**DESIGN NOTES**

1. The information shown on this index is intended solely for the purpose of clear sight development and maintenance at intersecting highways, roads and streets, and is not intended to be used to establish roadway and roadsides safety except as related to clear sight corridors. An analysis of sight distance shall be performed when any project is located within a clear sight corridor or when any change in roadway alignment, design or traffic pattern is proposed.

2. Details are based on the AASHO 'A Policy on Geometric Design of Highways and Streets', 2001, CHAPTER 8 - INTERSECTION SIGHT DISTANCE, CASES B and F, and Department practices for channelized median openings (left turns from major roadways).

3. The minimum clear sight corridor is 14.5' unless the edge of the traveled way may be adjusted by a documented, site specific study of vehicle stopping position and driver eye position.

4. For SIGNALIZED INTERSECTIONS sight distances should be developed based on AASHO 'Case D - Intersections with Traffic Signal Control'. At signalized intersections, the first vehicle placed on one approach should be visible to the driver of the first vehicle stopped on each of the other approaches. Left-turning vehicles should have sufficient sight distance to select gaps in oncoming traffic and complete left turns. Apart from these sight conditions, there are generally no other approach or departure sight triangles needed for signalized intersections.

5. Where substantial volumes of heavy vehicles enter the major road, such as from ramp terminals with substantial volumes of truck traffic, the use of tabulated values for SU Vehicles or Combination Vehicles is recommended. Where substantial volumes of heavy vehicles enter the major road, such as from ramp terminals with substantial volumes of truck traffic, the use of tabulated values for SU Vehicles or Combination Vehicles is recommended.

6. Intersection sight distance values are provided for Passenger Vehicles, SU Vehicles and Combination Vehicles. Intersection sight distance based on the Passenger Vehicle is suitable for most intersections. Where substantial volumes of heavy vehicles enter the major road, such as from ramp terminals with substantial volumes of truck traffic, the use of tabulated values for SU Vehicles or Combination Vehicles is recommended.

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**GENERAL NOTES**

1. Details apply to both rural and urban intersections under stop sign control or flashing beacon control. For full signal-controlled intersections see Design Note No. 4. At intersections listed in the Department's High Crash Intersection Report, designers should give attention to keeping a minimum, objects that detract or affect sight distance.

2. Sight distance of 200' is measured along the major roadway from: the center of the entrance lane of the minor roadway to the center of the near approach lane (right or left) of the major roadway. Distances 'd' and 'd' are measured from the centerline of the entrance lane of the minor roadway to a point on the edge of the near side outer traffic lane on the major roadway. Distances 'd' are measured from the centerline of the entrance lane of the minor roadway to a point on the median clear zone limit or horizontal clearance limit for the far side roadway of the major roadway.

3. The limits of clear sight define a corridor through which a clear sight window must be preserved. See WINDOW DETAIL Sheet 2.

4. Barrier systems within intersection sight corridors, where penetration into the sight window might occur, shall be located to provide the least adverse affect practical.

5. The corridor defined by the limits of clear sight is a restricted planting area. Drivers of vehicles on the intersecting roadway and the major roadway must be able to see each other clearly throughout the limits of 'd' and 'd' in the Engineers judgement. Where penetration into the sight window might occur, the size and spacing of the trees shall be designed to provide the least adverse affect practical.

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**TREE SPACING TABLE**

<table>
<thead>
<tr>
<th>Description</th>
<th>Diameter (Inches)</th>
<th>Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum spacing (c to c of trunk)</td>
<td>22</td>
<td>91</td>
</tr>
</tbody>
</table>

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**SIGHT DISTANCE AT INTERSECTIONS**

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<tbody>
<tr>
<td>PLAIN</td>
<td>50</td>
<td>35</td>
</tr>
<tr>
<td>Plan</td>
<td>100 for 20 mph</td>
<td>100 for 25 mph</td>
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**PLAN**

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The intent of this standard is to provide a window with vertical limits of not less than 5' above and 1'-6" below the sight line datum, and horizontal limits defined by the limits of clear sight.

Note:
- Lines for limit of clear sight are opposite hand when major road near lane traffic moving left (e.g., one-way left).
- The d values in this table were established by the method referenced in Design Note 2, and are applicable to urban, predominantly curbed roadways with design speeds of 45 mph or less meeting the restricted conditions defined in Index No. 700. For horizontal clearance (HC) of six feet (6'), the values for d may be determined by the equation d = d (w/(w+12)).
- For roadways with nonrestricted conditions, d and d should be based on the geometry for the left turn storage and on clear zone widths (See Index No. 700).
- For wide medians where the turning vehicle can approach the through lanes at or near 90°, use d values from tables on sheets 5 or 6. (The clear sight line origin is assumed to be 14.5' from the edge of the near lane.)

**Legend**
- **Areas Free of Sight Obstructions**
- **Min. Spacing When Cooper = 11" ± 1/8**
- **Min. Spacing When Cooper = 11" ± 1/8**

**PICTORIAL**
- ORIGIN OF CLEAR SIGHT LINE
- IN MINOR ROAD

**PERCEPTION DIAGRAM**
- SETTING SABAL PALM (STATE TREE) SPACING

**SHADOW DIAGRAM**
- 6' Shadow

**PICTORIAL WINDOW DETAIL**
- The intent of this standard is to provide a window with vertical limits of not less than 5' above and 1'-6" below the sight line datum, and horizontal limits defined by the limits of clear sight.

**PICTORIAL ORIGIN OF CLEAR SIGHT LINE**
- ON MINOR ROAD

**CHANNELIZED DIRECTIONAL MEDIAN OPENINGS**
- The d values in this table were established by the method referenced in Design Note 2, and are applicable to urban, predominantly curbed roadways with design speeds of 45 mph or less meeting the restricted conditions defined in Index No. 700. For horizontal clearance (HC) of six feet (6'), the values for d may be determined by the equation d = d (w/(w+12)).
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- For wide medians where the turning vehicle can approach the through lanes at or near 90°, use d values from tables on sheets 5 or 6. (The clear sight line origin is assumed to be 14.5' from the edge of the near lane.)
**LEGEND**

- **Areas Free Of Sight Obstructions**
- **Areas Free Of Sight Distances**

**PICTORIAL**

**PLAN**

**SIGHT DISTANCE AT INTERSECTIONS**

**NOTES FOR 4-LANE DIVIDED ROADWAY**

1. See Sheet 2 for origin of clear sight line on the minor road.

2. Values shown in the tables are the governing (controlling) sight distances calculated based on AASHTO.

Case B - Intersection with Stop Control on the Minor Road.

**INSET A**

**SIGHT DISTANCES**

- **(d) & (d')**
- **And Related Distances**

**INTERMEDIATE SEMI-TRAILERS (WB-40 & WB-50)**

**4 LANE DIVIDED ROADWAY**

**REVISIONS**

- Removed "Area limited to ground cover" from sheet.
### Description

- Removed "Area limited to ground cover" from sheet.

### Table: Sight Distances (d_1, d_2, & d_3) and Related Distances (d_L, d_r, d_m, & d_v) (Feet)

<table>
<thead>
<tr>
<th>Median 22' or Less</th>
<th>25'-64' Median</th>
<th>64' Median</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>d_1</strong></td>
<td><strong>d_2</strong></td>
<td><strong>d_3</strong></td>
</tr>
<tr>
<td>30</td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>40</td>
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<td>80</td>
<td>110</td>
</tr>
<tr>
<td>60</td>
<td>90</td>
<td>120</td>
</tr>
</tbody>
</table>

### Diagram: Plan and Pictorial

- **Inset A**: Shows sight distances for different medians and distances.
- **Inset B**: Demonstrates the median's width for design vehicle placement.

### Notes for 6-Lane Divided Roadway

1. See Sheet 2 for origin of clear sight line on the minor road.
2. Values shown in the tables are the governing (controlling) sight distances calculated based on 'AASHTO' Case B - Intersection with Stop Control on the Minor Road.'