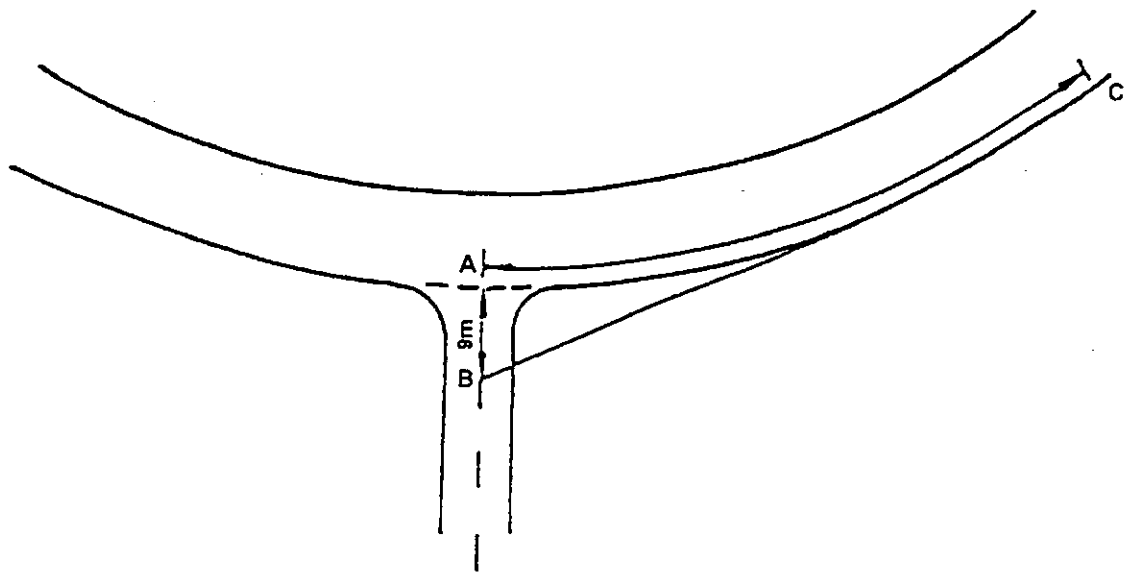


APPENDIX VII

Examples of constraints



DESIGN SPEED OF MAJOR ROAD (kph)	120	100	85	70	60	50
DISTANCE AC (m)	300	225	165	125	95	70

Notes

- The visibility should be available between points 1.05m above the road level and provided by means of a visibility splay whose area is defined by lines joining the points A, B and C as shown in Diagram No. 4.3.8.1 of T.P.D.M.2.4.
- For roads within estates and other local roads of minor nature or experiencing low speeds the distance AC above relating to the 50 km/h design speed may be reduced to 50m.
- In difficult situations the dimension AB may be reduced to 4.5m and in exceptional circumstances 2m but the distance AC as recommended above should always be provided. If AB is greater than 15m high minor road approach speeds can be expected and this situation should receive special consideration. (The dimensions of lines AB and AC also govern the need for "stop" control as opposed to "give away" control).

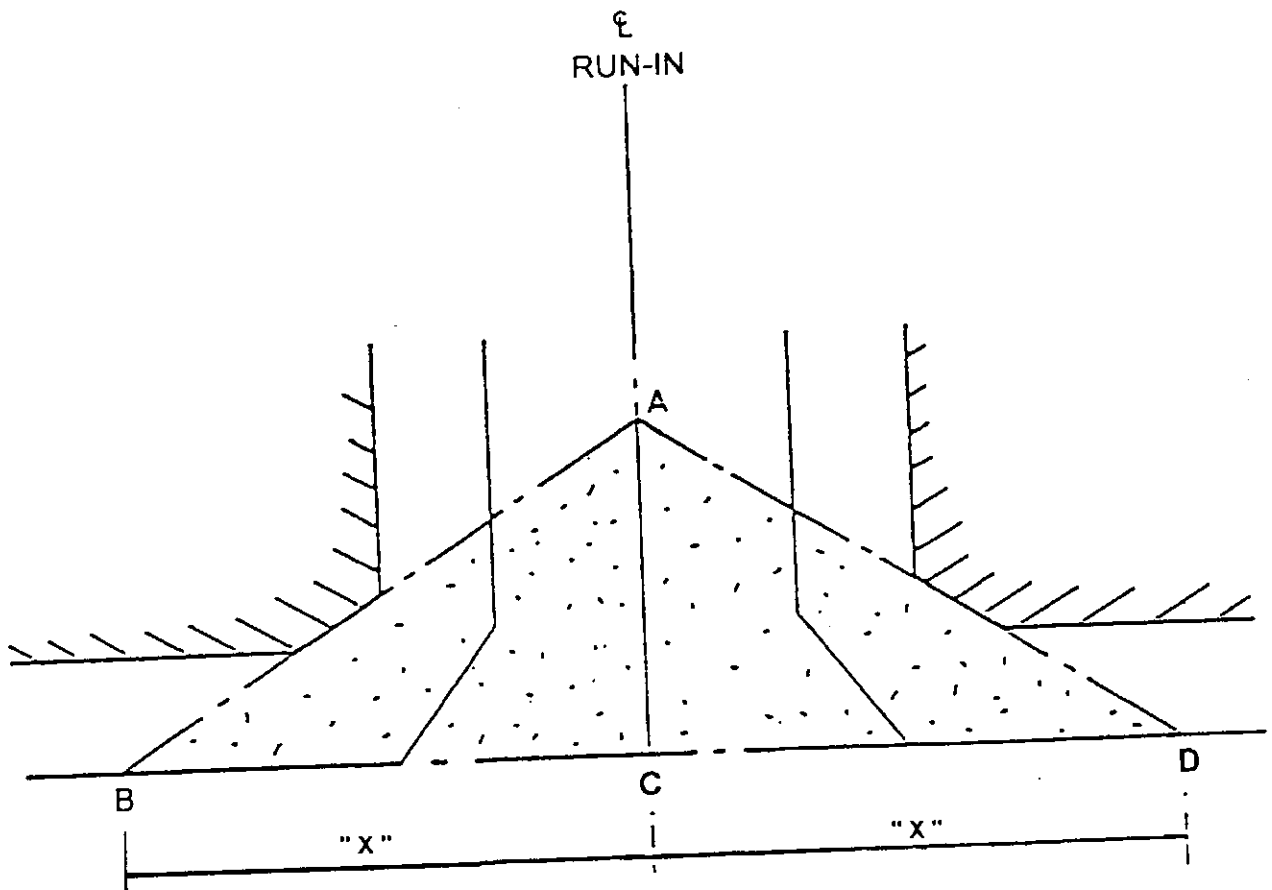
Maunsell

TITLE

Visibility Splays at Priority Junctions

MAUNSELL ENVIRONMENTAL
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PROJECT NO	M15698	DATE	Dec. 1998
DESIGNED CHECKED	Wendy Tao	DRAWING NO	Figure 2.9



Notes

- (a) Visibility from a run-in should be obtainable between points 1.05m above the road and run-in level over the area described by ABCD in Diagrams 3.6.3.4 of T.P.D.M. V.2.3.
- (i) AC is a line 4.5m in length measured along the centre line of the run-in from the continuation of the nearer edge of the carriageway of the road to which the run-in has access, and
- (ii) BC and CD, are "x"m in length, and "x" is in accordance with the following table and is measured along the nearer edge of the road to which the run-in has access.

Length of Visibility Lie "x"

<u>Design Speed of Main Road (km/h)</u>	<u>x(m)</u>
80 or over	150
70	130
60	120
50	60

Maunsell

TITLE

Visibility Area at Run-ins

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(a) Visibility distance are related to the design speed of the road as shown in the following table

Visibility Distances at Grade
Separated Interchanges

<u>Design Speed</u> (km/h)	<u>Desirable Minimum</u> (m)	<u>Absolute Minimum</u> (m)
120	300	225
100	225	165
85	165	125
70	125	95
60	95	70
50	70	50
40	50	40
30	40	30

M15698/table.vsd

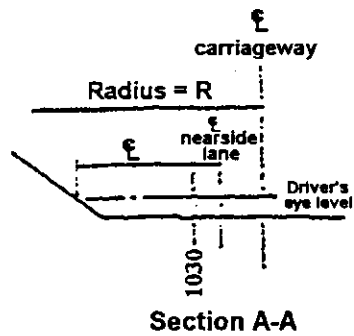
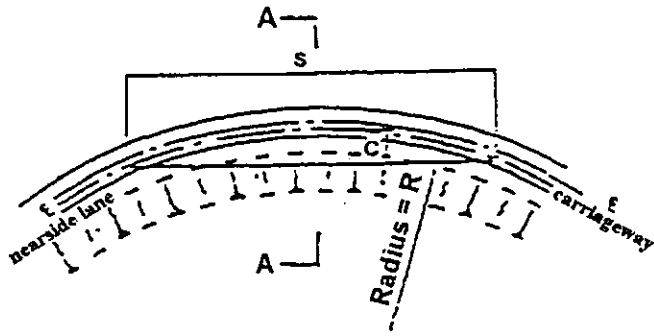
Maunsell	TITLE Grade Separated Interchange	MAUNSELL ENVIRONMENTAL MANAGEMENT CONSULTANTS LTD			
		PROJECT NO	M15698	DATE	Dec. 1998
		DESIGNED/ CHECKED	Wendy Tao	DRAWING NO	Figure 2.11

Notes

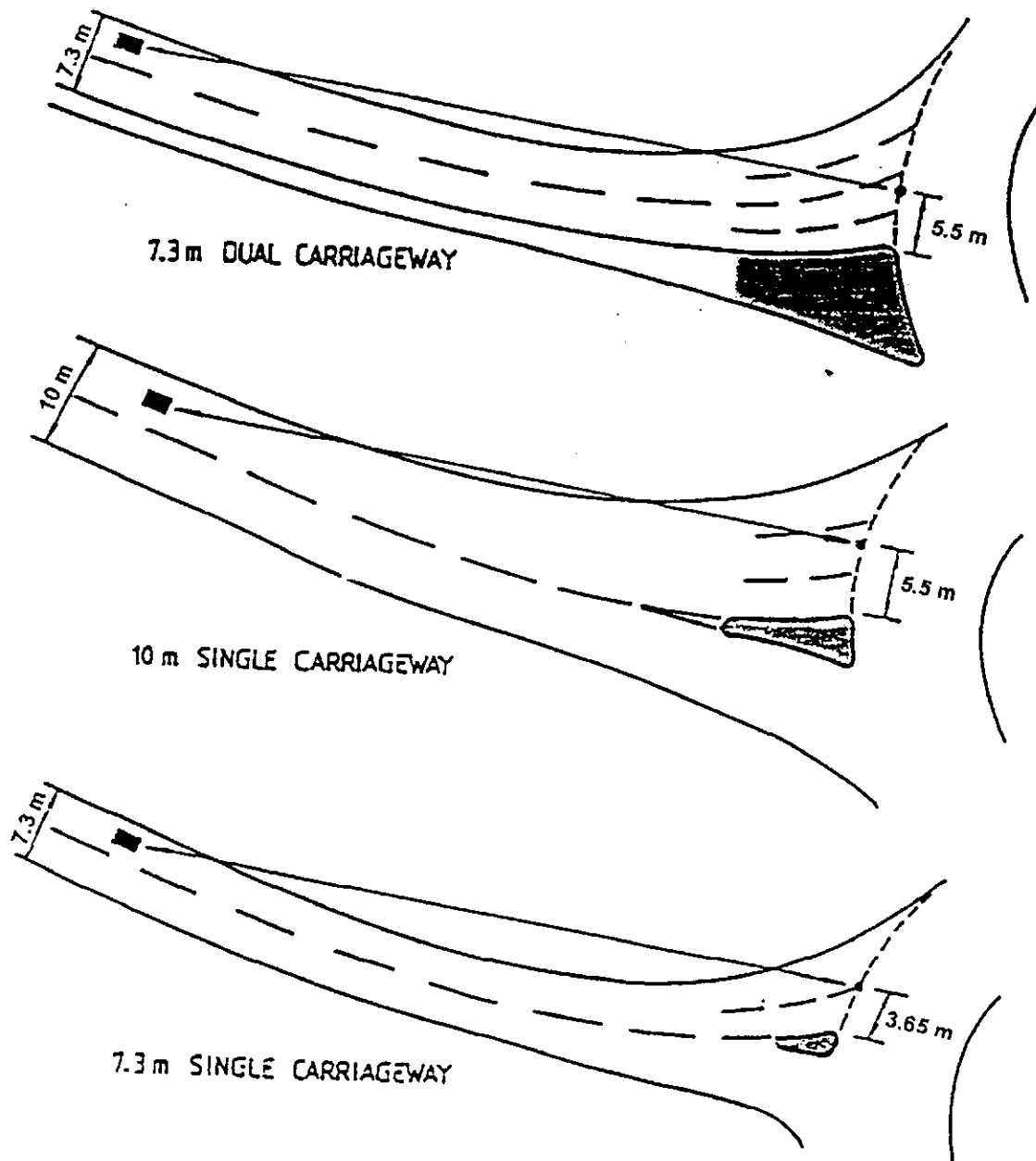
(a) The following table shows the sight distance that should be provided on the approaches to junctions or accesses. Sight distance should be measured between a minimum drivers' eye height of 1.05m, to an object height of 1.05m, both above the centre line of each lane. It follows that junctions and accesses should not be provided on sharp curves, where extensive widening of verges, cutting and bridge structures would be required to provide the required visibility. For lower speed Urban Roads, where there are little or no restrictions on pedestrians and accesses, the sight distances shown in the table should be provided throughout the road.

Sight Distance

Design Speed (km/h)	Desirable Minimum (m)	Absolute Minimum (m)
120	300	225
100	225	165
85	165	125
70	125	95
60	95	70



Maunsell	TITLE	MAUNSELL ENVIRONMENTAL MANAGEMENT CONSULTANTS LTD			
	Sight Distance	PROJECT NO	MI5698	DATE	Dec. 1998
		DESIGNED CHECKED	Wendy Tao	DRAWING NO	Figure 2.12



Notes

- (a) Visibility distance should be measured between a driver's eye height of 1.05m and an object height of 1.05m, both measured from the centre line of each lane.
- (b) The forward visibility at the approach to a roundabout shall not be less than that shown below. The visibility distance should be measured to the "Give Way" line as shown in Diagram 4.5.11.1 of T.P.D.M.V. 2.4.

Sight Distance

Design Speed (km/h)	100	85	70	60	50
Desirable Minimum (m)	225	165	125	95	70
Absolute Minimum (m)	165	125	95	70	50

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TITLE

Visibility at Roundabout

MAUNSELL ENVIRONMENTAL
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PROJECT NO	ML5698	DATE	Dec. 1998
DESIGNED/ CHECKED	Wendy Tao	DRAWING NO	Figure 2.13