

\*\*For all tables, use design speed if available, if not use legal speed.

Note: Both SDR and SDL must be met at the intersection, unless left turns are physically restricted by a median or channelization island; then only SDL is needed.

The term "Major Road" refers to the road with the higher functional classification, or if both have the same classification, the road with the higher volume.

Intersection sight distance does not control the access spacing for entrances and intersections shown in Table 2-2.

For major roadways of more than four lanes, large truck volumes on a minor road or crossover, or median widths over 60', see AASHTO's A Policy on Geometric Design of Highways and Streets.

The designer must check each intersection to insure that adequate sight distance is provided. On a typical two-lane road horizontal curve there are numerous objects that restrict sight distance such as cut slopes, buildings, vegetation, vehicles, etc.

These obstructions should be considered when reviewing commercial entrances. A divided highway can have similar problems. It is very important to obtain adequate intersection sight distance for all "New" and "Reconstructed"\* commercial entrances from the entrance as well as the left turn position into the entrance. If the minimum intersection sight distance values in the table mentioned above can not be met, a Design Waiver shall be requested in accordance with IIM-227, see 2004 AASHTO Green Book, Chapter 9 for further guidance. Design Waiver and Design Exception requirements are based on the following;

- 1) Design Waiver – Meets Stopping Sight Distance but not Intersection Stopping Distance.
- 2) Design Exception – Does not meet the minimum Stopping Sight Distance.

The Intersection Sight Distance values in the table above permit a vehicle stopped on a minor road or crossover, to cross the major road safely or merge safely in the case of turns.

The Intersection Sight Distance table above is based on the following criteria:

The AASHTO Green Book shows that it requires 7.5 seconds for a passenger car to turn left onto a two-lane road. For a passenger vehicle to turn right into the first lane, the Green Book shows that only 6.5 seconds is required because drivers making right turns generally accept gaps that slightly shorter than those accepted in making left turns.

The reference to 18' median in Table 2-7 applies to medians up to 18' in width (18' or less). For medians up to this width there is not sufficient room to stop so more sight distance is needed. For wider medians, there would be room to stop in the middle of the highway so sight distance can be less.

\* Rev. 3/11