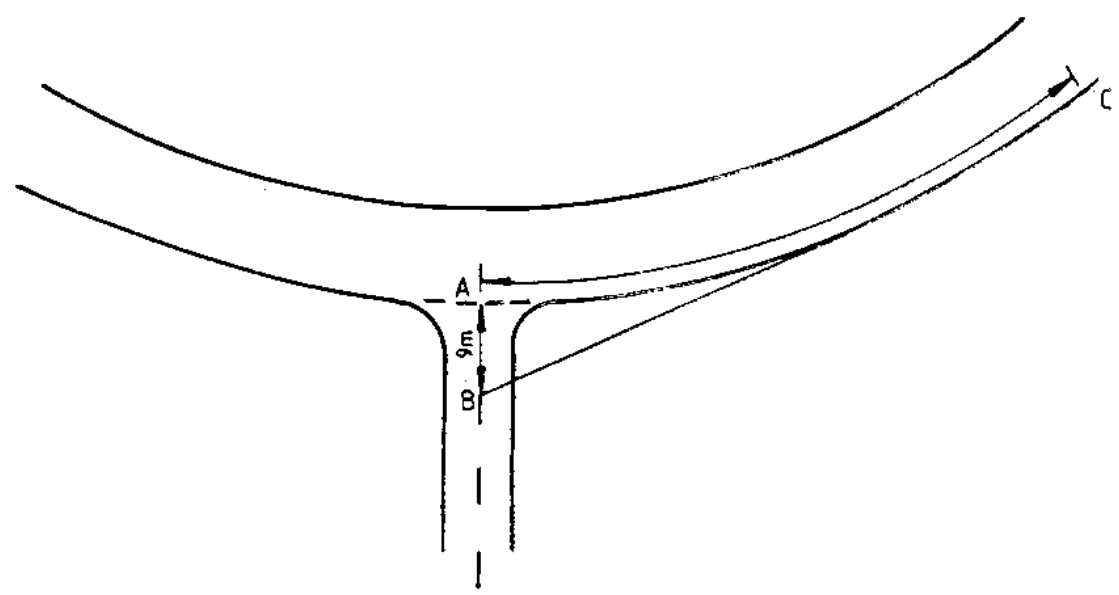


## Appendix D

### Visibility Splays at Priority Junctions

- (a) 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.V. 2.4.
- (b) 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.
- (c) 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 way" control).



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

VISIBILITY SPLAYS AT PRIORITY JUNCTIONS

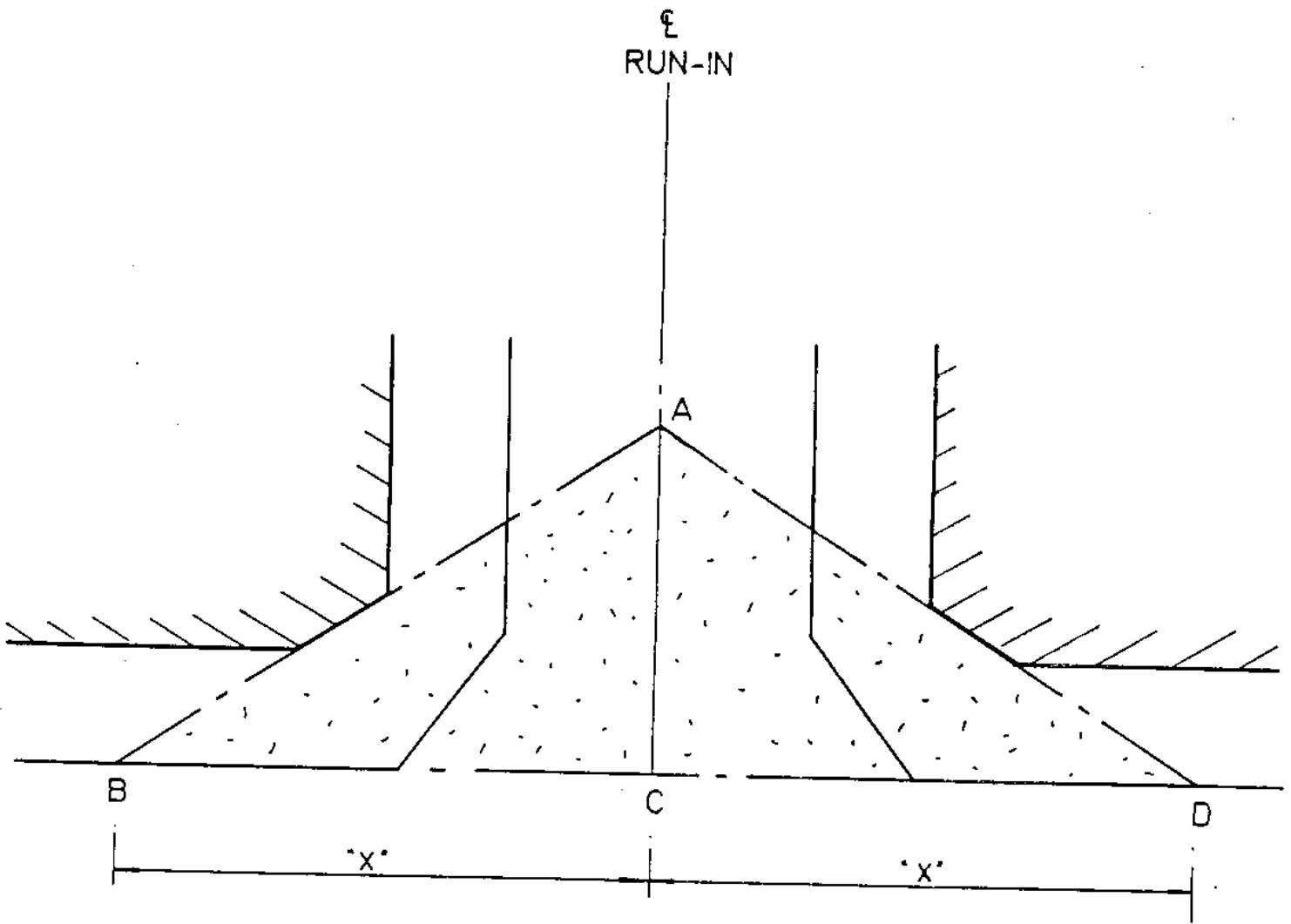
## Appendix D

### Visibility Area at Run-ins

- (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 Line “x”

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



VISIBILITY AREA AT RUN-INS

**Appendix D****Grade Separated Interchange**

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

## Appendix D                    Siting of Signal Equipments

- (a) The minimum requirement is one traffic signal installed 1m from the stopline, on the nearside of the carriageway. If at all possible a second primary signal is installed if there is a central island or central divider, at the other end of and 1m beyond the stopline. Minimum visibility distances from the primary signals as given in the following table should be satisfied for achieving a safe layout.

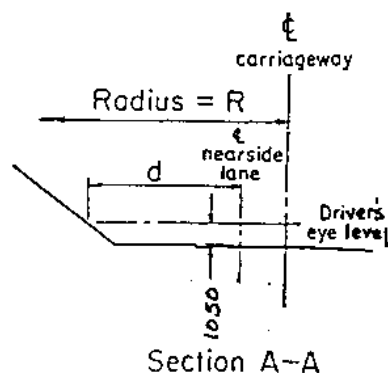
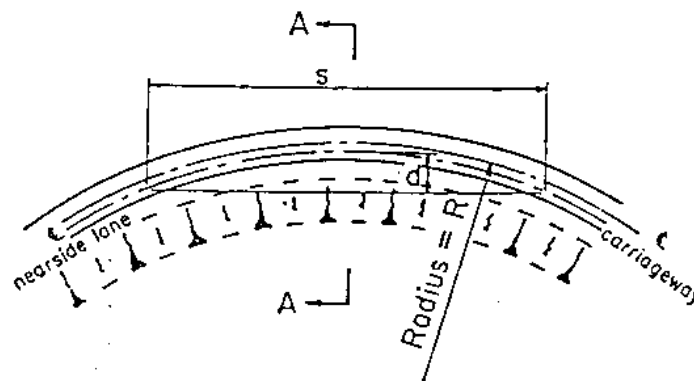
<u>85 percentile approach speed</u>	<u>Visibility distance</u>
50 km/h	70m
60km/h	95m
70 km/h	125m
85 km/h	165m
100 km/h	225m

## Appendix D Sight Distance

- (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

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



## Appendix D

## Visibility at Roundabout

- (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

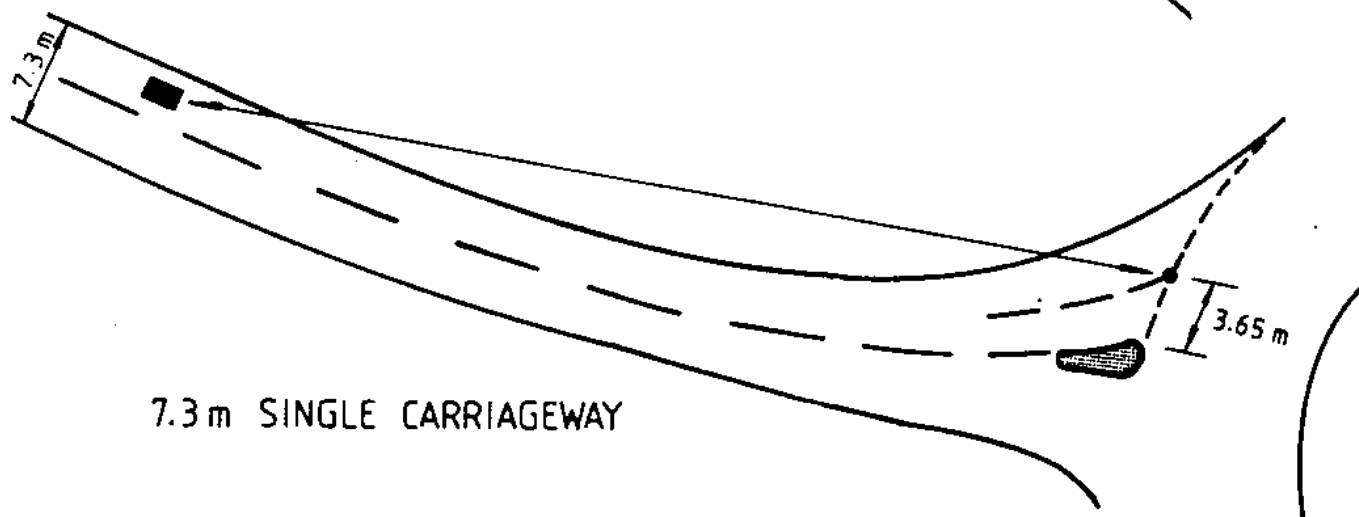
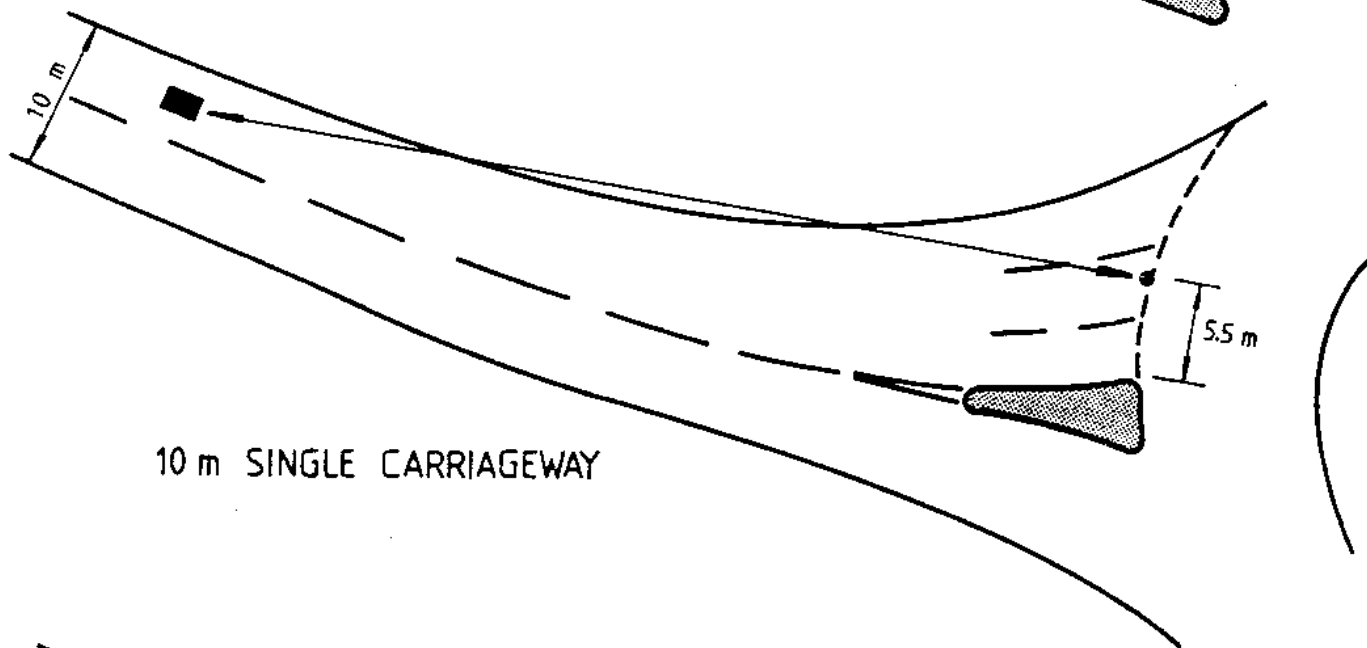
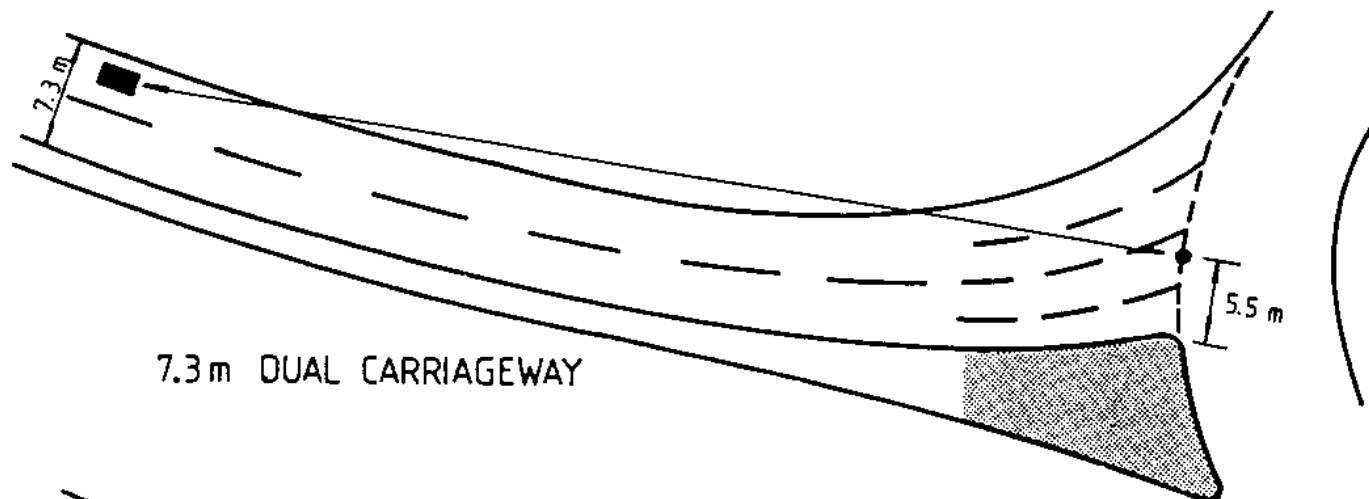
Design Speed (km/h)	100	85	70	60	50
Desirable Minimum (m)	225	165	125	95	70
Absolute Minimum (m)	165	125	95	70	50

- (c) No noise mitigation measures shall be erected at a roundabout within a distance of 15m back from the "Give Way" line as shown in Diagram No. 4.5.11.2, 4.5.11.3 and 4.5.11.4 of T.P.D.M.V. 2.4.
- (d) During the detailed design stage, where a pedestrian crossing is located across the entry to a roundabout, drivers approaching the roundabout should have visibility to the crossing of a distance not less than that shown in (b). Additionally, drivers at the "Give Way" line of one entry should be able to see the full width of a crossing located at the next entry if this is within 50m of the roundabout. This requirements, illustrated in Diagram No. 4.5.11.5 of T.P.D.M.V. 2.4, may be difficult to achieve in urban areas owing to adjacent roadside development.



DESIRABLE / MINIMUM VISIBILITY DISTANCE  
FOR APPROACH ROAD DESIGN SPEED

T.P.D.M.V. 2.4.



MEASUREMENT OF APPROACH VISIBILITY

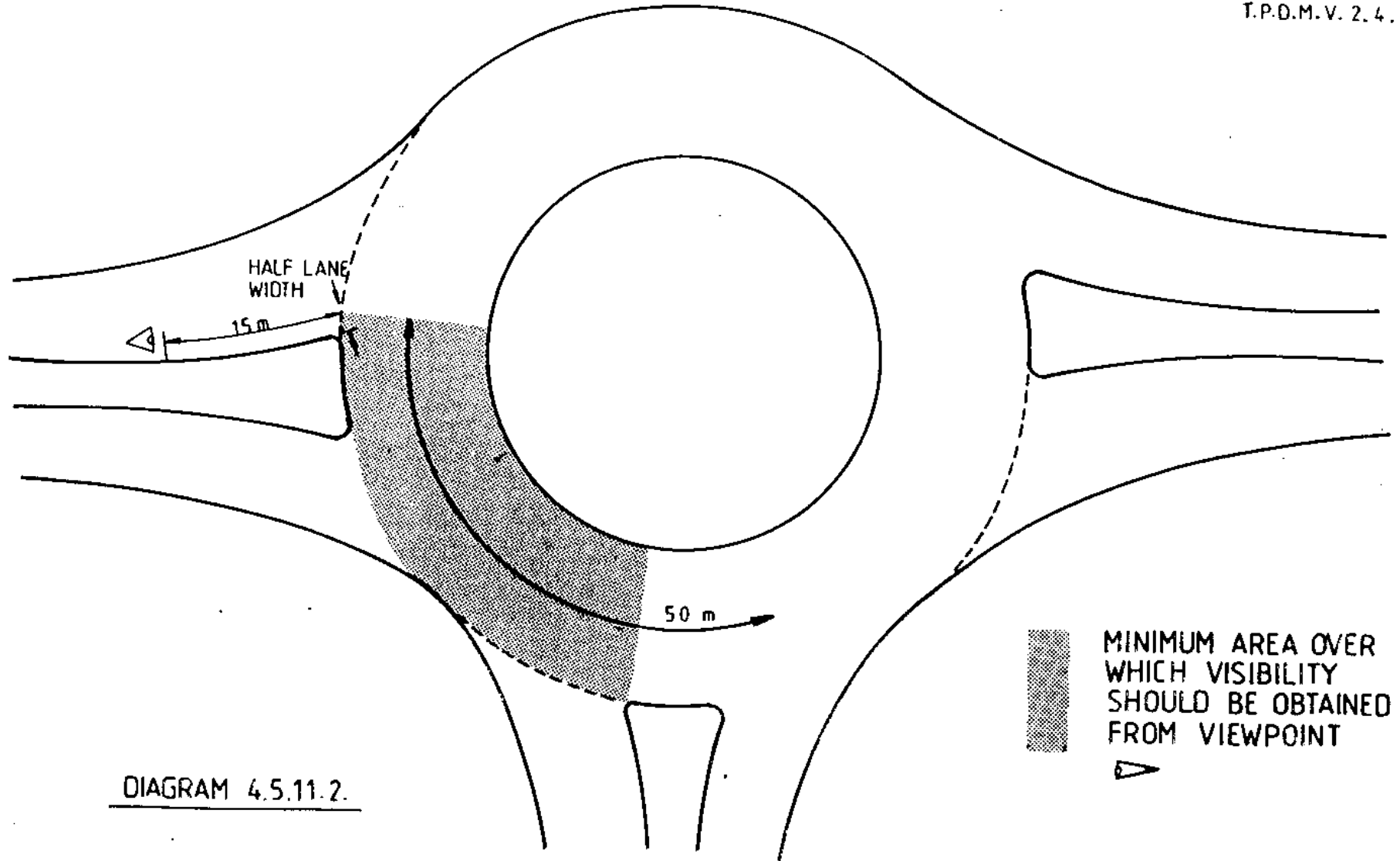


DIAGRAM 4.5.11.2.

VISIBILITY TO THE RIGHT REQUIRED AT ENTRY

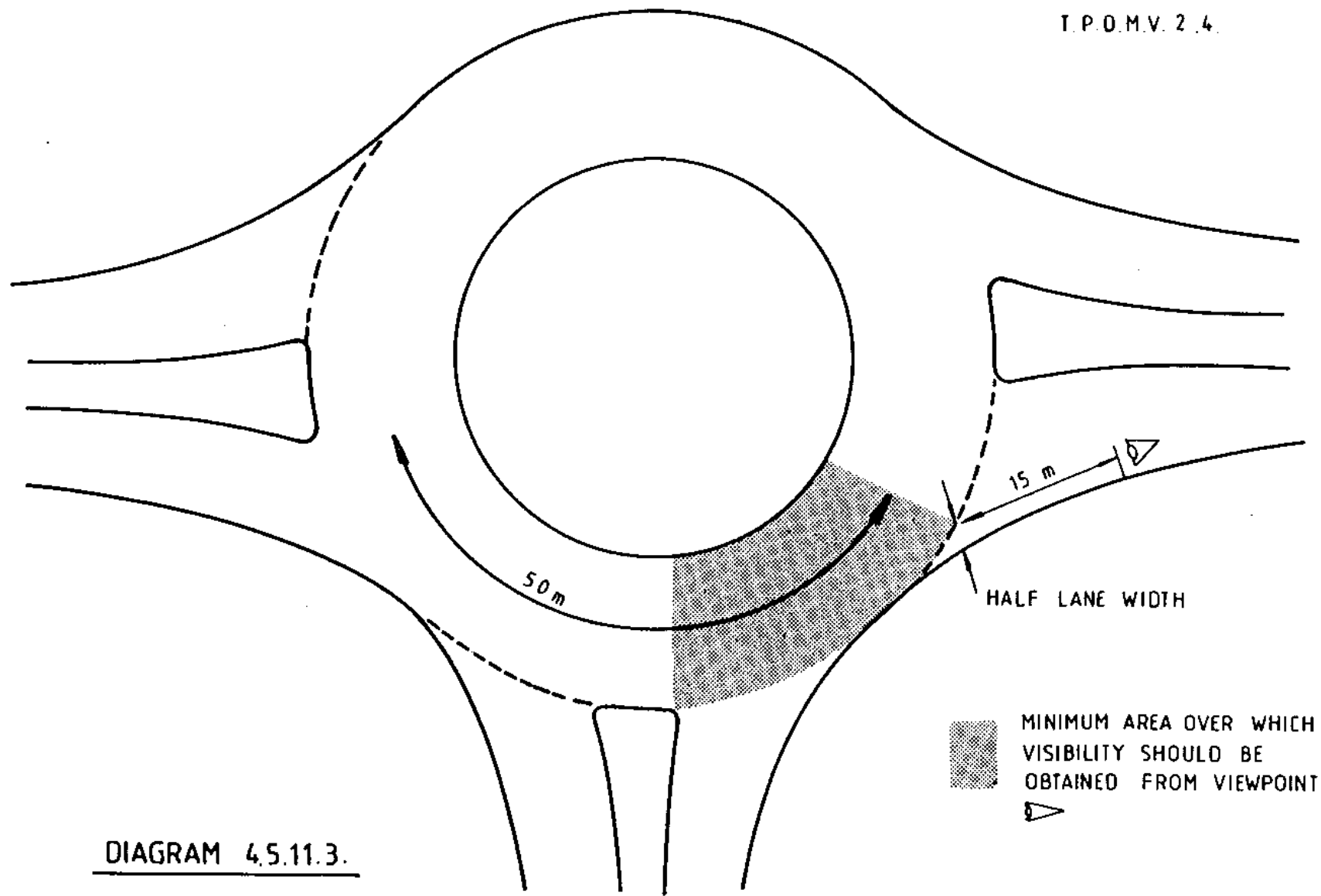


DIAGRAM 4.5.11.3.

FORWARD VISIBILITY REQUIRED AT ENTRY

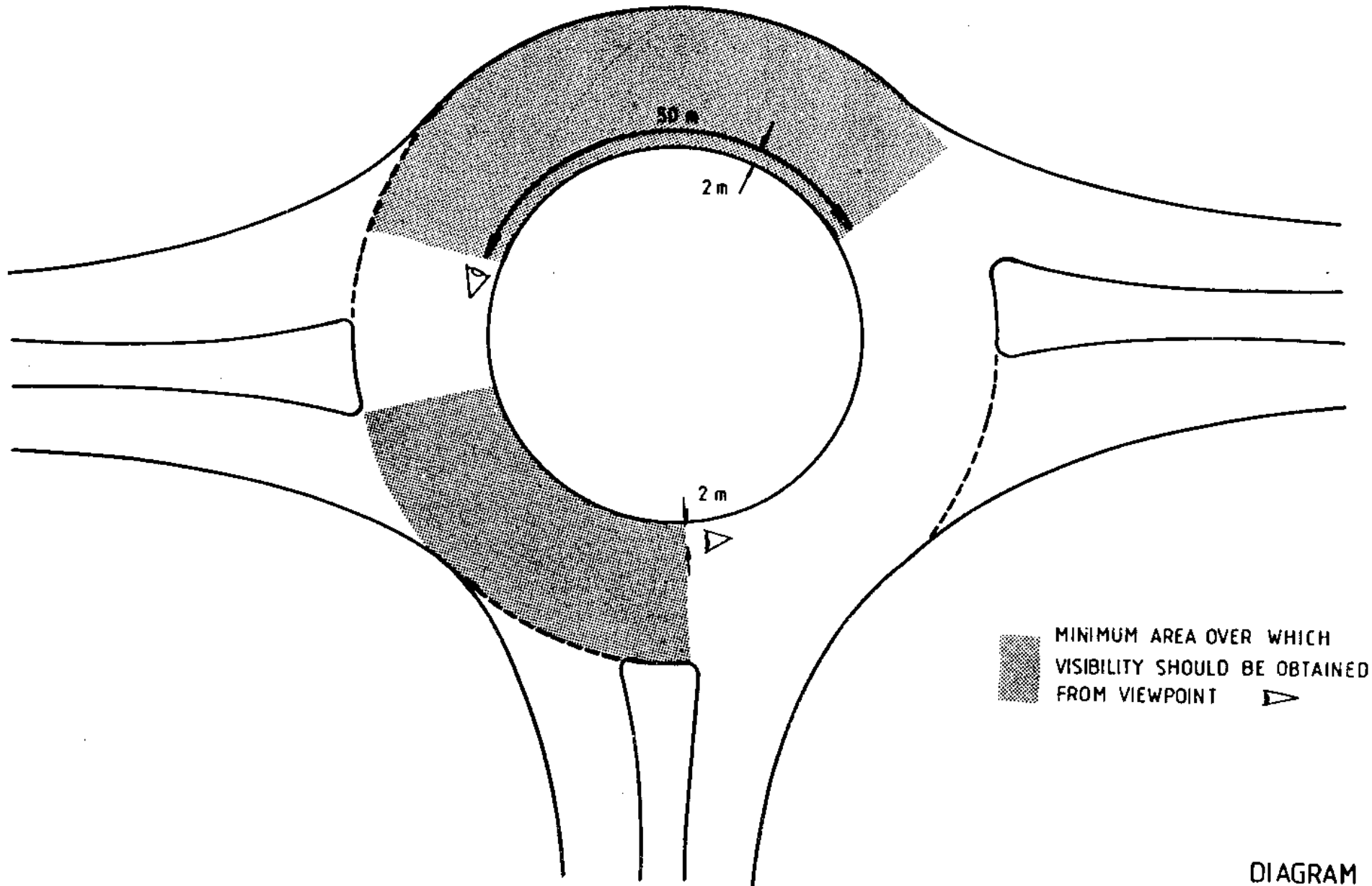
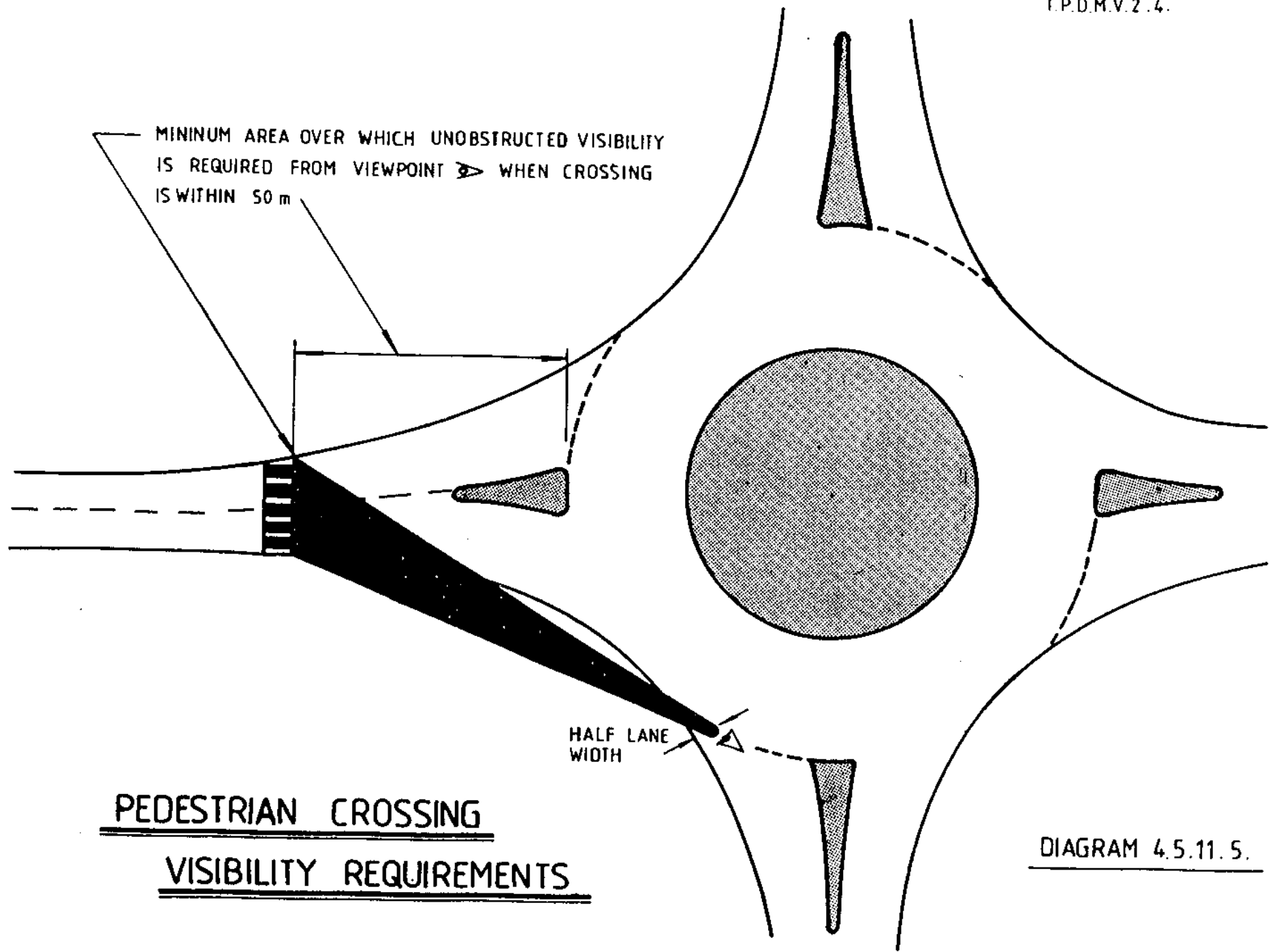


DIAGRAM 4.5.11.4.

CIRCULATORY VISIBILITY REQUIRED



MINIMUM AREA OVER WHICH UNOBSTRUCTED VISIBILITY IS REQUIRED FROM VIEWPOINT > WHEN CROSSING IS WITHIN 50 m

HALF LANE WIDTH

PEDESTRIAN CROSSING  
VISIBILITY REQUIREMENTS

DIAGRAM 4.5.11.5.