

Technical Memorandum

To: Debbie Kinsinger, Kinsinger Environmental Consulting
 From: Marc Mizuta, STC Traffic
 Date: September 16, 2015
 Re: Sight Distance Analysis for Corona TTM 36864



The following technical memorandum has been prepared to evaluate the intersection sight distance for the proposed driveway (Pops Way) associated with the Tentative Tract Map (TTM) 36864 project. Copies of the current site plan depicting the sight distance line at the project driveway and City's Street Standard are contained in the Appendix.

Project Location

The TTM 36864 project is located on the south side of Corona Avenue just west of I-15 in the City of Corona, CA. **Figure 1** illustrates the location of the project site.

Figure 1: Project Site



Sight Distance

Field sight distance measurements were measured at the proposed project driveway location along Corona Avenue to estimate if the project will provide adequate sight distance in both directions along Corona Avenue. The sight distance criteria was based on the City's *Intersection Sight Distance*

Standard Plan 119. The line of sight measurements were obtained from the point 10 feet back from the curb and two feet from the centerline of Pops Way as shown in Appendix A, Figure 1 (Conceptual Grading). The criteria shown in Appendix A, Figure 2 (City of Corona Intersection Sight Distance, Standard Plan 119), illustrates the standard 10-foot offset from the curb. The two-foot distance from the centerline is based on specific comments provided by the City shown in Appendix A, Figure 3 (Line of Sight Sketch). Based on a posted 35 mph speed limit sign in the vicinity of the proposed project driveway, a 385-foot stopping sight distance would be required in both directions.

Field measurements were obtained on December 4, 2014 and indicated a sight distance of approximately 470 feet to the west and 400 feet to the east. **Figure 2** provides views from the approximate project driveway location. It should be noted that while conducting the field measurements, City trucks were parked near the project site to attend to some recent flooding issues. Although the trucks somewhat blocked the view to the west, a clear line of sight to the center of Corona Avenue was provided.

Figure 2: Views from Project Driveway



Conclusion

Based on the criteria outlined in the City's *Intersection Sight Distance Standard Plan 119*, the sight distance at the project driveway in both directions exceed the 385-foot requirement. Also, in order to keep a clear line of sight at the project driveway, all plants and shrubs should be limited to 30 inches in height and "NO PARKING ANY TIME" signs shall be installed on the east side of Pops Way and on the south side of Corona Avenue every 150 feet.

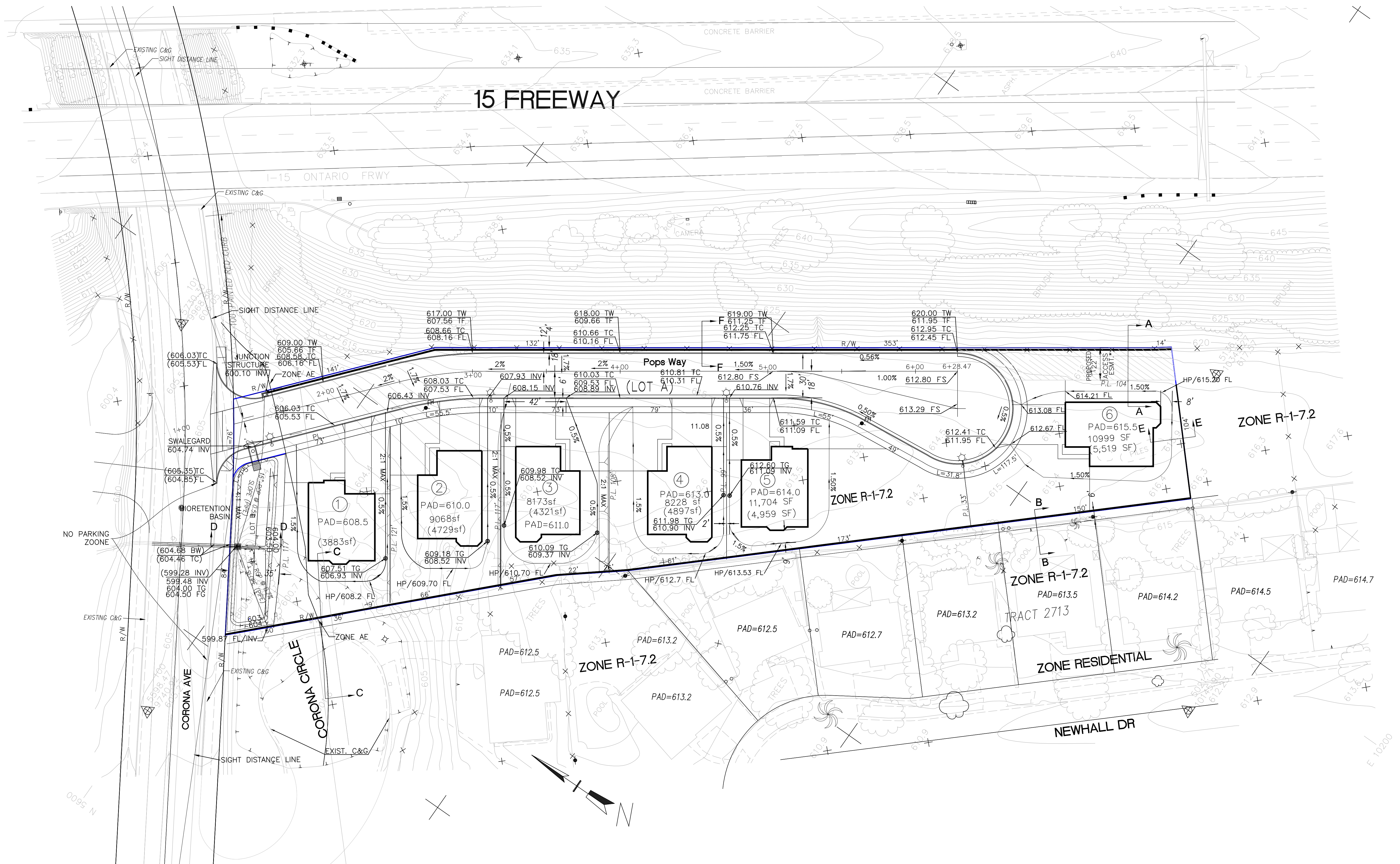
APPENDIX A

Figure 1: Site Plan

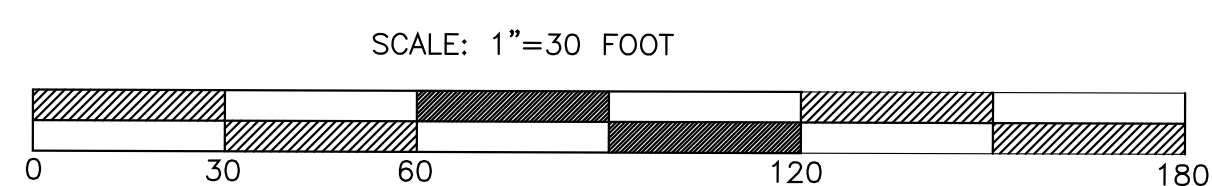
Figure 2: City's Street Standard

Figure 3: City's Comments

FIGURE 1



DIGALERT
 DIAL TOLL FREE
 1-800-227-2600
 AT LEAST TWO DAYS
 BEFORE YOU DIG
 UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



CITY OF CORONA
 400 SOUTH VICENTIA AVENUE
 CORONA, CALIFORNIA 92882

Designed by FM	Drawn by IA	Checked by FM
PLANS PREPARED UNDER THE SUPERVISION OF FATHI MANASRAH		
Date 6/10/2015	R.C.E. No. 48422	

Reference Plans for these Improvements	Date	By	REVISIONS	App'd

Engineering	Approved
Planning	By
Fire	Kip D. Field Public Works Director R.C.E. No. 45679 Exp. 12-31-16

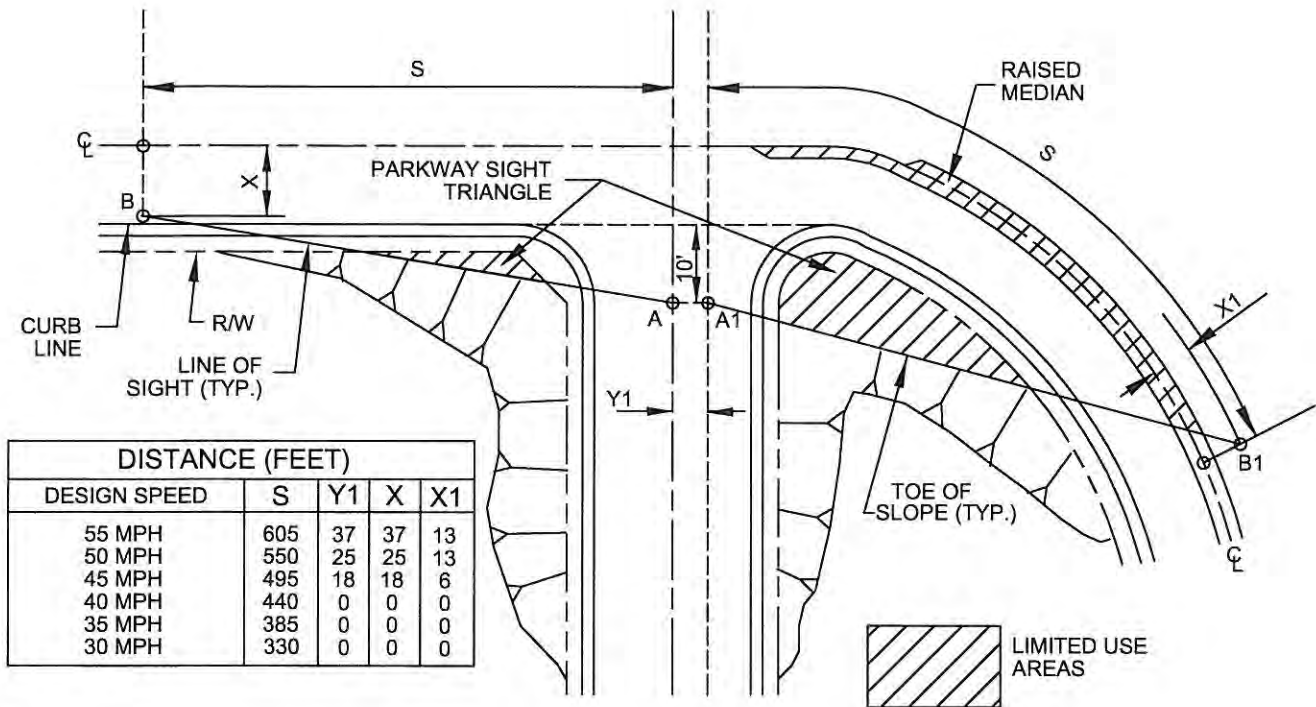
BENCH MARK
Scale

CITY OF CORONA APN 122-180-027
CONCEPTUAL GRADING 757 CORONA AVENUE
 CORONA, CA 92879

DRP15-004 & 005

Drawing No.	
Sht. of	2 of 3

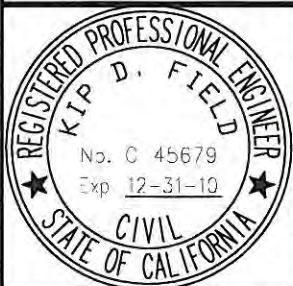
FIGURE 2




DISTANCE (FEET)				
DESIGN SPEED	S	Y1	X	X1
55 MPH	605	37	37	13
50 MPH	550	25	25	13
45 MPH	495	18	18	6
40 MPH	440	0	0	0
35 MPH	385	0	0	0
30 MPH	330	0	0	0

NOTES:

1. 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.
2. 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 SIGHT LINE MAY BE REQUIRED.
3. WALLS OR ANY OBSTRUCTIONS THAT COULD RESTRICT THE VIEW WITHIN THE LIMITED USE AREA SHALL NOT BE PERMITTED.
4. THE TOE OF THE SLOPE SHALL NOT ENCROACH INTO THE LIMITED USE AREA.
5. THE LIMITED USE AREA SHALL BE AS NEAR LEVEL AS POSSIBLE YET MAINTAIN PROPER DRAINAGE.
6. PLANTS AND SHRUBS SHALL BE OF THE TYPE THAT WILL GROW NO HIGHER THAN 30 INCHES ABOVE THE GROUND WITHIN THE LIMITED USE AREA.
7. NO TREES SHALL BE ALLOWED WITHIN THE PARKWAY SIGHT TRIANGLE.
8. POINTS A AND A1 ARE THE LOCATIONS OF A DRIVER'S LINE OF SIGHT WHILE IN A VEHICLE AT AN INTERSECTION 10 FEET BACK FROM THE PROJECTION OF THE CURB LINE. THE DISTANCE Y1 IS THE DISTANCE MEASURED FROM THE CENTERLINE OF THE ROAD TO THE FAR RIGHT THROUGH TRAFFIC LANE. THE DISTANCE Y1 IS EQUAL TO ZERO FOR T-INTERSECTIONS.
9. THE DISTANCE S REPRESENTS THE SAFE STOPPING DISTANCE MEASURED ALONG THE CENTERLINE OF THE ROAD.
10. POINTS B AND B1 ARE THE LOCATIONS (CENTERLINE OF THE TRAVEL LANES) WHERE THE DRIVER OF A VEHICLE, TRAVELING AT A GIVEN SPEED, HAS THE MINIMUM STOPPING SIGHT DISTANCE REQUIRED TO BRING THE VEHICLE TO A SAFE STOP.



APPROVED BY:

 11/23/09
 CITY ENGINEER DATE
 KIP D. FIELD

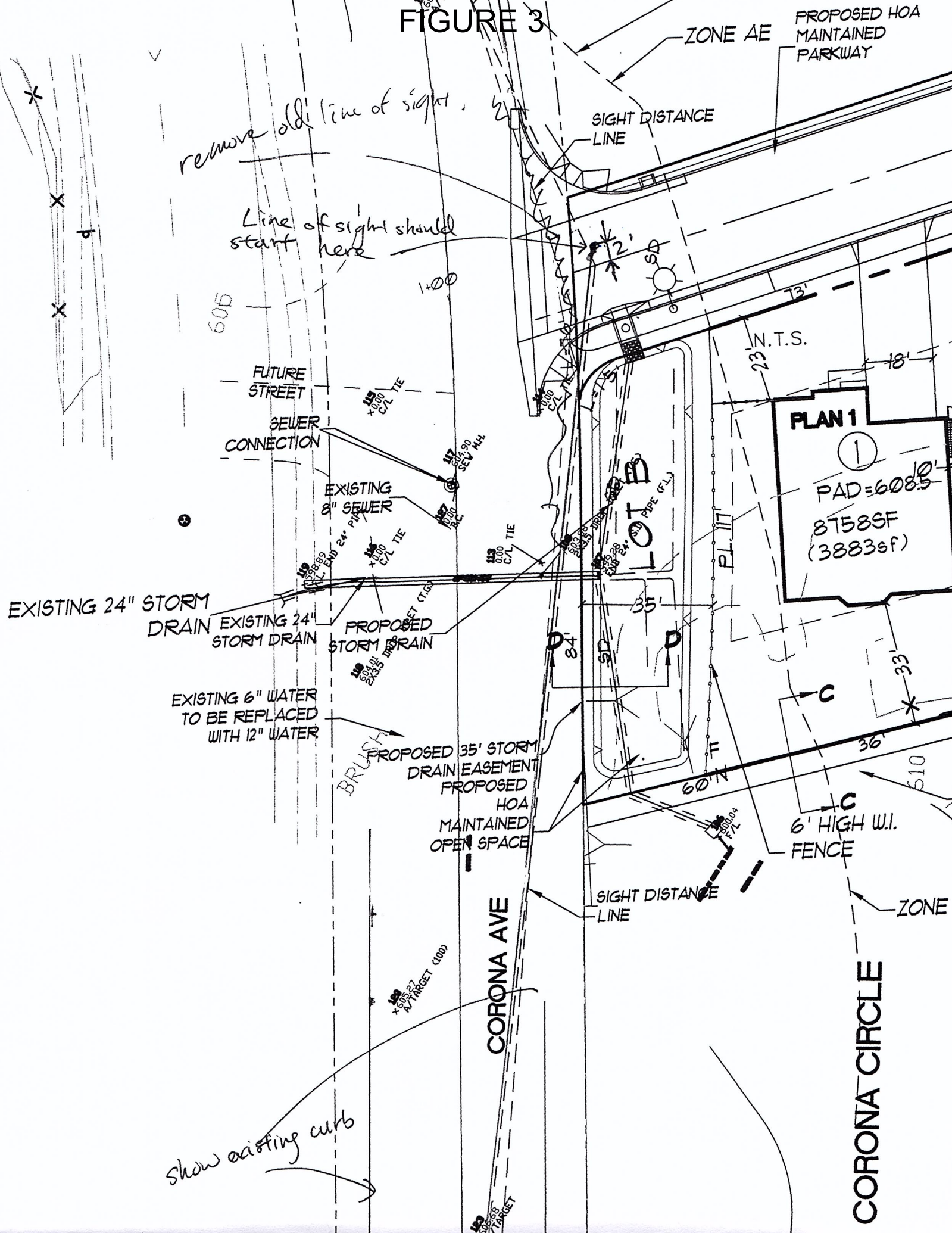
CITY OF CORONA

INTERSECTION SIGHT DISTANCE

REVISION	DESCRIPTION	BY	DATE

STANDARD PLAN NUMBER: **119** SHT 1 OF 1

FIGURE 3



remove old line of sight

Line of sight should start here

EXISTING 24" STORM DRAIN

EXISTING 6" WATER TO BE REPLACED WITH 12" WATER

BRUSH

Show existing curbs

PROPOSED HOA MAINTAINED PARKWAY

SIGHT DISTANCE LINE

FUTURE STREET

SEWER CONNECTION

EXISTING 8" SEWER

EXISTING 24" STORM DRAIN

PROPOSED 35' STORM DRAIN EASEMENT

PROPOSED HOA MAINTAINED OPEN SPACE

CORONA AVE

PLAN 1
①
PAD=608.5
8758SF
(3883sf)

6' HIGH W.L. FENCE

SIGHT DISTANCE LINE

CORONA CIRCLE

ZONE