SECTION 700

TRAFFIC
DESIGN STANDARDS

SECTION 700 – TRAFFIC

700 (3 Sheets)  Intersection Sight Distance

701  Access Management Requirements
LIMITED USE AREA
RAISED MEDIAN
CURB LINE
LINE OF SIGHT (TYP.)

OBJECT

OBSTRUCTION OR CUTBACK

"M" DIST. PER HIGHWAY DESIGN MANUAL, FIGURE 201.6
CENTERLINE INSIDE LANE

LIMITED USE AREA
CURB LINE

LEFT TURN OUT AND CROSS TRAFFIC SIGHT DISTANCE

NOTE: INSIDE CROSS WALK LINES INTERCEPT AT MOC'S

LEFT TURN IN SIGHT DISTANCE

INTERSECTION SIGHT DISTANCE

CITY OF FONTANA

STD. PLAN NO. 700 SHT 1 OF 3
**NOTES:**

1. ● = POINT OF MEASUREMENT.
2. FOR INTERSECTION CASES, SEE SHEET 3 FOR APPLICATION.
3. REFER TO SHEET 1 FOR LINE OF SITE APPLICATION TO DISTANCE (S).
4. WHERE VEHICLES ARE BACKING INTO ON COMING TRAFFIC, A' SHALL BE 13' VERSUS 5'.
5. MOC = MIDDLE OF CURB RETURN.

**DESIGN SPEED OR 85TH PERCENTILE (MPH)**  | **STOPPING DISTANCE (1) (FT)**
--- | ---
15 | 80
20 | 115
25 | 155
30 | 200
35 | 250
40 | 305
45 | 360
50 | 425
55 | 495
60 | 570
65 | 645

(1) STOPPING DISTANCE = SIGHT DISTANCE = S

SOURCE: AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS
DATED: 2004

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**CITY OF FONTANA**

**INTERSECTION SIGHT DISTANCE**

APPROVED BY: [Signature]
CITY ENGINEER
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REVIEWS BY: [Signature]
DATE OF LAST REVISION:

STD. PLAN NO. 700 SHT 2 OF 3

07/10/06
NOTES:
2. THE DISTANCE S SHOULD BE INCREASED BY 20% FROM THE AMOUNT SHOWN ON THE STOPPING DISTANCE TABLE ON SUSTAINED DOWNGRADES STEEPER THAN 3% AND LONGER THAN ONE MILE.
3. POINTS A AND A' ARE THE LOCATIONS OF A DRIVER'S LINE OF SIGHT (3.5 FOOT EYE HEIGHT) TO ONCOMING VEHICLES (4.25 FOOT OBJECT HEIGHT) LOCATED AT POINTS C AND C WHILE IN A VEHICLE AT AN INTERSECTION 5 FEET BACK FROM THE PROJECTION OF THE FIRST CROSSWALK LINE LEADING INTO THE INTERSECTION. IN NO CASE SHALL POINTS A AND A' BE LESS THAN FIFTEEN FEET FROM THE EDGE OF THE TRAVELED WAY.
4. THE DISTANCE Y' IS THE 2 FOOT DISTANCE MEASURED FROM THE LEFT EDGE OF THE TRAVELED WAY TO THE LOCATION OF THE DRIVER.
5. 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.
6. THE LINE OF SIGHT LINE SHALL BE SHOWN AT INTERSECTIONS ON ALL LANDSCAPING PLANS, GRADING PLANS, AND TENTATIVE TRACT PLANS. IN CASES, WHERE AN INTERSECTION IS LOCATED ON A CURVE, A PROFILE OF THE LINE OF SIGHT MAY BE REQUIRED. THE LANDSCAPE PLAN SUBMITTED SHALL SHOW THE NAME, LOCATION AND MATURE DIMENSIONS, PLOTTED TO SCALE OF ALL THE PROPOSED TREES WITHIN THE LIMITED USE AREA.
7. OBSTRUCTIONS SUCH AS BUS SHELTERS, WALLS OR LANDSCAPING WITHIN THE LIMITED USE AREA WHICH COULD RESTRICT THE LINE OF SIGHT SHALL NOT BE PERMITTED. DRIVEWAYS ARE NOT PERMITTED WITHIN "T" INTERSECTION AREA DUE TO SIGHT DISTANCE RESTRICTION BY ENTERING VEHICLES.
   a. PLANTS AND SHRUBS WITHIN THE LIMITED USE AREA SHALL BE OF THE TYPE THAT WILL GROW NO HIGHER THAN 30 INCHES ABOVE THE TOP OF CURB AND SHALL BE MAINTAINED AT A HEIGHT WHICH WILL ASSURE THAT THE 30 INCH MAXIMUM HEIGHT IS NOT EXCEEDED BETWEEN MAINTENANCE INTERVALS. MAINTENANCE AT A LOWER HEIGHT MAY BE REQUIRED ON CREST VERTICAL CURVES PER NOTE 6 ABOVE.
   b. A PROFILE DETAIL OF THE LINE OF SIGHT MAY BE REQUIRED TO VERIFY 12" MINIMUM VERTICAL CLEARANCE ABOVE VARIABLE HEIGHT OBSTRUCTIONS SUCH AS SLOPE LANDSCAPING, PLANTS, SHRUBS AND PERIMETER WALLS.
   c. THE TOE OF SLOPE MAY NOT ENCROACH INTO THE LIMITED USE AREA UNLESS THE REQUIREMENTS OF (b) ABOVE ARE SATISFIED.
8. NO PARKING OF ANY KIND IS TO BE ALLOWED WITHIN THE LIMITED USE AREA.
9. TREES ARE GENERALLY NOT PERMITTED WITHIN ANY PORTION OF THE LIMITED USE AREA. EXCEPTIONS ARE ALLOWED WHEN THE SPECIES HAS A MATURE DIAMETER OF LESS THAN 6 INCHES.
10. MEDIAN AREAS LESS THAN FIVE (5) FEET IN WIDTH SHALL NOT BE LANDSCAPED.
11. INTERSECTION SIGHT DISTANCE AT RIGHT ANGLE INTERSECTIONS IS MEASURED FROM THE IDENTIFIED MEASUREMENT POINT A', IN ACCORDANCE WITH THE DIAGRAMS ON SHEET 2.
<table>
<thead>
<tr>
<th>STREET CLASSIFICATION</th>
<th>MAJOR HIGHWAY</th>
<th>PRIMARY HIGHWAY</th>
<th>SECONDARY HIGHWAY</th>
<th>COLLECTOR</th>
<th>LOCAL</th>
<th>INDUSTRIAL</th>
<th>MINIMUM MAXIMUM</th>
<th>NON TRUCK ENTRY</th>
<th>TRUCK ENTRY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>330'</td>
<td>330'</td>
<td>330'</td>
<td>165'</td>
<td>N/A</td>
<td>N/A</td>
<td>50'</td>
<td>25'</td>
<td>75'</td>
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</tbody>
</table>

**FOR DRIVEWAY SPACING (MEASURED FROM § TO D/W § S) FROM R/W TO 1ST PARKING SPACE.**

**FOR RESIDENTIAL ACCESS PROHIBITED.**

**MEDIAN BREAKS.**

**MINIMUM SPACING.**

**STREET CONNECTIONS (§ TO §).**

**MINIMUM SPACING.**

**PARKING PROHIBITED.**

**DRIVEWAY STACKING DISTANCE (MEASURED FROM R/W TO 1ST PARKING SPACE).**

**MINOR DRIVE AISLES.**

**SIGNALED DRIVE AISLES.**

**GATED RESIDENTIAL ENTRANCES.**

**ACCESS MANAGEMENT CRITERIA.**

**ALL SECONDARY, PRIMARY & MAJOR HIGHWAYS ARE CONSIDERED ARTERIALS.**

**ADDITIONAL RESIDENTIAL DRIVEWAY MAY BE PERMITTED IF DRIVE LEADS TO AN ADDITIONAL GARAGE.**

**BASED ON QUEUING ANALYSIS ADDITIONAL LENGTH MAY BE REQUIRED.**

**SHARED DRIVEWAYS WITH ADJACENT PROPERTIES SHALL BE USED WHERE APPROPRIATE FOR THE PROPOSED SITE OR MASTER PLAN TO MEET SPACE REQUIREMENTS OR WHERE LOCATED NEAR PROPERTY LINES.**

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**CITY OF FONTANA**

**ACCESS MANAGEMENT REQUIREMENTS**

**STANDARD PLAN NO. 701 SHT 1 OF 1**

**APPROVED BY:**

**CITY ENGINEER**

**REVIEWED BY:**

**DATE OF LAST REVISION:**

**DATE:**

**SIGNATURE:**

**RICARDO SANDOVAL**

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**EXP. 9/30/07**

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