

MAJOR ROW \ MINOR ROW	48'	51'	60'	80'	100'
	D1=278'(3A) D1=300'(3C) D2=309'(3A) D2=319'(3B)	D1=278'(3A) D1=300'(3C) D2=309'(3A) D2=319'(3B)	D1=388'(3A) D1=486'(3C) D2=442'(3A) D2=510'(3B)	D1=394'(3A) D1=486'(3C) D2=491'(3A) D2=527'(3B)	D1=545'(3A) D1=736'(3C) D2=693'(3A) D2=787'(3B)
48'	A = 53' B = 6' C = 6' D = 42'	A = 39' B = 5' C = 5' D = 31'	A = 66' B = 5' C = 5' D = 55'	A = 100' B = 6' C = 5' D = 36'	A = 184' B = 6' C = 5' D = 53'
51'	A = 51' B = 6' C = 6' D = 40'	A = 37' B = 4' C = 4' D = 29'	A = 64' B = 5' C = 5' D = 53'	A = 98' B = 6' C = 5' D = 34'	A = 182' B = 6' C = 5' D = 51'
60'	A = 46' B = 6' C = 6' D = 50'	A = 33' B = 4' C = 4' D = 37'	A = 56' B = 5' C = 5' D = 48'	A = 90' B = 5' C = 4' D = 30'	A = 174' B = 6' C = 5' D = 47'
80'	N/A	N/A	A = 56' B = 6' C = 6' D = 58'	A = 73' B = 6' C = 6' D = 35'	A = 157' B = 6' C = 6' D = 58'
100'	N/A	N/A	N/A	A = 56' B = 4' C = N/A D = N/A	A = 140' B = 5' C = N/A D = N/A

SETBACK TABLE

GENERAL NOTES

- EACH CORNER OF EVERY INTERSECTION SHALL HAVE A SIGHT VISIBILITY EASEMENT REGARDLESS OF RIGHT-OF-WAY WIDTH.
- NO WALLS, FENCES, TREES, SHRUBS, UTILITY APPURTENANCES OR ANY OTHER OBJECT, OTHER THAN TRAFFIC CONTROL DEVICES AND STREET LIGHT POLES, MAY BE CONSTRUCTED OR INSTALLED WITHIN THE SIGHT VISIBILITY ZONE UNLESS SAID OBJECT IS MAINTAINED AT LESS THAN 24" IN HEIGHT, MEASURED FROM THE TOP OF CURB, OR WHERE NO CURB EXISTS, A HEIGHT OF 27" MEASURED FROM THE TOP OF ADJACENT ASPHALT, GRAVEL, OR PAVEMENT STREET SURFACE.
- AT INTERSECTIONS WHERE THE CLASSIFICATION OF MAJOR AND MINOR STREETS CANNOT BE PERMANENTLY ESTABLISHED, EACH LEG OF THE INTERSECTION MUST BE ANALYZED AS IF THE APPROACH LEG IS A MINOR STREET INTERSECTING A MAJOR STREET. THE PORTIONS OF THE SIGHT VISIBILITY ZONE LABELED N/A IN THE SETBACK TABLE ARE NOT REQUIRED. AT "T" INTERSECTIONS, THE TERMINATING LEG WILL ALWAYS BE THE MINOR STREET.
- CURVING ROADWAYS AND ROADWAYS WITH INTERSECTING ANGLES GREATER THAN 10 DEGREES MUST BE ANALYZED USING D1, D2, THE EYE POSITION, AND THE CAR POSITION AS SHOWN IN THE INFORMATION ABOVE.
- USE OF A SIGHT VISIBILITY ZONE DIFFERENT THAN THAT SHOWN HEREIN SHALL REQUIRE A SIGHT VISIBILITY ANALYSIS PREPARED AND SUBMITTED FOR APPROVAL TO THE LOCAL ENTITY ENGINEER BY A CIVIL ENGINEER REGISTERED IN THE STATE OF NEVADA.
- THE AREA WITHIN THE LIMITS OF THE ARC AND THE CHORD AT THE CURB RETURN SHALL BE ADDED TO THE SIGHT VISIBILITY ZONE AT EACH CORNER OF EVERY INTERSECTION, EXCEPT FOR 100' X 100' INTERSECTIONS OR GREATER.
- ON-STREET PARKING SHALL BE PROHIBITED WITHIN AREAS DESIGNATED BY DIMENSIONS "A" AND "D" ON SHEET 1 OF THIS DRAWING, SUBJECT TO THE APPROVAL OF THE TRAFFIC ENGINEER OR DESIGNATED REPRESENTATIVE OF THE ENTITY HAVING JURISDICTION.

BASIS FOR ANALYSIS

THE FOLLOWING CRITERIA WAS AND SHALL BE USED AS THE BASIS FOR DESIGN OF SIGHT VISIBILITY ZONES:

AASHTO PUBLICATION OF "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", 1990 EDITION, CHAPTER IX, USING THE MOST RESTRICTIVE SIGHT LINE DERIVED FROM EACH OF THE THREE POSSIBLE CROSSING MANEUVERS (STOPPED CONDITION):  
CASE 3A - CROSSING MANEUVER  
CASE 3B - LEFT TURN MANEUVER ONTO A MAJOR STREET  
CASE 3C - RIGHT TURN MANEUVER ONTO A MAJOR STREET

THE ANALYSIS SHOULD USE THE GREATER OF THE FOLLOWING:  
DESIGN SPEED = POSTED SPEED LIMIT PLUS 5  
DESIGN SPEED = POSTED SPEED LIMIT DIVIDED BY 0.85

CAR AND EYE POSITIONS ARE AS SHOWN ON SHEET 1 OF THIS DRAWING.

NO.	REVISION	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION
			SIGHT VISIBILITY ZONES AT INTERSECTIONS	TRAFFIC
				DRAWING NO.
				T-4.2
			CITY OF ELKO, NEVADA	DATE
				03/24/15
				PAGE
				2