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TO: ASSISTANT CHIEF HIGHWAY ENGINEER
ALL H.Q. DIRECTORS: Prof. Services, Planning & Major Projects
ALL REGIONAL MANAGERS Prof. Services, Planning & Operations
ALL DISTRICT HIGHWAYS MANAGERS

SUBJECT: THE USE OF DECISION SIGHT DISTANCE FOR HIGHWAY DESIGN

REFERENCES:

Manual of Geometric Design Standards for Canadian Roads (1986 Metric Edition) published by the Transportation Association of Canada (formerly RTAC).

American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets - 1990.

Highway Design, Manual of Standards and Instructions. B.C. MOTH.

PURPOSE:

To clarify the Ministry's Policy and practice with regard to the use of Decision Sight Distance in Highway Design.

BACKGROUND:

A careful evaluation was made of the principles used by TAC (formerly RTAC) and AASHTO in defining Decision Sight Distance for application in Highway Design. The procedure outlined in the TAC Manual is to be applied and the Ministry manual will be updated accordingly.

PROCEDURE:

Decision Sight Distance, as defined in the Manual of Geometric Design Standards for Canadian Roads (1986 Metric Edition), shall be used in all Designs for intersection, interchanges and other locations where a directional choice or critical lane change decision is required from the approaching driver.

Please refer to the following sections of the TAC Manual for information on how to use Decision Sight Distance (DSD):

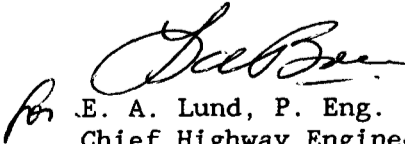
Section B.2.4, Table B.2.4
Section E.5.2.1.4
Section X.B.2.4, Table X.B.2.4

The higher values of DSD in Table B.2.4 are for the more complex locations typically encountered in urban situations. The lower values are more applicable to rural locations.

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