

**INTERSECTION SIGHT DISTANCE (ISD):** Sight distance provided at intersections to allow drivers to perceive the presence of potentially conflicting vehicles.

**For a 4-leg intersection, a separate Intersection Sight Distance calculations might be required for each minor road approach if any of the input variables are different (such as minor road approach grade or number of lanes being crossed).**

- a. **See AASHTO 2018, Section 9.5 (Intersection Sight Distance).**
- b. This does not replace the need to account for stopping sight distance. Stopping sight distance should be provided continuously along each roadway so that drivers have a view of the roadway ahead that is sufficient to allow drivers to stop.
- c. Dimension of the legs of the clear sight triangles depends on the design speed of the intersecting roadway and the type of traffic control used at the intersection.
- d. For a two way stop controlled intersection, the DESIRABLE decision point (vertex) of the departure sight triangle on the minor road is **18' from the edge of the major-road traveled way**. However, if that condition cannot be met, alternative offsets should be evaluated, however, the minimum recommended offset from the edge of the major-road traveled way is 14.5' – AASHTO 2018, Section 9.5.3.2 (Case B – Intersections with Stop Control on the Minor Road).
- e. The leg of the sight triangle that extends along the major road (equal to calculated ISD) should be placed at the midpoint of the lane, parallel to the roadway alignment. If the alignment of the major road curves on approach to the intersection, the ISD should be laid out along the alignment and not perpendicular to the minor road.
- f. Consideration should be given to the location of the decision point (vertex) versus the decision point based on existing pavement markings, such as stop bars. While the location of the decision point does not change the calculated ISD, it will change the layout of the sight triangle, and therefore, may change what is considered an “obstruction” and what is not. Discussion of the sight triangle layout should be included in the Design Report.
- g. The designer should pay attention to the location of the sight triangle relative to existing conditions. While the sight triangle might appear free from obstructions in a 2D analysis, other vertical obstructions, such as the location of cut slopes, woods lines and foliage, business signs, snow banks etc, may be present. Assume two feet of snow cover on any unpaved surface.