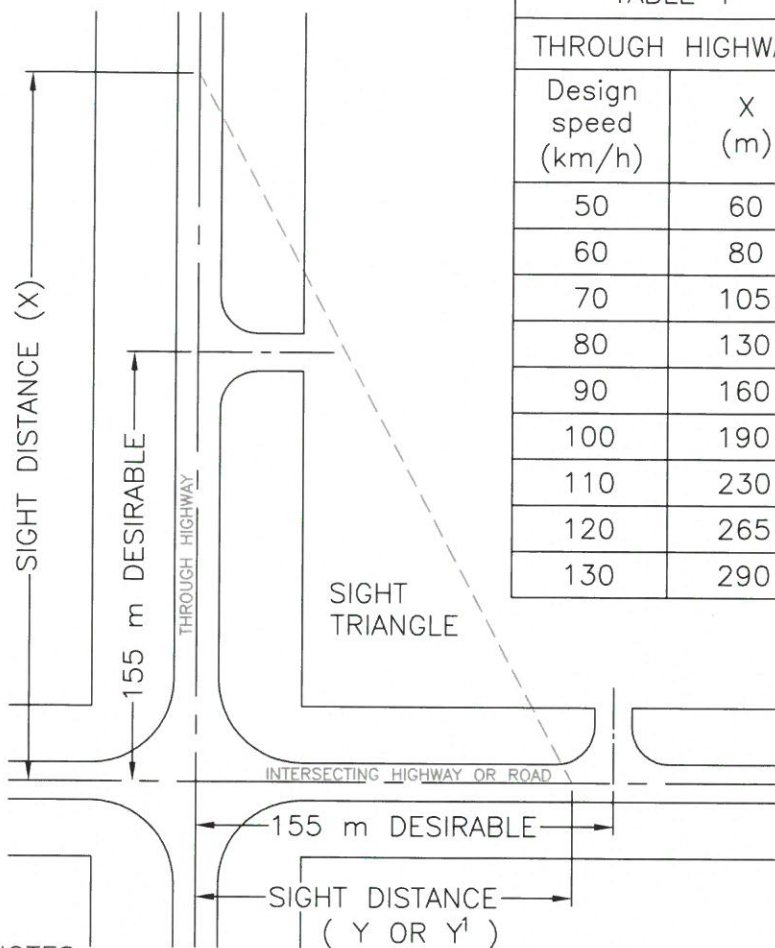


TABLE 1	
THROUGH HIGHWAY	
Design speed (km/h)	X (m)
50	60
60	80
70	105
80	130
90	160
100	190
110	230
120	265
130	290

TABLE 2		
INTERSECTING ROAD		
Type	Y (1) (m)	Y' (2) (m)
Paved ⁽³⁾ highway	130	230
Other highway	105	210
Designated municipal roads and urban accesses (greater than 300 m from built up area)	80	130
Other urban access	60	105
Other all weather municipal roads	60	130

NOTES:

1. For permit requirements and clearing of existing obstructions the X and Y distances are applicable.
2. A stop sign is required when new or existing obstructions fall within a triangle formed by using sight distances equal to X and Y'.
3. Paved highway means a highway with a sealed granular or structural pavement, as defined in the Surfacing Manual Section 310-03 for Pavement Types, but excludes Thin Membrane Surfaces.
4. For roads not listed, for example industrial access roads, use data for the equivalent type of road or highway.
5. At proposed interchange sites, development will be permitted only outside the required interchange area.
6. The minimum separation from centreline of the intersecting roadways to an approach centerline is 90 m on the through highway and the distance provided for frontage road separation in Standard Plan 20650 on the intersecting roadway.
7. This standard does not apply to ungraded municipal roads and farm yard access.
8. For additional information please refer to SKS 2.3.3-E and SKS 3.1.1-A.



SIGHT TRIANGLE AT INTERSECTIONS

RECOMMENDED BY		DIRECTOR DESIGN & TRAFFIC ENG	DATE	2016-03-30	STANDARD PLAN NO	20640
APPROVED BY		EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH	DATE	Apr 8, 2016	SHEET	1 OF 2

TABLE 3						
Through highway	INTERSECTING ROAD					
	1	2	3	4	Grid	Municipal
1	\$94,000	\$56,000	\$51,000	\$46,000	\$36,000	\$10,000
2		\$51,000	\$46,000	\$42,000	\$31,000	\$5100
3			\$42,000	\$42,000	\$25,000	\$5100
4			\$42,000	\$42,000	\$25,000	\$5100

NOTES:

- Table 3 shows limits of expenditure to apply in obtaining the sight triangle subject to 1, 2, 3 and 4.
- For one leg apply one-half value.
- Subject to acceptability of necessary property arrangements.
- Applicable to normal construction and new building construction only, unless identified as an accident prone location.
- The classes of highway corresponding to the numbers in the table are:
 Number 1 – D 130-7430
 U 130-7430
 Number 2 – U 120-7420
 U 120-7415
 Number 3 – U 110-7010 (DS/SS/M/G)
 Number 4 – U 100-7010 (G)
- The above values have been adjusted from their original 1988 values to 2013 values using Statistics Canada's Consumer Price Index for December 2013.

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ACAD DWG: SKS20640-2
LAST REV DATE: 16/02/02