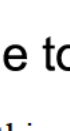


TRANSLATE



Welcome to FAZSIGHT

Submitting this properly, completed input sheet will faithfully implement the American Association of State Highway and Transportation Officials 2011's "A Policy on Geometric Design of Highways and Streets" procedure to obtain sight distances at intersections. Please read disclaimer below. Using FAZSIGHT, one can design safer traffic operations at intersections. One can determine obstruction distances that will provide sufficient safe stopping or slowing sight distances for drivers.

For further information on a particular input variable, click its link on this form.

To load data from a previously saved session, [GO TO BOTTOM](#) to browse and load.

To return to main menu, [MENU](#).

To logout, [LOGOUT](#).

General Information

Analyst

Any_Name

Agency/Co.

Fazio_Engineerware

Date Performed

30February2018

Major Approach Highway Name

North_Ave.

Minor Approach Highway Name

York_Road

Jurisdiction>

Any_jurisdiction

Forecast Year

2018

Inputs:

Intersection Control

[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](#)

Case A

CASE A - INTERSECTIONS WITH NO CONTROL

Major Road

[Design speed](#), mi/h 50

Approach [grade](#) left of decision point, % +4

Approach [grade](#) right of decision point, % -4

[Median width](#), ft, if any 0

[Number of approach lanes](#) left of decision point, ln 2

[Average lane width](#), ft 12

Minor Road

[Design speed](#), mi/h 45

Subject approach [grade](#), % -3 to +3

[Sight obstruction](#) left of decision point

Lateral obstruction distance, ft, from minor approach driver 80

OR

Lateral obstruction distance, ft, from major approach driver 0

[Sight obstruction](#) right of decision point

Lateral obstruction distance, ft, from minor approach driver 0

OR

Lateral obstruction distance, ft, from major approach driver 80

CASE B - INTERSECTIONS WITH STOP CONTROL ON MINOR ROAD

Major Road

[Design speed](#), mi/h 50

[Median width](#), ft, if any 0

[Number of approach lanes](#) left of decision point, ln 1

[Average lane width](#), ft 12

Minor Road

[Design vehicle](#)

Passenger Car

Subject approach [grade](#), % -3 to +3

[Distance driver eye to major road edge](#), ft 18 (desirable)

[Sight obstruction](#) left of decision point

Lateral obstruction distance, ft, from minor approach driver 0

OR

Lateral obstruction distance, ft, from major approach driver 0

[Sight obstruction](#) right of decision point

Lateral obstruction distance, ft, from minor approach driver 0

OR

Lateral obstruction distance, ft, from major approach driver 0

CASE C - INTERSECTIONS WITH YIELD CONTROL ON MINOR ROAD

Major Road

[Design speed](#), mi/h 45

[Median width](#), ft, if any 0

[Number of approach lanes](#) left of decision point, ln 1

[Average lane width](#), ft 12

Minor Road

[Design speed](#), mi/h 45

[Design vehicle](#)

Passenger Car

Subject approach [grade](#), % -3 to +3

[Sight obstruction](#) left of decision point

Lateral obstruction distance, ft, from minor approach driver 0

OR

Lateral obstruction distance, ft, from major approach driver 0

[Sight obstruction](#) right of decision point

Lateral obstruction distance, ft, from minor approach driver 0

OR

Lateral obstruction distance, ft, from major approach driver 0

CASE D - INTERSECTIONS WITH TRAFFIC SIGNAL CONTROL

Major Road

[Design speed](#), mi/h 50

[Median width](#), ft, if any 0

[Number of approach lanes](#) left of decision point, ln 1

[Average lane width](#), ft 12

Minor Road

[Design vehicle](#)

Passenger Car

Subject approach [grade](#), % -3 to +3

[Distance driver eye to major road edge](#), ft 18 (desirable)

[Sight obstruction](#) left of decision point

Lateral obstruction distance, ft, from minor approach driver 0

OR

Lateral obstruction distance, ft, from major approach driver 0

[Sight obstruction](#) right of decision point

Lateral obstruction distance, ft, from minor approach driver 0

OR

Lateral obstruction distance, ft, from major approach driver 0

CASE E - INTERSECTIONS WITH ALL-WAY STOP CONTROL

No further input data are required for results.

CASE F - LEFT TURNS FROM MAJOR ROAD

Major Road

[Design speed](#), mi/h 50

[Design vehicle](#)

Passenger Car

[Median width](#), ft, if any 0

Number of opposing through lanes, ln 1

TOP

SUBMIT

To calculate, press SUBMIT button. Results appear at bottom of page.

To Save or Load Inputs For Later Usage:

NOTE: Save and load features may not work in some browsers. Enable JavaScript.

Filename

to Save

As:

Save Text to File

Select a

File to

Browse...

No file selected.

Load:

Load Selected File

To return to main menu, [MENU](#).

To logout, [LOGOUT](#).

DISCLAIMER: FAZSIGHT is a faithful implementation in that FAZSIGHT produced values which corresponded very closely with AASHTO 2011 Green Book calculated values. FAZSIGHT cannot guarantee 100% that other calculated values will produce accurate results. If the user suspects erroneous FAZSIGHT results, the user should perform manual calculations. If discrepancies exist between FAZSIGHT and manual calculations, the user should report such discrepancies to Fazio Engineerware.