

Design Standards Letter

Letter Number: **D-1960-03**

Letter Date: **02/16/1960**

Effective Date: **02/16/1960**

Section/Plan No.: **None**

Subject: **Sight Distance at Side Road Approaches**

Body

TO ALL DIVISION, DISTRICT AND URBAN ENGINEERS:

Plans from the various Districts have been reviewed for the manner in which the right-of-way for the intersection of major and minor roads is being designed for sight distance. In this review it was found that no consistent pattern was being followed within a District or the Districts.

Design Letter No. 4, 1953, dated March 19, 1953 sets out information to be used in the design of intersection at grade for major and minor roads in rural areas. Those instructions are still to be used in design.

It was the intent of the instructions in the aforementioned letter that the intersection should be designed for a stopped condition on the minor road, and that right-of-way should be obtained for such design. At the present time various designs are being used varying from a stopped to a non-stop condition on the minor road, resulting in excessive right-of-way in the four quadrants of the intersection itself.

In order that a more uniform method for determining right-of-way requirements for sight distance at major and minor road intersections in rural areas will prevail, such intersections should be designed in accordance with Case III, Page 316 of "A Policy on Geometric Design of Rural Highways (1954)". The method to be used provides sight distance that will permit crossing of a major highway from a stopped condition. Figure VIII-3, Case III, Page 506, shows the sight line for which right-of-way should be secured. In most instances, the normal right-of-way line on the major route will be sufficient for sight distance requirements.

Design Letter No. 4, 1953, gives 1200 feet as the desirable sight distance along the major highway, which is the "d" to be used in the above-referred to Figure VIII-3; all other dimensions to be used are as given on Page 317 of the AASHO Manual. It will be noted that the "d" distance set out above is in excess of that shown on Figure VIII-5, Page 508. The "d" distance of 1200 feet should be used whenever practical.

Stopping sight distance on the minor intersecting road should be in accordance with the design speed established for the minor road. Right-of-way should be secured along the minor road to accommodate the proposed construction.

In the event the proposed normal right-of-way on the major and minor road will not accommodate the required line of sight, then it will be necessary to adjust the right-of-way sufficiently to obtain the required sight distance.

Plans on which right-of-way has not been secured should be revised in accordance with the above instructions.

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