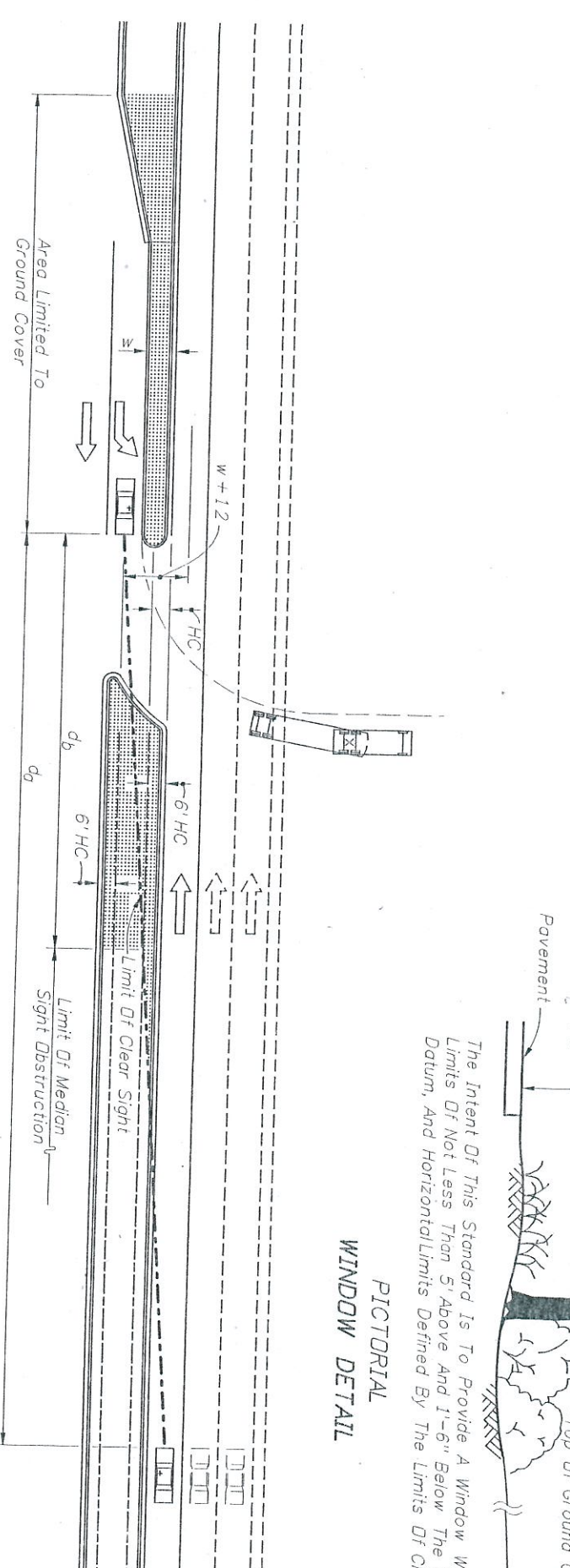
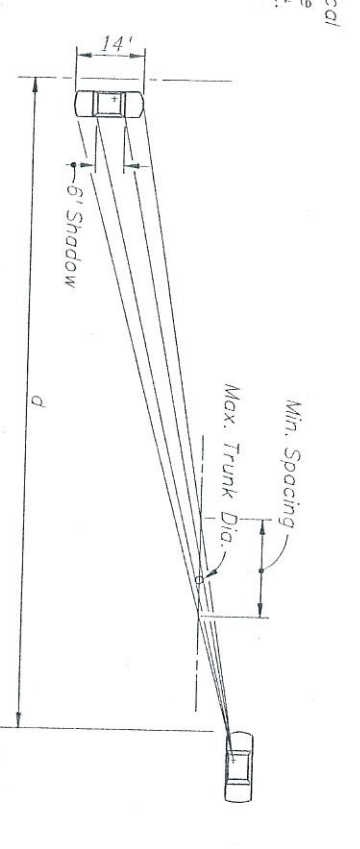


ORIGIN OF CLEAR SIGHT LINE ON MINOR ROAD

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.



SHADOW DIAGRAM



LEGEND

Areas Free Of Sight Obstructions

Design Speed MPH	1 Lane Crossed		2 Lanes Crossed		3 Lanes Crossed	
	P	SU Comb	P	SU Comb	P	SU Comb
30	245	285	330	265	320	360
35	285	335	385	310	370	420
40	325	380	440	355	425	480
45	365	430	495	395	475	540

The d_a 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 and meeting the restricted conditions defined in Index No. 700. For horizontal clearance (HC) of six feet (6'), the values for d_b may be determined by the equation $d_b = d_a(w/(w+12))$. For roadways with nonrestricted conditions, d_a and d_b 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_v 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.)

☆ See Note.

CHANNELIZED DIRECTIONAL MEDIAN OPENINGS