Such values as shown in the Manual on Uniform Traffic Control Devices are substantially less than design distances and are derived for traffic operating control needs which are based on assumptions different from the passing sight distance used for highway design.

Height of Eye 3.5’											Height of Object 3.5’
Design Speed (mph)**	20	25	30	35	40	45	50	55	60	65	70
2 Lane Major Road	225	280	335	390	445	500	555	610	665	720	775
4 Lane Major Road (Undivided)	240	295	355	415	475	530	590	650	710	765	825
4 Lane Major Road (Divided – 18’ median)	260	325	390	455	520	580	645	710	775	840	905

INTERSECTION SIGHT DISTANCES ALONG MAJOR ROAD ATINTERSECTION WITH MINOR ROADS,

TABLE C-1-5 CROSSOVERS AND COMMERCIAL ENTRANCES

**For all tables, if the Design Speed is unknown, it may be assumed to be the posted speed limit unless the operating speed is lower at that point.

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 these values are obtained. Any deficiency which cannot be corrected is to be brought to the attention of the State Location and Design Engineer.

On a typical two-lane road horizontal curve there are numerous objects that restrict sight distance such as, cut slopes, buildings, vegetation, vehicles, etc. It is very possible to have sight distance in the winter and not in the spring or summer due to the growth of vegetation.