

SIGHT DISTANCE

Sight distances exceeding those shown in Table C-1-3 should be used as the basis for design wherever practical. When a highway is on a grade, the equation for braking distance should be modified in accordance with AASHTO's A Policy on Geometric Design of Highways and Streets.

The following tables are to be used in developing plans for all roadway systems:

| Height of Eye 3.5' | | | | | | | Height of Object 2' | | | |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|-----------|-----------|-----------|
| Design Speed** | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 |
| MINIMUM SIGHT DISTANCE | 155 | 200 | 250 | 305 | 360 | 425 | 495 | 570 | 645 | 730 |
| MINIMUM K VALUE FOR: | | | | | | | | | | |
| CREST VERTICAL CURVES | 12 | 19 | 29 | 44 | 61 | 84 | 114 | 151 | 193 | 247 |
| SAG VERTICAL CURVES | 26 | 37 | 49 | 64 | 79 | 96 | 115 | 136 | 157 | 181 |

TABLE C-1-3 STOPPING SIGHT DISTANCE

K Value is a coefficient by which the algebraic difference in grade may be multiplied to determine the length in feet of the vertical curve that will provide minimum sight distance.

| Height of Eye 3.5' | | | | Height of Object 3.5' | | |
|------------------------|-----------|-----------|-----------|-----------------------|-----------|-----------|
| Design Speed** | 30 | 40 | 50 | 60 | 65 | 70 |
| MINIMUM SIGHT DISTANCE | 1100 | 1500 | 1850 | 2150 | 2300 | 2500 |

TABLE C-1-4 PASSING SIGHT DISTANCE

** 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.