


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

