Notes:

(1) - Limited sight distance (determined by the 85th percentile speed) may be due to vertical & horizontal curves or obstacles such as trees, buildings, overpasses, etc. In evaluating sight distance, consideration should be given to heavy vehicles (see AASHTO Greenbook Section 3.2.2). For downhill grades approaching an intersection, additional sight distance should be provided as follows (see AASHTO Greenbook Table 10-4):
- 1.2 times greater for downhill grades between 3 to 4 percent
- 1.35 times greater for downhill grades between 5 to 6 percent.
Other considerations should include the location of the stop bar or queued vehicles in relation to signal heads and the driver's ability to stop. The 95th percentile queue lengths should be measured in the field.

(2) – Can the obstructions be removed within reason and cost restraints upon initial inspection? Field visits can confirm the recommendation. If a recommendation cannot be confidently made, complete analysis under the assumption that the obstruction cannot be removed.

(3) - If there is a pattern of severe angle or front-to-rear crashes at the study location during the last five years, further study is recommended. A safety analysis should be completed to determine whether AWS would reduce crashes at the study location.

(4) – An isolated intersection is identified by having no other signalized intersection within 3 miles.

(5) - The combination of truck traffic and approach grade are greater than or equal to one of the following criteria:
a) 10% Trucks and 3% Downhill Grade
b) 20% Trucks and 2% Downhill Grade
c) 30% Trucks

Additional Considerations:

- Use of adequate clearance intervals (yellow & all red time).
- Evidence of dilemma zone issues (skid marks, etc.).
- Use of dilemma zone radar detection (Wavetronics Advanced Radar Detection System).
- Use of other more appropriate advanced warning signs.
- Use of near-side signal heads, etc.