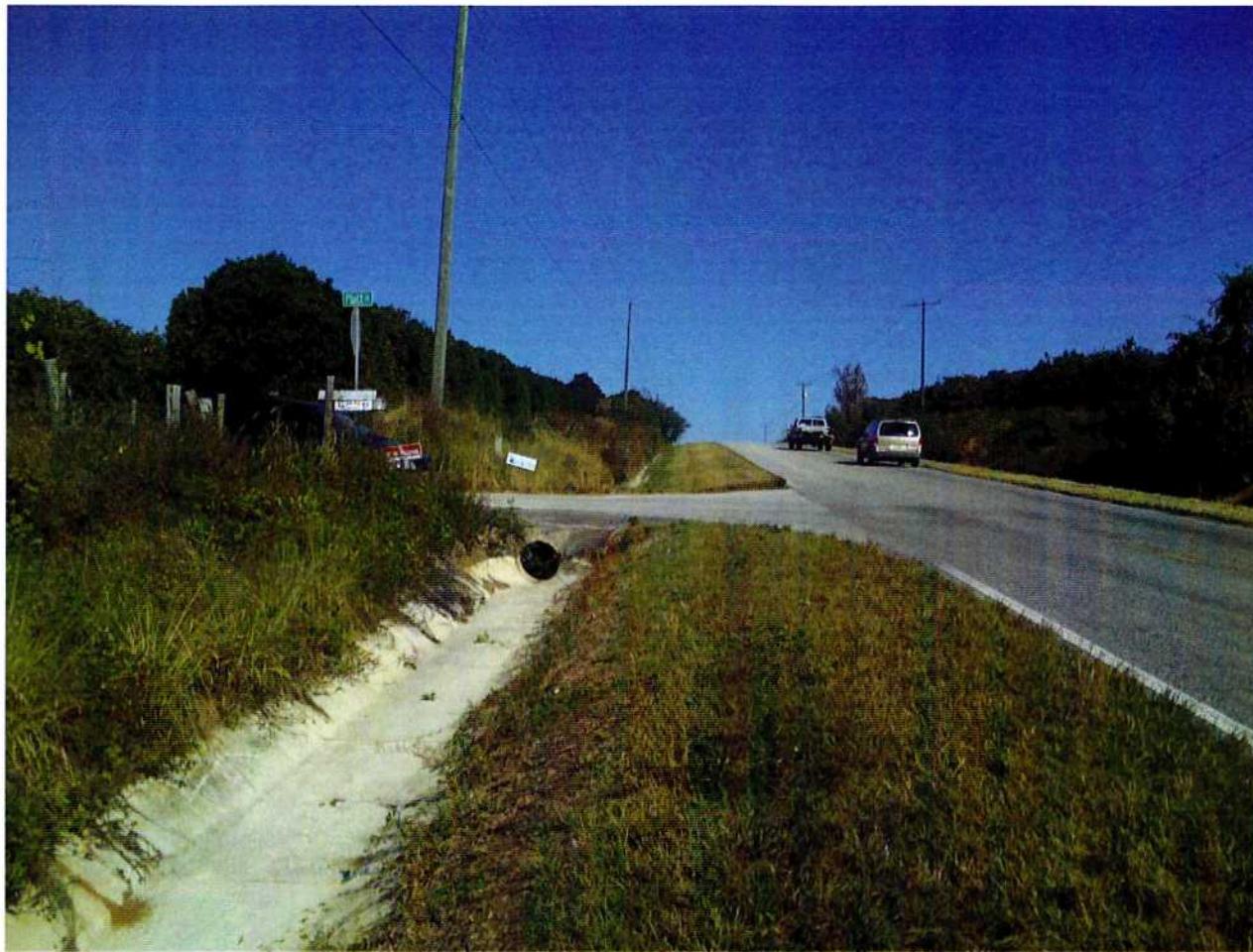


## **APPENDIX A**

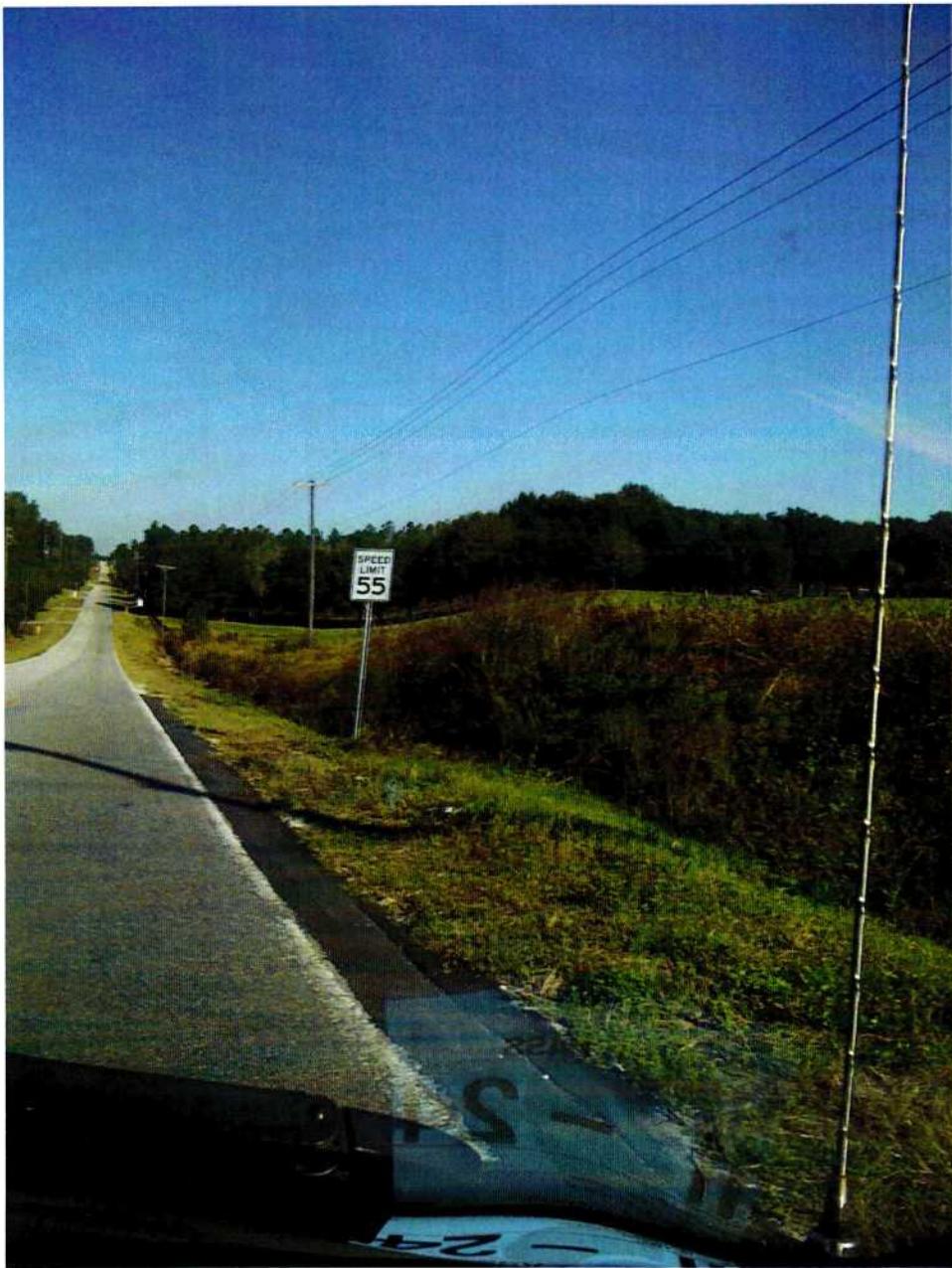
### **SITE PLAN**



**APPENDIX B  
PLATT PHOTOS  
INDEX 546**



2 – Platt at CR 41. Note the short distance between Platt and top of hill causes potential sight distance problems exacerbated by 55 mph speed limit on CR 41.



5\_55 mph posted speed on CR 41.



At Platt looking south toward Ramsey, which is located at the curve in the distance. Because of grade sight distance problem at Platt and curve sight distance problem at Ramsey – safest place for driveway would be a driveway directly to CR41 between these two local roads.

## GENERAL NOTES

- Details apply to both rural and urban intersections under stop sign control or flashing beacon control. For full signal controlled intersections see Design Note No 4.
- Sight distance ( $d$ ) applies to normal and skewed intersections (intersecting angles between 60° and 120°), and where vertical and/or horizontal curves are present. Sight distance ( $d$ ) is measured along the major roadway from the center of the entrance lane of the minor roadway to the center of the near approach lane (right or left) of the major roadway. Distances  $d_L$  and  $d_r$  are measured from the centerline of the entrance lane of the minor roadway to a point on the edge of the near side outer traffic lane on the major roadway. Distance  $d_m$  is measured from the centerline of the entrance lane of the minor roadway to a point on the median clear zone limit or horizontal clearance limit for the far side roadway of the major roadway.
- a. The limits of clear sight define a corridor throughout which a clear sight window must be preserved. See WINDOW DETAIL, Sheet 6.
- b. Clear sight must be provided between vehicles at intersection stop locations, and vehicles on the major roadway within dimension ' $d$ '.
- c. Since observations are made in both directions along the line of sight, the reference datum between roadways is 3'-6" above respective pavements.
- Barrier systems within intersection sight corridors, where penetration into the sight window might occur, shall be located to provide the least adverse affect practical.
- The corridor defined by the limits of clear sight is a restricted planting area. Drivers of vehicles on the intersecting roadway and vehicles on the major roadway must be able to see each other clearly throughout the limits of ' $d$ ' and ' $d_m$ '. If in the Engineers judgement, landscaping interferes with the line of sight corridor prescribed by these standards the Engineer may rearrange, relocate or eliminate plantings. Plants within the restricted areas are limited to selections as follows:

### Ground Cover & Trunked Plants (Separate or Combined):

Ground Covers - Plant selection of low growing vegetation which at maturity does not attain a height greater than 18" below the sight line datum. For ground cover in combination with trees and palms; the following heights below the sight line datum will apply: 24" for trees and palms  $\leq 11"$  dia.; and, 18" for sabal palms  $> 11" \leq 18"$  dia. (dia. - within Sight Window).

Trunked Plants - Plant selection of a mature trunk diameter 4" or less measured at 6" above the ground. Canopy or high borne foliage shall never be lower than 5' above the sight line datum. These selections shall be spaced no closer than 20'.

### Trees:

Trees can be used with lawn; pavers; pavement; gravel, bark or wood chip beds; ground covers or other Department approved material. The clear sight window must be in conformance with the 'WINDOW DETAIL' modified to attain the height requirements listed in 'Ground Covers' above. Tree size and spacing shall conform to the following tabular values:

Description	Speed (mph)													
	30	35	40	45	50	55	60							
	(Inches)													
Diameter (Within Limits Of Sight Window)	>4" & $\leq 11"$	>4" & $\leq 18"$												
(Feet)														
Minimum Spacing (c. to c. Of Trunk)	22	91	27	108	33	126	40	146	45	165	52	173	60	193

Sizes and spacings are based on the following conditions:

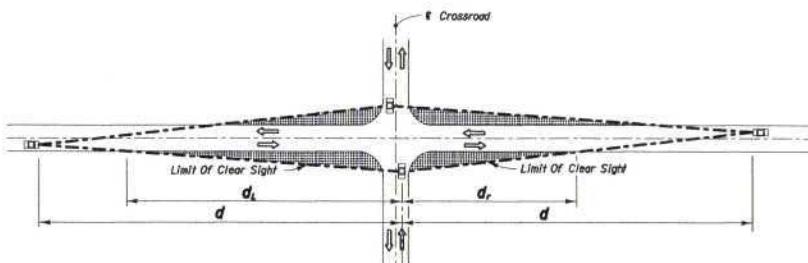
- (a) A single line of trees in the median parallel to but not necessarily collinear with the centerline.
- (b) A straight approaching mainline, within skew limits as described in No. 2 above.
- (c) 1. Trees and palms  $\leq 11"$  in diameter casting a vertical 6' wide shadow band on a vehicle entering at stop bar location when viewed by mainline driver beginning at distance ' $d$ ', see SHADOW DIAGRAM, Sheet 6.
- 2. Sabal palms with diameters  $> 11" \leq 18"$  spaced at intervals providing a 2 second full view of entering vehicle at stop bar location when viewed by mainline driver beginning at distance ' $d$ ', see PERCEPTION DIAGRAM, Sheet 6.
- (d) Trees with diameters  $\leq 11"$  intermixed with trees with diameters  $> 11" \leq 18"$  are to be spaced based on trees with diameters  $> 11" \leq 18"$ .

For any other conditions the tree sizes, spacings and locations shall be detailed in the plans; see Design Note No. 5.

## DESIGN NOTES

- The information shown on this index is intended solely for the purpose of clear sight development and maintenance at intersecting highways, roads and streets, and is not intended to be used to establish roadway and roadside safety except as related to clear sight corridors. An analysis of sight distance shall be documented for all intersections.
- Details are based on the AASHTO 'A Policy On Geometric Design Of Highways And Streets, 2001', CHAPTER 9, INTERSECTION SIGHT DISTANCE, CASES B and F, and Department practices for channelized median openings (left turns from major roadways).
- The minimum driver eye setback of 14.5' from the edge of the traveled way may be adjusted on any intersection leg only when justified by a documented, site specific field study of vehicle stopping position and driver eye position.
- For SIGNALIZED INTERSECTIONS sight distances should be developed based on AASHTO 'Case D - Intersections With Traffic Signal Control'. At signalized intersections, the first vehicle stopped on one approach should be visible to the driver of the first vehicle stopped on each of the other approaches. Left-turning vehicles should have sufficient sight distance to select gaps in oncoming traffic and complete left turns. Apart from these sight conditions, there are generally no other approach or departure sight triangles needed for signalized intersections. However, if the traffic signal is to be placed on two-way flashing operation (i.e. flashing yellow on the major-road approaches and flashing red on the minor-road approaches) under off-peak or nighttime conditions, then the appropriate departure sight triangles for Case B, both to the left and to the right, should be provided for the minor-road approaches. In addition, if right turns on a red signal are to be permitted from any approach, then the appropriate departure sight triangle to the left for Case B2 should be provided to accommodate right turns from that approach.
- Where curvature, superelevation, adverse split profiles or other conditions preclude the use of standard tree sizes and spacing, proof of view and shadowing restraints must be documented and the size and location of trees in medians detailed in the plans.
- Intersection sight distance values are provided for Passenger Vehicles, SU Vehicles and Combination Vehicles. Intersection sight distance based on the Passenger Vehicle is suitable for most intersections. Where substantial volumes of heavy vehicles enter the major-road, such as from ramp terminals with stop control or roadways serving truck terminals, the use of tabulated values for SU Vehicles or Combination Vehicles should be considered.

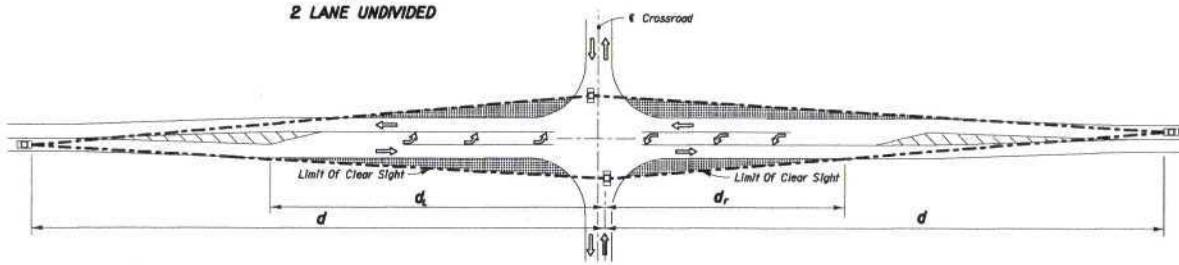




PICTORIAL  
2 LANE UNDIVIDED

Design Speed	d	d <sub>L</sub>	d <sub>r</sub>	Design Speed	d	d <sub>L</sub>	d <sub>r</sub>	Design Speed	d	d <sub>L</sub>	d <sub>r</sub>
30	335	240	150	30	420	295	190	30	510	360	225
35	390	275	175	35	490	345	220	35	595	420	265
40	445	315	200	40	560	395	250	40	680	480	305
45	500	350	225	45	630	445	280	45	765	540	340
50	555	390	250	50	700	495	310	50	845	600	375
55	610	430	275	55	770	545	345	55	930	660	415
60	665	470	300	60	840	595	375	60	1015	720	450
65	720	510	325	65	910	645	405	65	1100	780	490

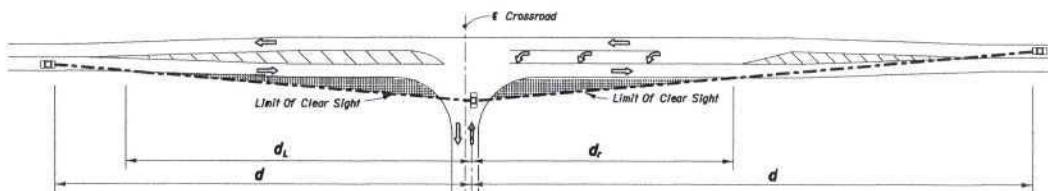
SIGHT DISTANCE (d) AND RELATED DISTANCES (d<sub>L</sub>, d<sub>r</sub>) (FEET)  
2 LANE UNDIVIDED



PICTORIAL  
2 LANE 2 WAY • FLARED FOR OPPPOSING LEFT TURN CENTERED ON ALIGNMENT

Design Speed	d	d <sub>L</sub>	d <sub>r</sub>	Design Speed	d	d <sub>L</sub>	d <sub>r</sub>	Design Speed	d	d <sub>L</sub>	d <sub>r</sub>
30	355	195	135	30	450	250	170	30	540	295	205
35	415	225	155	35	525	290	200	35	630	345	240
40	475	260	180	40	600	330	225	40	720	395	270
45	530	290	200	45	675	370	255	45	810	445	305
50	590	325	220	50	750	410	285	50	900	495	340
55	650	365	245	55	825	450	310	55	990	540	375
60	710	390	265	60	900	490	340	60	1080	590	405
65	765	420	290	65	975	530	370	65	1170	640	440

SIGHT DISTANCE (d) AND RELATED DISTANCES (d<sub>L</sub>, d<sub>r</sub>) (FEET)  
2 LANE 2 WAY • FLARED FOR LEFT TURNS



PICTORIAL  
2 LANE 2 WAY • FLARED FOR SINGLE SIDE LEFT TURN CENTERED ON ALIGNMENT

LEGEND

Areas Free Of Sight Obstructions

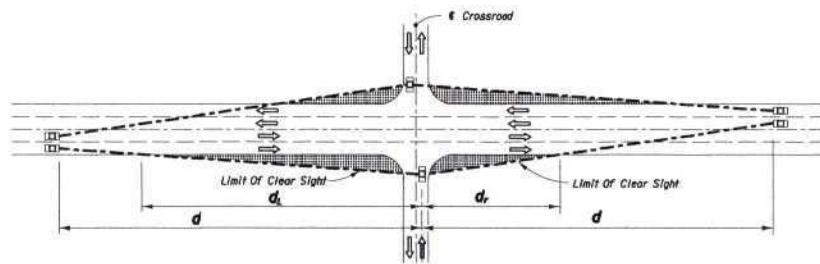
NOTE: See Sheet 6 for intersecting roadway origin of clear sight and quadrant corner clips.



2006 FDOT Design Standards

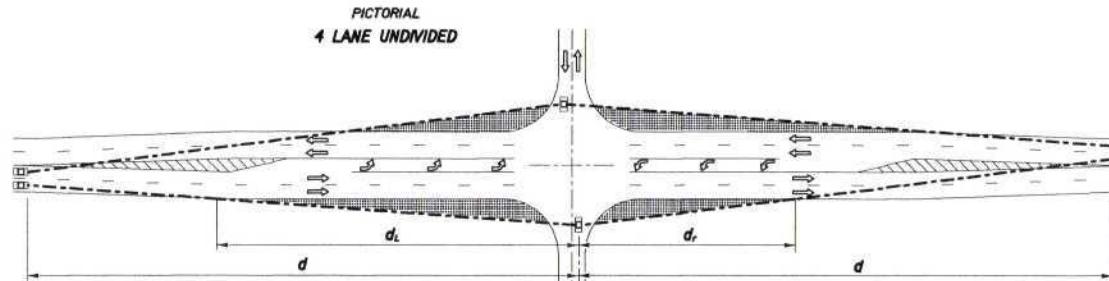
SIGHT DISTANCE AT INTERSECTIONS

Last Revision 04  
Sheet No. 2 of 6  
Index No. 546



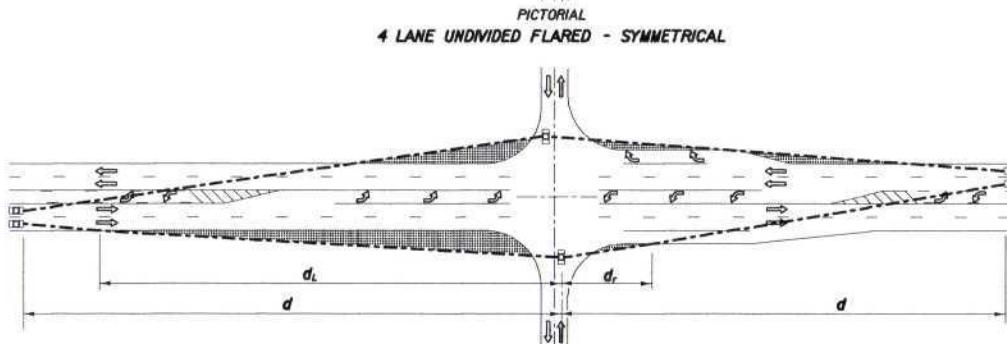
Design Speed	$d$	$d_L$	$d_R$	Design Speed	$d$	$d_L$	$d_R$	Design Speed	$d$	$d_L$	$d_R$
30	355	250	115	30	450	320	150	30	540	380	175
35	415	295	135	35	505	370	170	35	630	445	205
40	475	335	155	40	600	425	195	40	720	540	235
45	530	375	175	45	675	475	220	45	810	570	265
50	590	415	195	50	750	530	245	50	900	635	295
55	650	460	210	55	825	585	270	55	990	700	320
60	705	500	230	60	900	635	295	60	1080	765	350
65	765	540	250	65	975	690	320	65	1170	825	380

Passenger Vehicle      SU Vehicle      Combination Vehicle  
SIGHT DISTANCE ( $d$ ) AND RELATED DISTANCES ( $d_L$ ,  $d_R$ ) (FEET)  
4 LANE UNDIVIDED



Design Speed	$d$	$d_L$	$d_R$	Design Speed	$d$	$d_L$	$d_R$	Design Speed	$d$	$d_L$	$d_R$
30	375	205	120	30	480	220	155	30	570	310	185
35	440	240	145	35	560	255	180	35	665	365	215
40	500	275	165	40	640	290	200	40	760	445	250
45	565	310	185	45	720	330	235	45	855	470	280
50	625	340	205	50	800	360	260	50	950	500	300
55	690	375	225	55	880	400	285	55	1045	570	340
60	750	410	245	60	960	440	310	60	1140	625	370
65	815	445	265	65	1040	480	340	65	1235	675	400

Passenger Vehicle      SU Vehicle      Combination Vehicle  
SIGHT DISTANCE ( $d$ ) AND RELATED DISTANCES ( $d_L$ ,  $d_R$ ) (FEET)  
4 LANE UNDIVIDED FLARED - SYMMETRICAL



Design Speed	$d$	$d_L$	$d_R$	Design Speed	$d$	$d_L$	$d_R$	Design Speed	$d$	$d_L$	$d_R$
30	375	265	95	30	480	340	125	30	570	405	145
35	440	310	105	35	560	395	145	35	665	470	170
40	500	355	130	40	640	450	165	40	760	510	195
45	565	400	145	45	720	500	185	45	855	605	220
50	625	440	160	50	800	565	205	50	950	670	245
55	690	490	172	55	880	620	225	55	1045	740	270
60	750	530	185	60	960	680	245	60	1140	805	295
65	815	575	205	65	1040	735	265	65	1235	875	320

Passenger Vehicle      SU Vehicle      Combination Vehicle  
SIGHT DISTANCE ( $d$ ) AND RELATED DISTANCES ( $d_L$ ,  $d_R$ ) (FEET)  
4 LANE UNDIVIDED WITH OPTIONAL LANE

PICTORIAL  
4 LANE UNDIVIDED WITH OPTIONAL LANE

LEGEND  
Areas Free Of Sight Obstructions

NOTE: See Sheet 6 for intersecting roadway origin of clear sight and quadrant corner clips.



2006 FDOT Design Standards

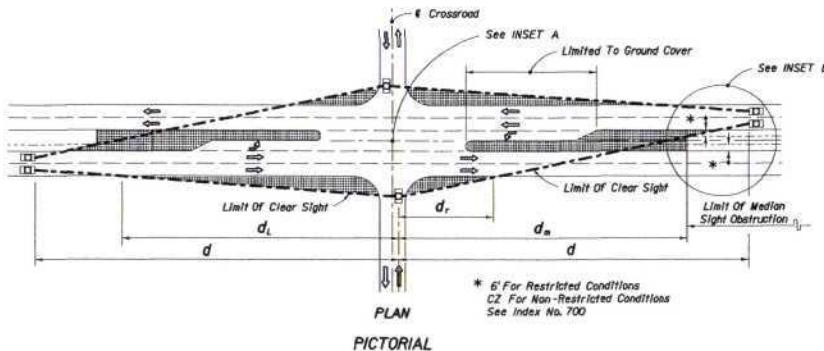
SIGHT DISTANCE AT INTERSECTIONS

Last Revision 04 Sheet No. 3 of 6  
Index No. 546

MEDIAN 22' OR LESS				
Speed	d	$d_L$	$d_r$	$d_m$
30	390	280	90	320
35	460	330	100	380
40	520	370	110	430
45	590	420	130	480
50	650	460	140	530
55	720	510	160	590
60	780	550	170	640
65	850	600	190	700

PASSENGER VEHICLE (P)

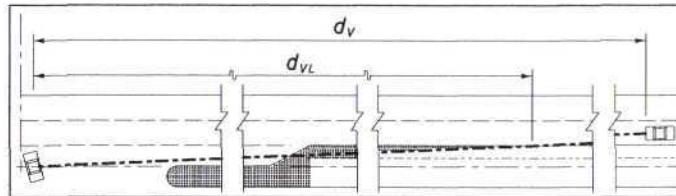
25'-64' MEDIAN				
Speed	d	$d_L$	$d_r$	$d_m$
30	290	210	330	230
35	330	230	390	280
40	380	270	440	330
45	430	300	500	350
50	490	340	550	390
55	530	370	600	430
60	570	400	660	470
65	620	440	720	510



MEDIAN 35' OR LESS				
Speed	d	$d_L$	$d_r$	$d_m$
30	540	380	100	460
35	630	460	110	530
40	720	510	130	600
45	810	570	150	690
50	900	640	160	760
55	990	700	180	840
60	1080	760	200	920
65	1170	830	210	990

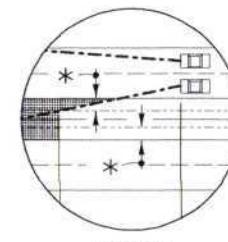
SINGLE-UNIT TRUCK (SU)

40'-64' MEDIAN				
Speed	d	$d_L$	$d_r$	$d_m$
30	370	260	420	300
35	440	310	400	350
40	500	350	560	400
45	560	400	630	450
50	620	440	700	500
55	690	490	770	540
60	750	530	840	590
65	810	570	960	640



Where The Median Is Sufficiently Wide For The Design Vehicle To Pause In The Median (Vehicle Length Plus 6' Min.) The Clear Line Of Sight To The Right ( $d_V$ ) Is Measured From The Vehicle Pause Location, i.e. Not From The Cross Road Stop Position; Distances  $d_L$  &  $d_m$  Do Not Apply.

INSET A



INSET B

MEDIAN 30' OR LESS				
Speed	d	$d_L$	$d_r$	$d_m$
30	620	440	120	520
35	720	510	140	600
40	820	580	160	690
45	930	660	180	780
50	1030	730	200	860
55	1130	800	220	950
60	1240	880	240	1040
65	1340	950	260	1120

INTERMEDIATE SEMI-TRAILERS (WB-40 &amp; WB-50)

Vehicle Type	Vehicle Length (Ft.)
Passenger (P)	19
Single Unit (SU)	30
Large School Bus	40
WB-40	45.5
WB-50	55

SIGHT DISTANCES ( $d$ ) & ( $d_V$ ) AND RELATED DISTANCES ( $d_L$ ,  $d_r$ ,  $d_m$  &  $d_{VL}$ ) (FEET)

## 4 LANE DIVIDED ROADWAY

## NOTES FOR 4-LANE DIVIDED ROADWAY

1. See Sheet 6 for origin of clear sight line on the minor road.
2. Values shown in the tables are the governing (controlling) sight distances calculated based on 'AASHTO Case B - Intersection with Stop Control on the Minor Road.'



MEDIAN 22' OR LESS				
Design Speed	$d_f$	$d_L$	$d_r$	$d_m$
30	410	290	80	350
35	460	340	90	410
40	510	390	100	470
45	560	440	110	530
50	610	490	120	580
55	660	540	140	640
60	710	590	150	700
65	760	640	170	760

PASSENGER VEHICLE (P)

MEDIAN 35' OR LESS				
Design Speed	$d_f$	$d_L$	$d_r$	$d_m$
30	590	420	90	510
35	640	470	100	600
40	780	550	120	680
45	880	620	140	760
50	980	690	160	850
55	1080	760	170	940
60	1170	830	190	1020
65	1270	900	200	1100

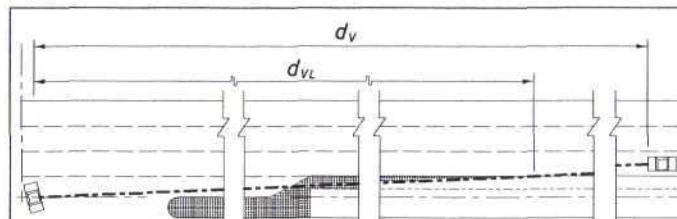
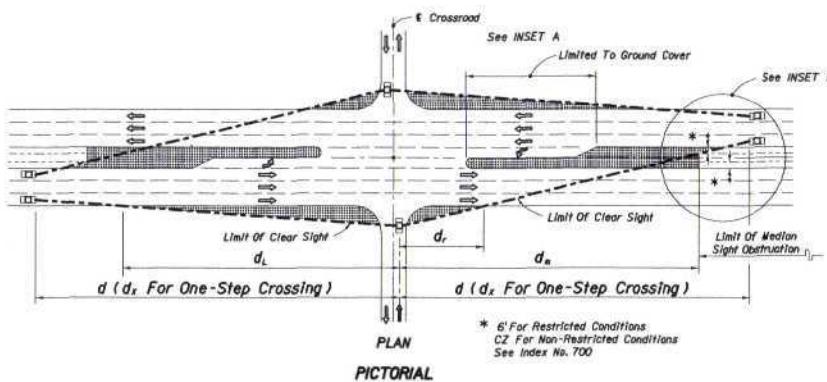
SINGLE-UNIT TRUCK (SU)

MEDIAN 30' OR LESS				
Design Speed	$d_f$	$d_L$	$d_r$	$d_m$
30	670	470	10	580
35	720	520	130	670
40	860	630	150	770
45	1000	710	170	880
50	1100	790	190	960
55	1220	860	200	1050
60	1330	940	220	1150
65	1440	1020	240	1240

INTERMEDIATE SEMI-TRAILERS (WB-40 & WB-50)

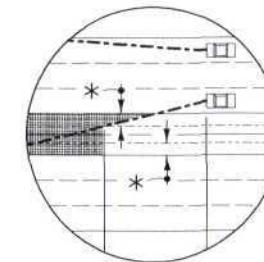
SIGHT DISTANCES ( $d$ ), ( $d_v$ ) & ( $d_x$ ) AND RELATED DISTANCES ( $d_L$ ,  $d_r$ ,  $d_m$  &  $d_{VL}$ ) (FEET)

## 6 LANE DIVIDED



Where The Median Is Sufficiently Wide For The Design Vehicle To Pause In The Median (Vehicle Length Plus 6' Min.) The Clear Line Of Sight To The Right ( $d_V$ ) Is Measured From The Vehicle Pause Location, I.e. Not From The Cross Road Stop Position; Distances  $d_L$  &  $d_m$  Do Not Apply.

### INSET A



### INSET B

#### NOTES FOR 4-LANE DIVIDED ROADWAY

1. See Sheet 6 for origin of clear sight line on the minor road.

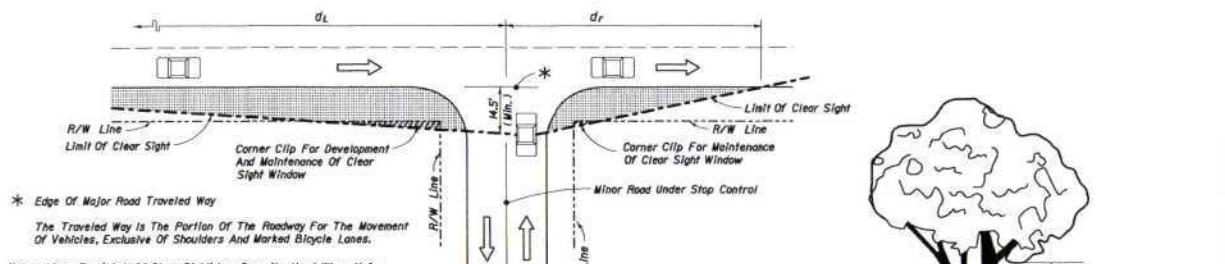
2. Values shown in the tables are the governing (controlling) sight distances calculated based on 'AASHTO Case B - Intersection with Stop Control on the Minor Road.'



2008 FDOT Design Standards

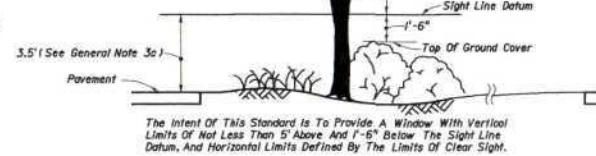
### SIGHT DISTANCE AT INTERSECTIONS

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04	5 of 6
Index No.	546

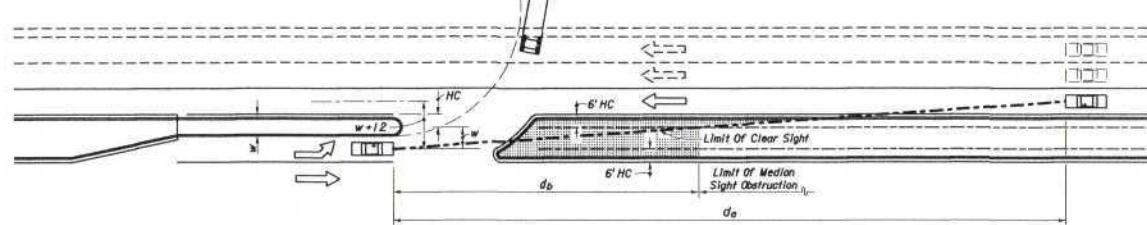


Note: Lines For 'Limit Of Clear Sight' Are Opposite Hand When Major Road Near Lane Traffic Moving Left (e.g. One-Way Left).

PICTORIAL  
ORIGIN OF CLEAR SIGHT LINE  
ON MINOR ROAD



PICTORIAL  
WINDOW DETAIL



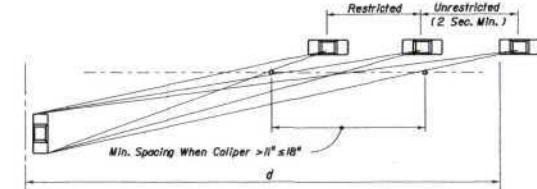
PICTORIAL

d <sub>a</sub> (Feet)			
Design Speed MPH	1 Lane Crossed	2 Lanes Crossed	3 Lanes Crossed
P	SU Comb.	P SU Comb.	P SU Comb.
30	245 285 330	265 320 360	295 350 390
35	285 335 385	310 370 420	335 405 460
40	325 380 440	355 425 480	380 455 525
45	365 430 495	395 475 540	430 520 590

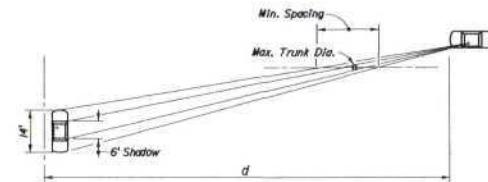
\* See Note.

\* The d<sub>a</sub> values in this table were established by the method referenced in Design Note 2, and are applicable to urban, predominantly curbed roadways with design speeds of 45 mph or less and meeting the restricted conditions defined in Index No. 700. For horizontal clearance (HC) of six feet (6'), the values for d<sub>a</sub> may be determined by the equation d<sub>a</sub> = d<sub>a</sub> (w/w+2). For roadways with non-restricted conditions, d<sub>a</sub> and d<sub>b</sub> should be based on the geometry for the left turn storage and on clear zone widths (See Index No. 700).

CHANNELIZED DIRECTIONAL MEDIAN OPENINGS



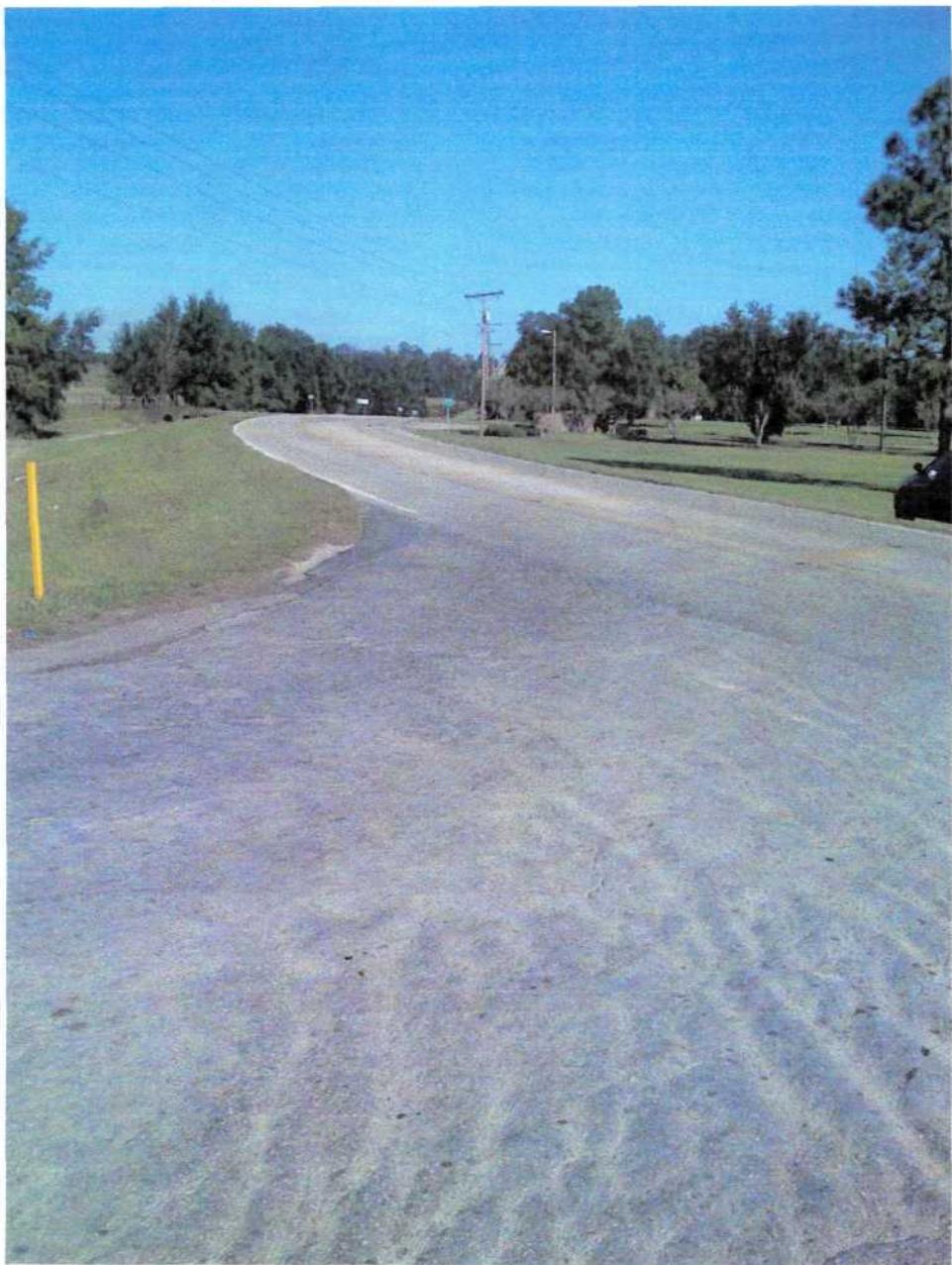
PERCEPTION DIAGRAM  
SETTING SABAL PALM (STATE TREE) SPACING



SHADOW DIAGRAM

LEGEND  
Areas Free Of Sight Obstructions

**APPENDIX C**  
**RAMSEY PHOTOS**  
**AERIAL**



4\_On Ramsey looking at CR 41. Note sight distance issues caused by curve and exacerbated by 55 mph speed limit on CR 41.



**Pasco County, Florida**  
**2.2 miles WNW of Dade City**

Prepared by the Office of Mike Wells, Pasco County Property Appraiser.

Map Created on 2/16/2008 at 9:50:00 AM.

