



▨ - LIMITED USE AREA (LUA)

- S = STOPPING SIGHT DISTANCE
 Y_L, Y_R = LEFT AND/OR RIGHT OBJECT POINT DRIVER MUST SEE
 X_L, X_R = POINT WHERE THE DRIVER'S EYE IS LOCATED
 X = DISTANCE FROM C TO CENTER OF FURTHEST TRAVEL LANE TO ESTABLISH X_R
 • ON SINGLE LANE APPROACHES, $x=0$ AND $X_L = X_R$ (BOTH ON C)
 • X_L ALWAYS ON C
 Y_L = DISTANCE FROM C TO OBJECT AT CENTER OF LAST (OR FURTHEST) TRAVEL LANE
 Y_R = DISTANCE FROM C TO OBJECT AT CENTER OF NO. 1 TRAVEL LANE

* THE 10-FOOT DISTANCE FROM THE CURB FACE PROLONGATION TO POINTS X_L AND X_R CAN VARY FROM 0 FEET TO 10 FEET TAKING INTO CONSIDERATION ADJOINING LAND USES AND OTHER ENVIRONMENTAL CONDITIONS WHILE APPLYING SOUND ENGINEERING JUDGMENT.

DESIGN SPEED (MPH)	S**
	Level
25	150'
30	200'
35	250'
40	300'
45	360'
50	430'
55	500'

**BASED ON CALTRANS HIGHWAY DESIGN MANUAL.

NOTES

1. THE LIMITED USE AREA IS DETERMINED BY THE GRAPHICAL METHOD USING THE APPROPRIATE DISTANCES GIVEN IN THE 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 MAPS 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, SLOPES OR ANY OBSTRUCTIONS THAT COULD RESTRICT THE VIEW WITHIN THE LIMITED USE AREA WILL NOT BE PERMITTED.
4. THE LIMITED USE AREA SHALL BE AS LEVEL AS POSSIBLE YET MAINTAIN PROPER DRAINAGE.
5. LANDSCAPING SHALL BE PER STD. DWG. 1109.



APPROVED BY:				
<i>Louis Abi-Younes</i>		44485 2.3.15		
LOUIS ABI-YOUNES, CIVIL ENGINEER		RCE	DATE	
RECOMMENDED:				
<i>Thomas P. Han</i>		2013 2/2/15		
TOM DANNA, TRAFFIC/TRANSPORTATION MANAGER		TE	DATE	
REV	DESCRIPTION	BY	APP'D	DATE

CITY OF ONTARIO

INTERSECTION
STOPPING SIGHT
DISTANCE

STANDARD
DRAWING
NUMBER

1309