

5.0 MONUMENT PLACEMENT

The City of Ontario has developed the following guidelines to guaranty that intersection sight lines and pedestrian safety are preserved. The intended purpose of this guideline is to provide instruction to developers when it comes to the placement of monuments within the public street right-of-way. The following exhibits provide guidance on four common sample cases that were analyzed and schematically depicted. Below is a list of the assumptions for each case:

- Case 1 (See Figure 4) –Approach speed limit ≤ 30 mph, curb return radius =25 feet, and one of the following apply:
 - Approach has a trap right-turn lane
 - Approach has a shared through/right-turn lane
 - Approach has a dedicated right-turn pocket ≥ 195 feet
- Case 2 (See Figure 5) –Approach speed limit ≤ 30 mph, curb return radius =25 feet, and the following applies:
 - Approach has a dedicated right-turn pocket < 195 feet
- Case 3 (See Figure 6) –Approach speed limit > 30 mph, curb return radius =35 feet, and one of the following apply:
 - Approach has a trap right-turn lane
 - Approach has a shared through/right-turn lane
 - Approach has a dedicated right-turn pocket ≥ 300 feet
- Case 4 (See Figure 7) – Approach speed limit > 30 mph, curb return radius =35 feet, and the following applies:
 - Approach has a dedicated right-turn pocket < 300 feet

The above cases are applicable for any intersection, including traffic signal, all-way stop, or side street stop controlled. Monuments shall not be placed on any roadway with a posted speed limit > 40 mph.

Figure 8 is included to show some of the exceptions and provide general guidance in situations not covered in the common sample cases.

The developer will be responsible to schematically provide the sightlines and distances X1, X2, Y1, Y2 on all plans where required by the City (in most cases the street improvement plans and landscape plans are adequate). Failure to provide this information will delay the acceptance of the plans. Cases not covered in this document shall be analyzed using the principles developed in these guidelines. Satisfaction of the guideline does not guaranty approval of monument locations. Final locations within the public street right-of-way are subject to review and approval by the City Engineer.