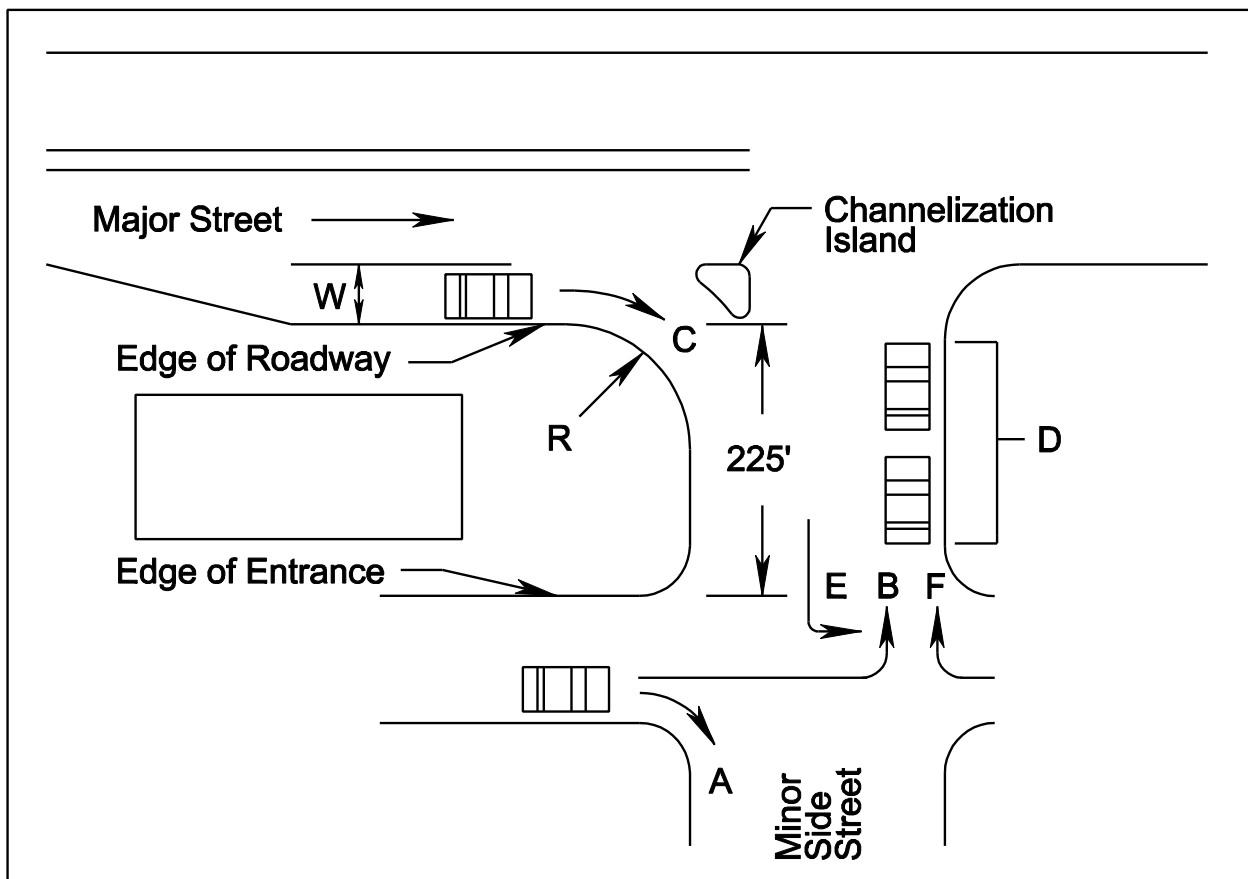Similar to the placement of an entrance on the main roadway, conflicts for the existing vehicles for the side street entrance must be considered. Figure 4-5 illustrates the concept of corner clearance.

For the right turn out of the side street entrance (flow A), the vehicle approaching from the left (flow C) must be considered. The greater the radius (R) for right turning vehicles from the main roadway, the faster they will be approaching the side street entrance. For the driver exiting the side street entrance to go left (flow B) or right (Flow F) or to enter the opposite entrance (Flow E), the length of the queue at the main intersection must be considered to assure there is enough room that the entrance will not be blocked by queue D.

The minimum downstream corner clearance is 225', which equals the intersection sight distance for 20 mph (see Table 2-7). Additional length will be required as directed by the Engineer at the District if the intersection is signalized or signalization is anticipated.

The minimum upstream corner clearance is [*] **the greater of 225' + W or the queue D**.

FIGURE 4-5 CORNER CLEARANCE