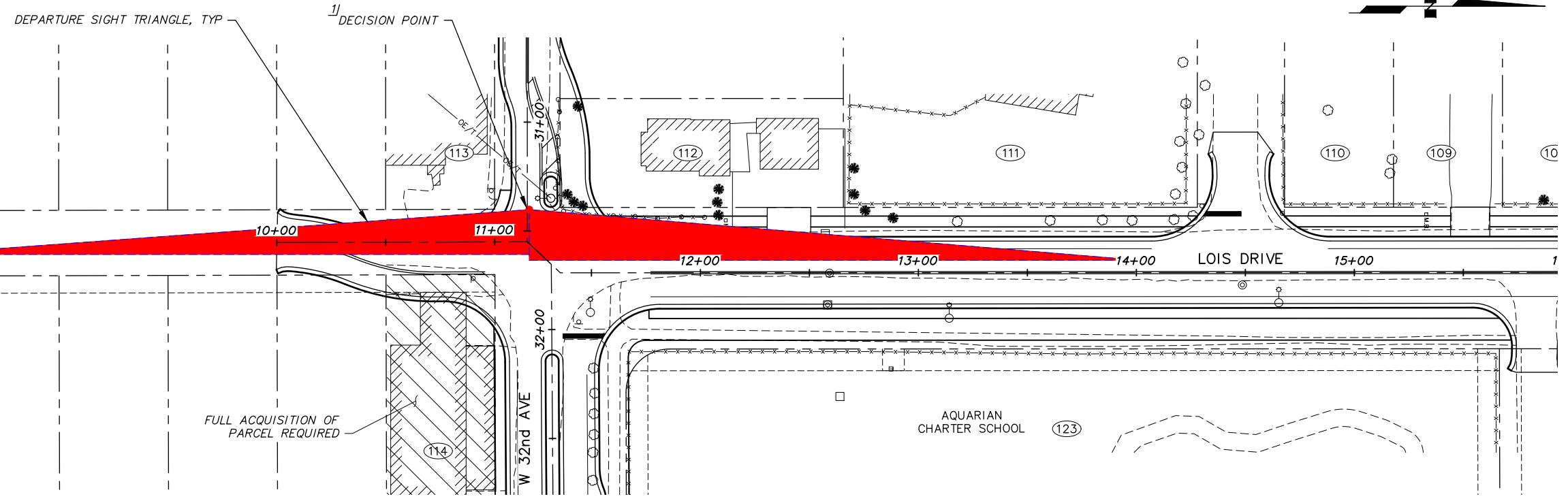


## Intersection Departure Sight Triangles

# Appendix G



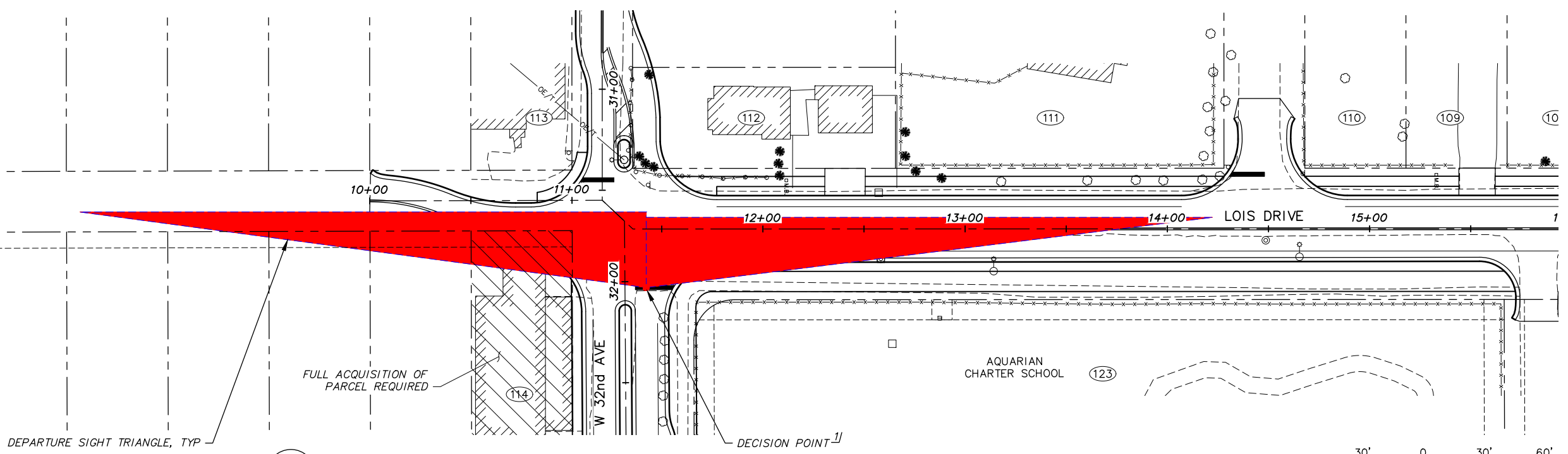
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1

**EASTBOUND 32ND AVENUE AT LOIS DRIVE**

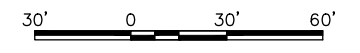
SCALE: GRAPHIC



2

**WESTBOUND 32ND AVENUE AT LOIS DRIVE**

SCALE: GRAPHIC



- #1 NOTE:
1. DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 30 MPH FOR LOIS DRIVE IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 19-08  
STATUS: DSR



LOIS DRIVE AND W 32ND AVE PATHWAY  
W BENSON BOULEVARD TO MINNESOTA DRIVE

**INTERSECTION DEPARTURE SIGHT TRIANGLE**

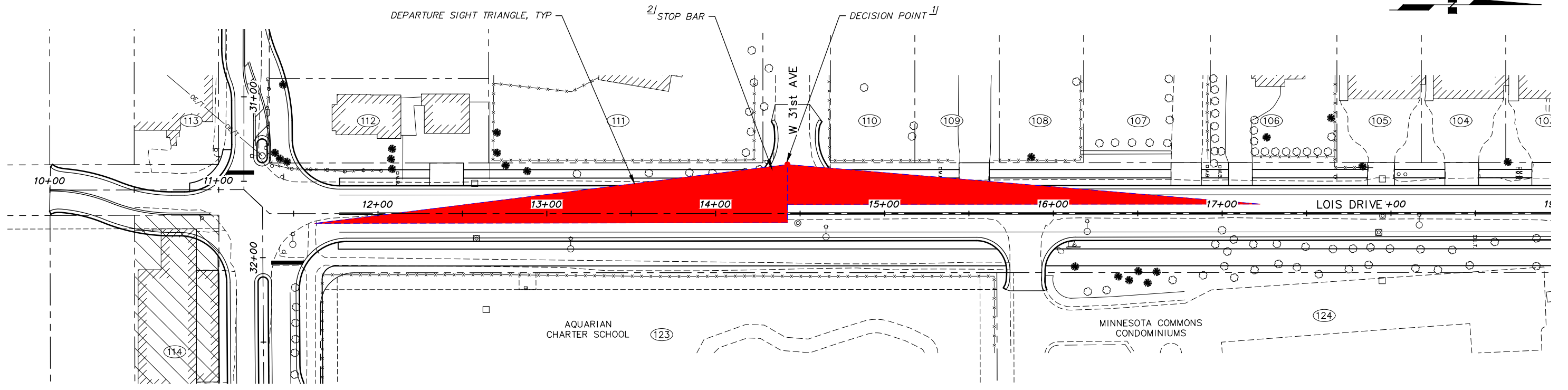
32ND AVENUE  
INTERSECTION ALTERNATIVE 2

DATE  
SEP 2020

SCALE  
GRAPHIC

FIGURE  
G1 OF G6

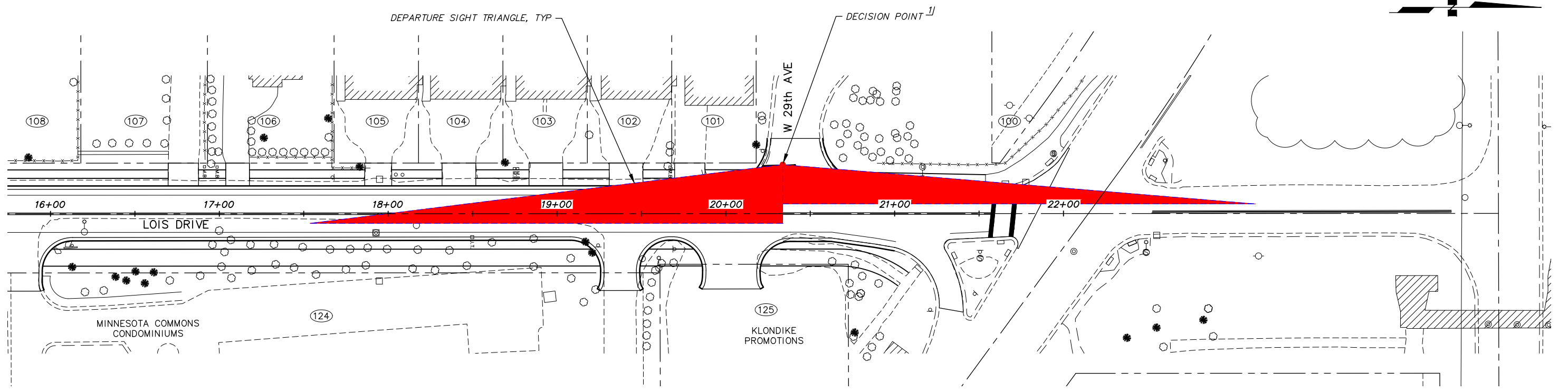
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1

**EASTBOUND 31ST AVENUE AT LOIS DRIVE**

SCALE: GRAPHIC



2

**EASTBOUND 29TH AVENUE AT LOIS DRIVE**

SCALE: GRAPHIC



- #1 NOTE:
1. DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 30 MPH FOR LOIS DRIVE IS USED IN SIGHT DISTANCE ANALYSIS.
  2. STOP BAR'S LOCATED PER MOA STANDARD DETAIL 70-18. PATHWAYS/SIDEWALKS THROUGH INTERSECTIONS SHOWN CONCEPTUALLY AND WILL BE ATTACHED TO BACK OF CURB FOR DESIGN, TYPICAL ALL INTERSECTIONS.

PROJECT: 19-08  
STATUS: DSR



LOIS DRIVE AND W 32ND AVE PATHWAY  
W BENSON BOULEVARD TO MINNESOTA DRIVE

**INTERSECTION DEPARTURE SIGHT TRIANGLE**

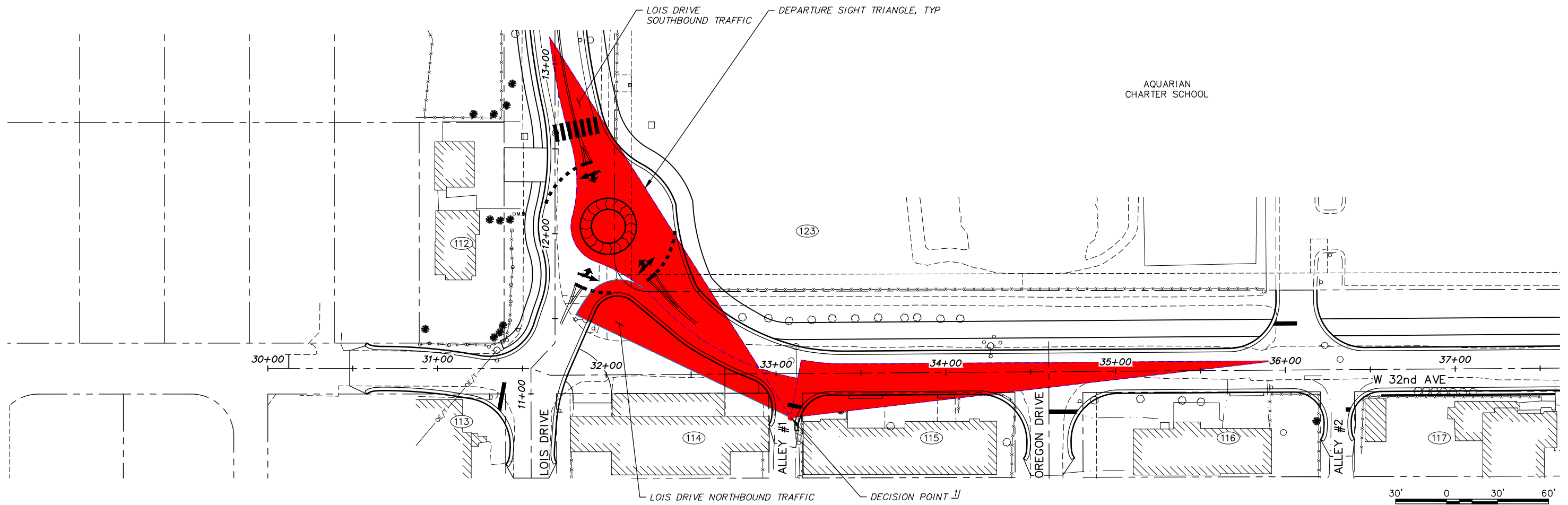
31ST AVENUE & 29TH AVENUE  
LOIS DRIVE ALTERNATIVE 2

DATE  
SEP 2020

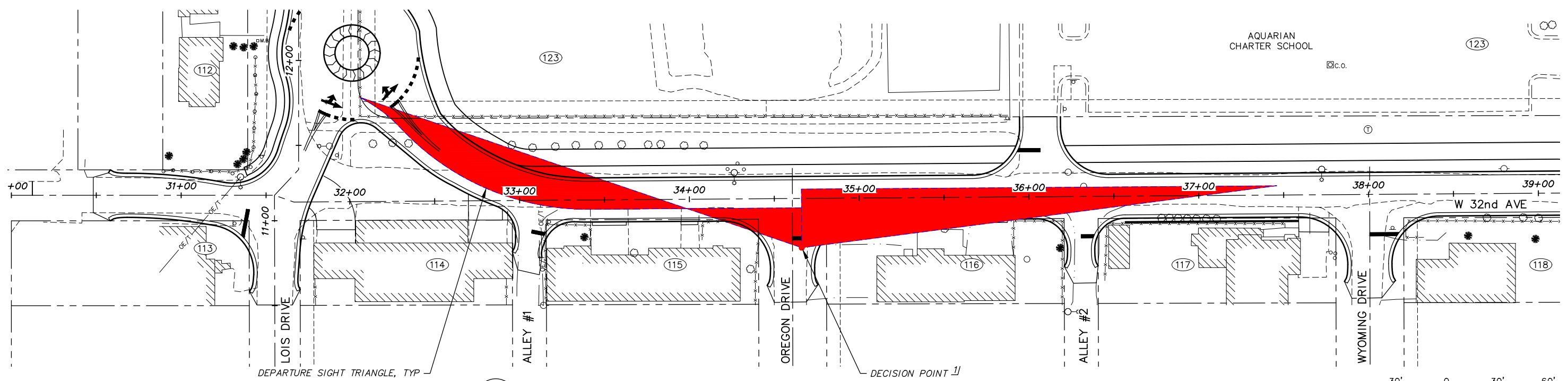
SCALE  
GRAPHIC

FIGURE  
G2 OF G6

File: J:\JobsData\10145.00 Lois Drive And W 32nd Ave Pathway\00 CADD 2019\02 Figures\01 DSR\02 Intersection Sight Triangles\0145.00 Departure Sight Triangles - Prefer Alt.dwg



1 **NORTHBOUND ALLEY #1 AT 32ND AVENUE**  
SCALE: GRAPHIC



2 **NORTHBOUND OREGON DRIVE AT 32ND AVENUE**  
SCALE: GRAPHIC

#/ NOTE:  
1. DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 30 MPH FOR W 32ND AVENUE IS USED IN SIGHT DISTANCE ANALYSIS.

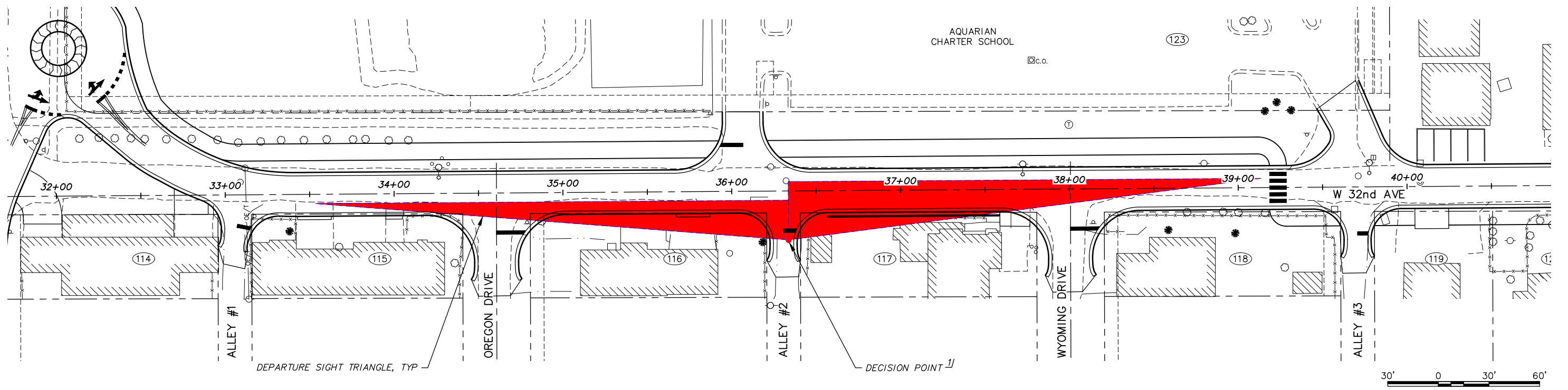
PROJECT: 19-08  
STATUS: DSR



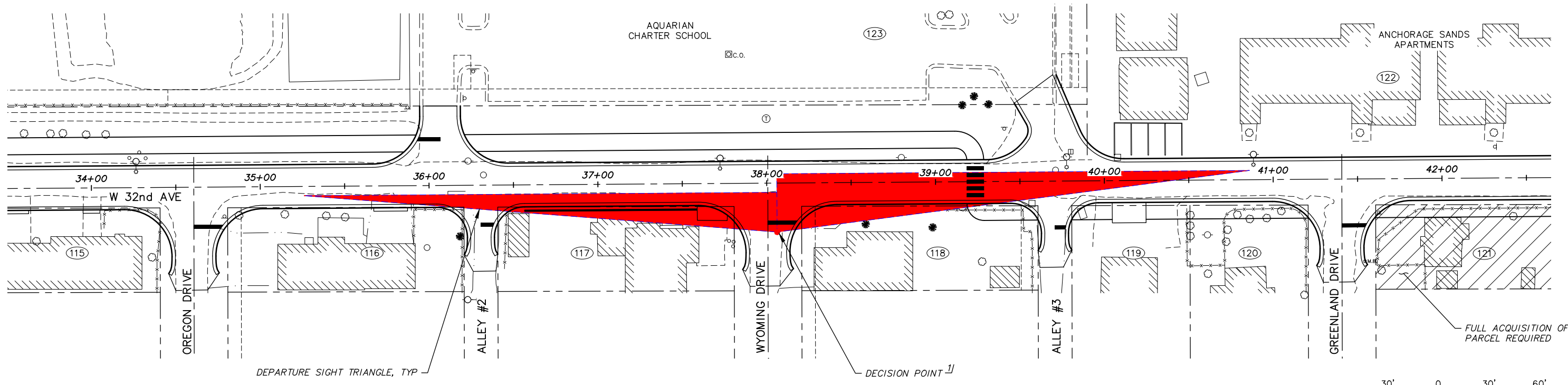
LOIS DRIVE AND W 32ND AVE PATHWAY  
W BENSON BOULEVARD TO MINNESOTA DRIVE  
**INTERSECTION DEPARTURE SIGHT TRIANGLE**  
ALLEY #1 & OREGON DRIVE  
32ND AVENUE ALTERNATIVE 3

DATE  
SEP 2020  
SCALE  
GRAPHIC  
FIGURE  
G3 OF G6

File: J:\JobsData\10145.00 Lois Drive And W 32nd Ave Pathway\00 CADD 2019\02 Figures\01 DSR\02 Intersection Sight Triangles\10145.00 Departure Sight Triangles - Prefer Alt.dwg



1 **NORTHBOUND ALLEY #2 AT 32ND AVENUE**  
SCALE: GRAPHIC



2 **NORTHBOUND WYOMING DRIVE AT 32ND AVENUE**  
SCALE: GRAPHIC

#/ NOTE:  
1. DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 30 MPH FOR W 32ND AVENUE IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 19-08  
STATUS: DSR

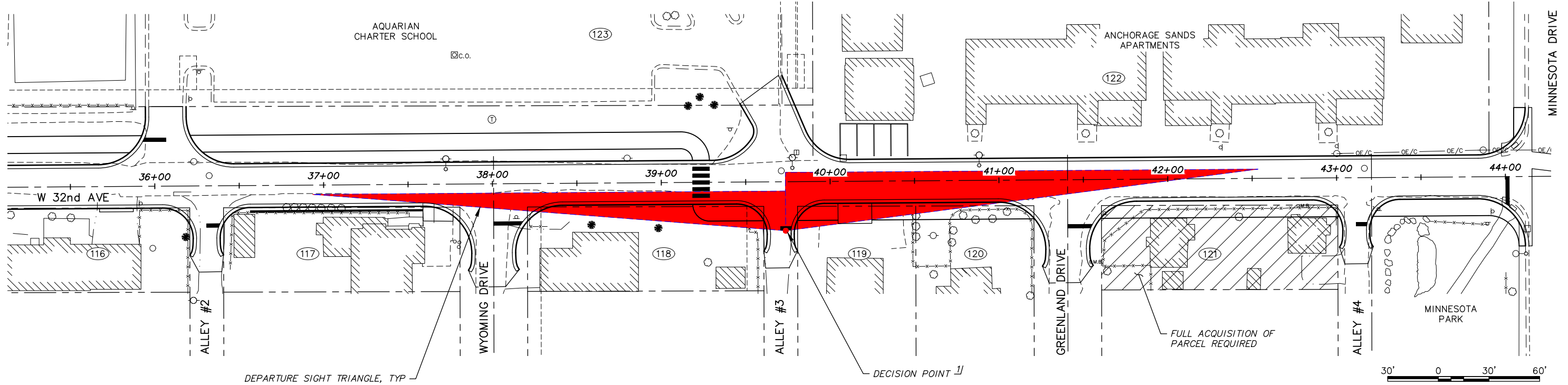


LOIS DRIVE AND W 32ND AVE PATHWAY  
W BENSON BOULEVARD TO MINNESOTA DRIVE  
**INTERSECTION DEPARTURE SIGHT TRIANGLE**  
ALLEY #2 & WYOMING DRIVE  
32ND AVENUE ALTERNATIVE 3

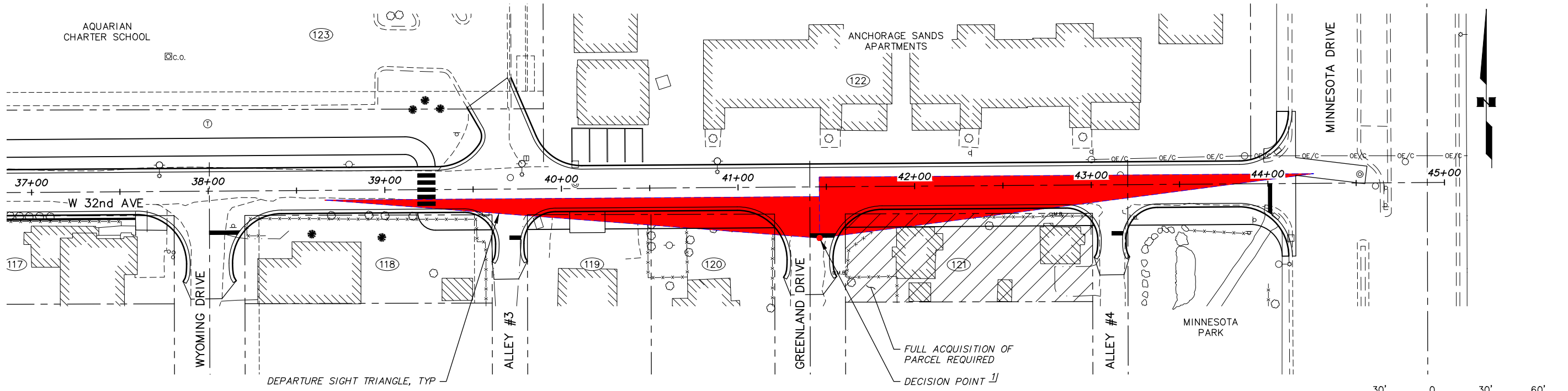
DATE  
SEP 2020  
SCALE  
GRAPHIC  
FIGURE  
G4 OF G6



File: J:\JobsData\10145.00 Lois Drive And W 32nd Ave Pathway\00 CADD 2019\02 Figures\01 DSR\02 Intersection Sight Triangles\10145.00 Departure Sight Triangles - Prefer Alt.dwg



1 **NORTHBOUND ALLEY #3 AT 32ND AVENUE**  
SCALE: GRAPHIC



2 **NORTHBOUND GREENLAND DRIVE AT 32ND AVENUE**  
SCALE: GRAPHIC

#/ NOTE:  
1. DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 30 MPH FOR W 32ND AVENUE IS USED IN SIGHT DISTANCE ANALYSIS.

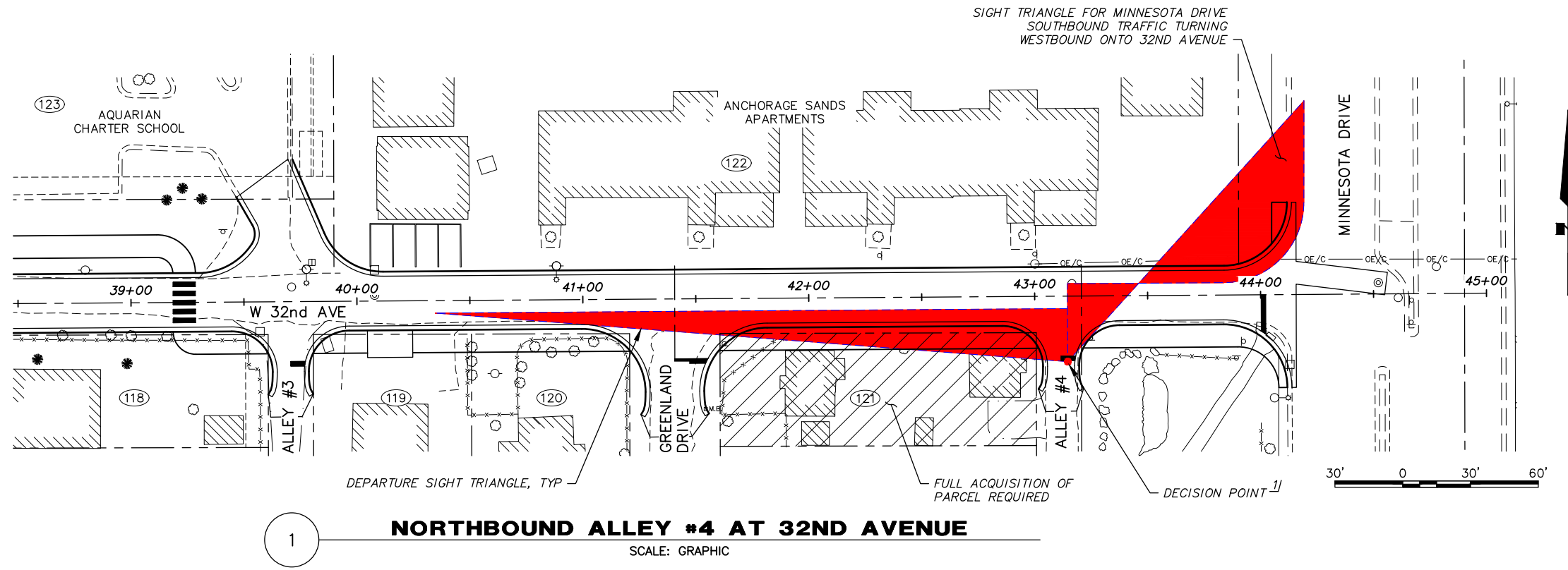
PROJECT: 19-08  
STATUS: DSR



LOIS DRIVE AND W 32ND AVE PATHWAY  
W BENSON BOULEVARD TO MINNESOTA DRIVE  
**INTERSECTION DEPARTURE SIGHT TRIANGLE**  
ALLEY #3 & GREENLAND DRIVE  
32ND AVENUE ALTERNATIVE 3

DATE  
SEP 2020  
SCALE  
GRAPHIC  
FIGURE  
G5 OF G6

File: J:\JobsData\10145.00 Lois Drive And W 32nd Ave Pathway\00 CADD\2019\02 Figures\01 DSR\02 Intersection Sight Triangles\10145.00 Departure Sight Triangles - Prefer Alt.dwg



#/ NOTE:

1. DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 30 MPH FOR W 32ND AVENUE IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 19-08  
STATUS: DSR



LOIS DRIVE AND W 32ND AVE PATHWAY  
W BENSON BOULEVARD TO MINNESOTA DRIVE

**INTERSECTION DEPARTURE SIGHT TRIANGLE**

ALLEY #4

32ND AVENUE ALTERNATIVE 3

DATE  
SEP 2020

SCALE  
GRAPHIC

FIGURE  
G6 OF G6