

# GENERAL POLICY AND PROCEDURE

DEPARTMENT OF PUBLIC SERVICE  
DIVISION OF PLANNING AND OPERATIONS  
CITY OF COLUMBUS, OHIO

**SUBJECT:** Sight Distance at Intersections

**EFFECTIVE DATE:** 1/1/2014

**PAGES:** 3

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## I. PURPOSE:

The purpose of this policy is to establish guidelines to be used when evaluating an existing intersection or commercial driveway for possible sight distance problems, for major changes in traffic control such as removing a traffic signal and installing a stop sign in its place, and for establishing guidelines for new intersections.

## II. APPLICABILITY:

A. The provisions of this policy shall apply to all areas of public right-of-way.

B. All privately maintained areas of public right-of-way within a required sight triangle shall not contain any objects greater than 2.5' in height, unless approved by the Administrator of the Division of Planning and Operations or designee.

C. If any areas within a required sight triangle as defined by this policy include areas of private property, coordination with Code Enforcement shall occur to ensure that Section 3321.05 of the Columbus City Code is being maintained, where applicable.

D. This policy shall apply to private commercial driveways accessing the public right-of-way. A commercial driveway includes driveways serving multi-family residential properties with four or more units and all driveways serving commercial, industrial, manufacturing or institutional uses.

## III. GENERAL

A. All decisions are to be based on field inspection and scale drawing evaluation.

B. The field inspection is to be done with a minimum disruption to normal traffic and with proper safety procedures followed by the investigator.


C. In consideration of the need for on-street parking and the presence of existing infrastructure in established urban environments, sight distance values for areas where the posted speed limit is 35 MPH or less have been reduced from typical sight distance standards found in the most recent edition of *A Policy on Geometric Design of Highways and Streets* by AASHTO. Nevertheless, it is strongly recommended that the standards found in the most recent edition of *A Policy on Geometric Design of Highways and Streets* by AASHTO be maintained where physical limitations of existing urban infrastructure are not present.

**IV. PROCEDURES:**

- A. Each existing intersection being investigated for adequate sight distance is to be evaluated separately with consideration given to the following:
1. Sight distance from the normal final stop position for subject intersection (See Figure 1)
  2. Comparison with the recommended sight distances (Table 1)
  3. Unusual geometrics, such as curve or grade affecting speed judgment. (See most recent edition of *A Policy on Geometric Design of Highways and Streets* by AASHTO for additional intersection sight distance information)
- B. For new intersections, such intersections should be planned and located to provide as much sight distance as practical. In achieving a safe highway design, as a minimum, there should be sufficient sight distance for the driver on the minor roadway to cross the major roadway or make a turning movement onto the major roadway without requiring approaching traffic to reduce speed. Stop controls are assumed. See the most recent edition of *A Policy on Geometric Design of Highways and Streets* by AASHTO for additional intersection sight distance information.

**V. UPDATE HISTORY:**

- A. This policy updates the previous policy made effective 3/18/87.

APPROVED BY:  1/2/14  
 DIRECTOR DATE

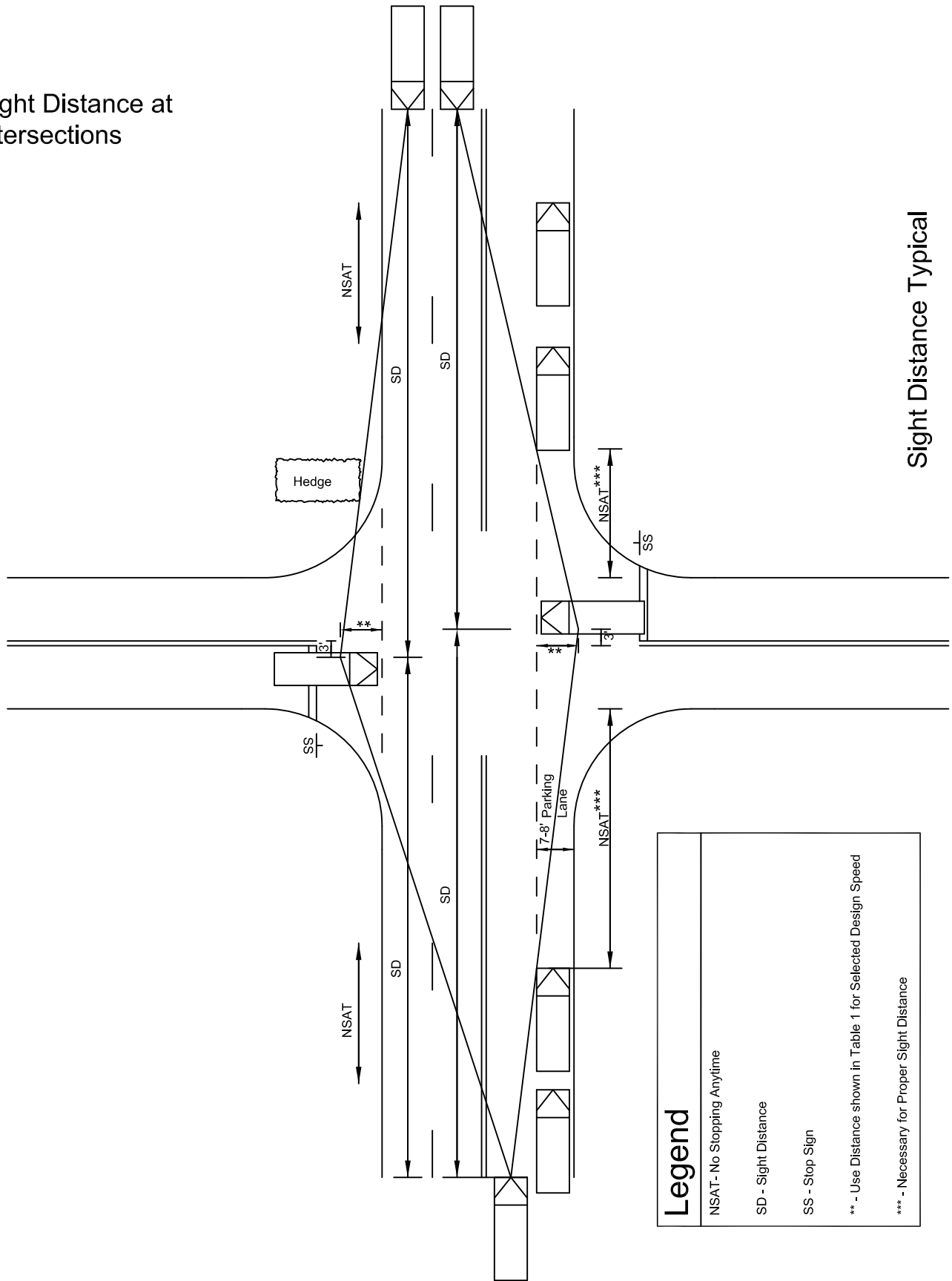
**Table 1  
 Minimum Sight Distance Values**

DESIGN SPEED (MPH)*								
20	25	30	35	40	45	50	55	60
NORMAL FINAL STOP POSITION								
Use Decision Point of 10'					Use Decision Point of 14.4'			
MINIMUM SIGHT DISTANCE (FT)								
For Left and Right Turning Vehicles					Left Turning Vehicles/Right Turning Vehicles			
115	155	200	250	375	500/430	555/480	610/530	665/575

\*Design speed selected is to be 5 MPH above the posted speed limit.

**Figure 1**

**Sight Distance at Intersections**



**Sight Distance Typical**

<b>Legend</b>	
NSAT	- No Stopping Anytime
SD	- Sight Distance
SS	- Stop Sign
**	- Use Distance shown in Table 1 for Selected Design Speed
***	- Necessary for Proper Sight Distance