

TABLE 13.2

LEFT TURN SIGHT DISTANCE FOR VEHICLES ENTERING ACCESS POINTS
see figure 13.2

VEHICLE TYPE	20 MPH			30 MPH			40 MPH			50 MPH			60 MPH		
	2 lane	4 lane	6 lane	2 lane	4 lane	6 lane	2 lane	4 lane	6 lane	2 lane	4 lane	6 lane	2 lane	4 lane	6 lane
Passenger Car	150	160	170	230	250	270	370	390	420	520	550	580	700	740	780
Truck	260	260	300	400	400	480	570	620	670	810	880	950	1000	1100	1200

Notes:

S=Sight along major route to safely turn left into access point.

Figures given are measured from a vehicle ten (10) feet back of the pavement edge.

Figure are given in feet.

Values are for urban conditions. On rural streets, distances are to be increased by ten (10) percent to allow for greater reaction time.

The sight distances apply when street grades are zero (0) percent to three (3) percent, either up or down. When an upgrade is steeper than three (3) percent, adjustments are to be made to compensate for the longer time required to reach the speed of highway traffic. The time is less than shown when the highway is descending. Adjustment factors apply to grades only in that portion of the road between access points and the downstream point at which a vehicle emerging from the access points has been able to accelerate to within ten (10) miles per hour of the route speed.

When the street, in the section to be used for acceleration after leaving the access point, ascends at three (3) percent to four (4) percent, then sight distances in the direction of approaching ascending traffic are to be increased by a factor of 1.4. When the access point ascends at five (5) percent to six (6) percent, sight distances should be increased by a factor of 1.7.

When the street, in the section to be used for acceleration after leaving the access point, descends at three (3) percent to four (4) percent, then sight distances in the direction of approaching descending traffic are to be reduced by a factor of 0.6. If the road descends at five (5) percent to six (6) percent, sight distances should be reduced by a factor of 0.5.

When the criteria for sight distances to the right cannot be met, the need can be eliminated by prohibiting left turns by exiting vehicles.