

**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DESIGN DIRECTIVE**

621
INTERSECTIONS (SIGHT DISTANCE)
February 1, 2006

In order to assure that proper sight distances are provided at all ramp terminals and major intersections, a minimum sight distance and/or sight triangles shall be determined according to the different type of traffic control; found on page 654 of the 2004 AASHTO publication, "A Policy on Geometric Design of Highways and Streets", as follows:

- Case A – Intersections with no control
- Case B – Intersections with stop control on the minor road
- Case B1 – Left turn from the minor road
- Case B2 – Right turn from the minor road
- Case B3 – Crossing maneuver from the minor road
- Case C – Intersections with yield control on the minor road
- Case C1 – Crossing Maneuver from the minor road
- Case C2 – Left or right turn from the minor road
- Case D – Intersections with traffic signal control
- Case E – Intersections with all-way stop control
- Case F – Left turns from the major road

The character of the traffic service on the intersecting road shall be considered, and a higher type design vehicle shall be used if deemed appropriate.

If it is necessary to provide a lesser sight distance, an explanation shall be furnished by the designer.

MAINLINE	CROSSROAD		
	ARTERIAL	COLLECTOR	LOCAL ROAD
Arterial	WB-50	SU	SU
Collector		SU	SU
Local Road			P